Clark Pacific Facility Expansion Project

SCH# 2025031376

Draft Environmental Impact Report

Prepared for the
County of Yolo

March 2026

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1. Introduction

1. INTRODUCTION

1.1 INTRODUCTION

The Clark Pacific Facility Expansion Project Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code (PRC) Sections 21000-21189, as amended, and the Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations (CCR) Title 14, Sections 15000-15387 (CEQA Guidelines). Yolo County is the lead agency for the environmental review of the Clark Pacific Facility Expansion Project (project, or proposed project) evaluated herein and has the principal responsibility for reviewing the impacts of and considering approval of the proposed project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project; (b) identify possible ways to minimize the significant adverse environmental effects; and (c) describe reasonable and feasible project alternatives which reduce environmental effects. The public agency shall consider the information in the EIR along with other information that may be presented to the agency.

As provided in CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social issues. CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term *project* refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the County has determined that the proposed development is a project within the definition of CEQA, which has the potential for resulting in significant environmental effects.

The lead agency, which in the case of the proposed project is Yolo County, is required to consider the information in the EIR along with any other available information in deciding whether to approve the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth inducing impacts, and cumulative impacts.

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a *project-level EIR* pursuant to CEQA Guidelines Section 15161, which is an analysis that examines the environmental impacts of a specific development project. A *project-level EIR* focuses primarily on the changes in the environment that would result from the development of the proposed project, and examines all phases of the project, including planning, construction, and operation. Although the proposed project does not include specific development plans at this time, the analysis included herein is based on conservative buildout assumptions. When future applications for development of the project site requiring Site Plan Review, building permits, and/or grading permits are received by the County, the County would confirm that such development is consistent with what has been anticipated for the site and analyzed herein. If future development requiring discretionary

approval would be outside of the scope assumed within this EIR, subsequent permitting and environmental review may be needed. The focus of the EIR, and the topics addressed herein, are described under Section 1.5, Scope of the EIR, of this chapter, below.

1.2 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

"Responsible agency" means a public agency that proposes to carry out or approve a project for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For the purpose of CEQA, the term responsible agency includes all California public agencies other than the lead agency that have discretionary approval power over the project or an aspect of the project. The State Water Resources Control Board (SWRCB), Central Valley Regional Water Quality Control Board (CVRWQCB), Yolo-Solano Air Quality Management District (YSAQMD), Yolo Habitat Conservancy, and Yolo County Environmental Health Division (YCEHD) are identified as potential responsible agencies.

"Trustee agency" means a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. The known possible trustee agencies for the project are the California Department of Fish and Wildlife (CDFW) and California Department of Transportation (Caltrans).

Although not subject to California law and, thus, outside the definitions of responsible agency or trustee agency, the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and Federal Emergency Management Agency (FEMA) may also be called upon to grant approvals under federal law necessary for the development of the project. The above agencies do not have duties under CEQA but, rather, are governed by a variety of federal statutes, such as the Clean Water Act, which governs the dredging and filling of waters of the U.S. (e.g., wetlands), and the federal Endangered Species Act, which requires USACE to consult with the USFWS as part of the review process for any wetland or fill permits that may be required.

1.3 PROJECT SUMMARY

A summary of the project location, description, and approvals is provided below. For additional project description details, please refer to Chapter 3, Project Description, of this EIR.

Project Location and Setting

The 76.76-acre project site, identified by Assessor's Parcel Number (APN) 027-250-019, is located at 40307 Best Ranch Road in unincorporated Yolo County. The Yolo County General Plan designates the project site as Agricultural (AG) and the site has a Yolo County zoning designation of Agricultural Intensive (A-N).

The project site currently consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs on-site generally parallel to the northern and western site boundaries. County Road (CR) 18C bounds the southern site boundary. A California Northern Railroad (CFNR) spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Additionally, overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers.

Project Description

The proposed project would expand the existing Clark Pacific facility located adjacent to the site to the east. Although the proposed Clark Pacific expansion does not include specific development plans at this time, the future facilities are anticipated to be similar to the existing Clark Pacific facility.

The proposed project is anticipated to be developed in up to four phases. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping. The proposed project could ultimately be developed with a maximum total building square footage of up to 500,000 square feet (sf) of new industrial uses. Because the proposed project consists of an expansion of the adjacent existing Clark Pacific facility to the east, project operations are assumed to include prefabrication of building materials and would include ancillary outdoor storage of materials, as well as use of cranes and trucks to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for offsite shipment.

Site access would be provided by way of new driveways from Clark Junction, a private road on the site's western boundary that is owned and maintained by Clark Pacific. The proposed project may require up to 135 parking spaces, including five spaces designed in compliance with the Americans with Disabilities Act (ADA), and up to 25 loading spaces. In addition, the proposed project would include various utilities improvements, including, but not limited to, installation of private wells and septic systems on each parcel. Finally, as discussed in Chapter 3, Project Description, of this EIR, the proposed project is conservatively presumed to include the future signalization of the State Route (SR) 113/CR 18C intersection located west of the southern boundary of the project site.

The project would require approval by Yolo County of the following:

- A General Plan Amendment to redesignate the project site from AG to Industrial (IN); and
- A Rezone to change the project site's zoning designation from A-N to Heavy Industrial (I-H).

The details of the proposed project, including required approvals, are described in further detail in Chapter 3, Project Description, of this EIR.

1.4 EIR PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. Once the decision is made to prepare an EIR, the lead agency sends a Notice of Preparation (NOP) to appropriate government agencies and, when required, to the State Clearinghouse (SCH) in the Office of Land Use and Climate Innovation (LCI), which will ensure that responsible and trustee State agencies reply within the required time. Please see Section 1.7 regarding the NOP process for the proposed project. The SCH assigns an identification number to the project, which then becomes the identification number for all subsequent environmental documents on the project. The SCH number assigned to this project is SCH No. 2025031376. Commenting agencies have 30 days to respond to the NOP and provide information regarding alternatives and mitigation measures they wish to have explored in the EIR and to provide notification regarding whether the agency will be a responsible agency or a trustee agency for the project.

Upon completion of the Draft EIR and prior to circulation to State and local agencies and interested members of the public, a notice of completion is filed with the SCH and a public notice of availability is published to inform interested parties that a Draft EIR is available for agency and public review. In addition, the notice provides information regarding the location of copies of the Draft EIR available for public review and any public meetings or hearings that are scheduled. The Draft EIR is circulated for a minimum period of 45 days, during which time reviewers may submit comments on the document to the lead agency. The lead agency must respond to comments in writing. If significant new information, as defined in CEQA Guidelines Section 15088.5, is added to an EIR after public notice of availability is given, but before certification of the EIR, the revised EIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

A Final EIR will be prepared, containing comments on the Draft EIR and written responses to those comments. The Final EIR will also include a list of changes to the Draft EIR text necessitated as a result of public comment, as warranted. The EIR will also include the Mitigation Monitoring Program (MMP) prepared in accordance with PRC Section 21081.6. Before approving a project, the lead agency shall certify that the EIR (consisting of the Draft EIR and Final EIR) has been completed in compliance with CEQA, and that the EIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the EIR. The lead agency shall also certify that the Final EIR reflects the lead agency's independent judgment and analysis.

Pursuant to CCR Title 14, Section 15091, a public agency shall not approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The findings prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a Statement of Overriding Considerations explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.5 SCOPE OF THE EIR

Pursuant to the CEQA Guidelines, the scope of this EIR addresses specific issues and concerns identified as potentially significant in the Initial Study prepared for the proposed project (see Appendix A). Accordingly, the sections of the CEQA Guidelines Appendix G Checklist identified for study in this EIR include the following:

- Agricultural Resources (Items II-a, II-b, and II-e);
- Air Quality, Greenhouse Gas Emissions, and Energy (All items);
- Hydrology and Water Quality (Items X-a through X-e, and XIX-b);
- Noise (Items XIII-a and XIII-b); and
- Transportation (All items).

The evaluation of effects is presented on a resource-by-resource basis in Chapters 4.1 through 4.5 of the EIR. Each technical chapter is divided into four sections: Introduction, Existing Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures. The Impacts and Mitigation Measures section addresses both project-specific and cumulative impacts.

Impacts that are determined to be significant in Chapters 4.1 through 4.5, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable*. Chapter 5 of the EIR presents a discussion of growth-inducing impacts, a summary of cumulative impacts, and significant irreversible environmental changes associated with the project. Alternatives to the proposed project are discussed in Chapter 6 of the EIR.

1.6 DEFINITION OF BASELINE

According to CEQA Guidelines Section 15125, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the "baseline physical conditions" against which project-related changes could be compared. In addition, CEQA Guidelines Section 15126.2(a) states that an EIR shall identify and focus on the significant environmental effects of the proposed project. The CEQA Guidelines, Section 15126.2(a), states in pertinent part:

> An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Normally, the baseline condition is the physical condition that exists when the NOP is published. The NOP for the proposed project was published on March 28, 2025. Therefore, conditions existing at that time are considered to be the baseline against which changes that would result from the proposed project are evaluated. Impacts could include both direct and indirect physical changes to the baseline condition. The baseline condition for the proposed project site is described in Chapter 3, Project Description, of this EIR. The baseline conditions pertaining to each resource area are described in the "Existing Environmental Setting" section of the respective chapters of this EIR.

1.7 NOTICE OF PREPARATION AND SCOPING

In accordance with CEQA Guidelines Section 15082, an NOP, as well as a detailed Initial Study (see Appendix A), were prepared for the proposed project and was circulated to the public, local, State, and federal agencies, and other known interested parties from March 28, 2025 to April 28, 2025, for a total of 30 days. The purpose of the NOP was to provide notification that an EIR for the proposed project was being prepared and to solicit public input on the scope and content of the document.

In addition, pursuant to CEQA Guidelines Section 15082, the County held an NOP scoping meeting for the EIR during the NOP review period on April 10, 2025, for the purpose of receiving comments on the scope of the environmental analysis to be prepared for the project. Agencies and members of the public were invited to attend and provide input on the scope of the EIR. All comments were taken into consideration during the preparation of this EIR. A summary of the NOP comments received, including the verbal comments received at the NOP scoping meeting, is provided in Section 1.8 below.

1.8 COMMENTS RECEIVED ON THE NOTICE OF PREPARATION

Yolo County received nine written comment letters during the public review period of the NOP. The Yolo County Planning Commission held an NOP scoping meeting on April 10, 2025. Verbal comments from the public during the NOP scoping meeting were not received; however, the Planning Commission provided input on specific items they wanted to ensure were addressed in the EIR. A copy of each letter, as well as a summary of the verbal comments provided by the Planning Commission, is provided in Appendix B of this EIR. The comment letters received were issued by the following representatives of public agencies and groups, as well as individual members of the general public:

Public Agencies

- California Department of Conservation, Geologic Energy Management Division;
- California Department of Conservation, Division of Land Resource Protection;
- California Department of Transportation (Caltrans);
- Central Valley Flood Protection Board;
- Central Valley Regional Water Quality Control Board;
- Native American Heritage Commission (NAHC); and
- Pacific Gas and Electric Company (PG&E).

Group

- Yolo County Farm Bureau.

General Public

- Chad Roberts.

The following list, categorized by issue, summarizes the environmental concerns brought forth in the comment letters and verbal comments received on the scope of the EIR. Comments outside of the purview of CEQA or that are speculative in nature have not been included, as, according to Section 15145 of CEQA Guidelines, CEQA does not require evaluation of speculative impacts.

Agricultural Resources (*c.f.* Chapter 4.1)	Concerns related to: • The conversion of agricultural soils to non-agricultural use. • Conflicts with agricultural zoning or the Williamson Act. • Farmland conversion resulting directly and indirectly from implementation of the proposed project. • Agricultural mitigation fees. • Impacts on any current and future agricultural operations in the vicinity. • Incremental impacts leading to cumulative impacts on agricultural land. • Proper implementation of City or County Agricultural Mitigation Plans, Programs, or Policies. • The inclusion of mitigation measures for impacted agricultural lands within the proposed project area. • Impacts related to the preservation of agricultural land and urban growth boundaries. • Continued on-site agricultural operations prior to development of project.

Air Quality, Greenhouse Gas Emissions, and Energy (*c.f.* Chapter 4.2)	Concerns related to: • Impacts related to greenhouse gas (GHG) emissions.
Hydrology and Water Quality (*c.f.* Chapter 4.3)	Concerns related to: • Potential impacts to well water. • Compliance with all federal, State, and regional permitting regulations. • Impacts related to discharge of dredged and fill material. • Impacts related to degradation of water quality. • Adherence to wastewater discharge requirements. • Impacts related to construction and groundwater dewatering. • Impacts related to potential flooding events. • Impacts related to potential exacerbation of flooding in Woodland.
Transportation (*c.f.* Chapter 4.5)	Concerns related to: • Impacts on public safety and services related to transportation and roadways. • Potential impacts to transportation infrastructure in the project vicinity. • Current conditions, degradation, and maintenance of roadways in the project vicinity. • Payment and inclusion of fair share transportation fees.
Statutorily Required Sections (*c.f.* Chapter 5)	Concerns related to: • Growth inducing impacts.
Initial Study (Appendix A)	Concerns related to: • Potential impacts to tribal cultural resources. • Potential impacts to unknown archaeological resources. • Compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18. • Potential impacts related to the occurrence of unknown wells on the project site and proper abandonment thereof. • Potential impacts related to the presence of soils containing hydrocarbons. • Impacts related to gas transmission pipelines. • Impacts related to on-site hazards associated with industrial use. • Impacts related to re-zoning and land use that may foster discontiguous growth. • Potential impacts to pre-designated land uses. • Impacts related to urban growth boundaries. • Impacts on the County's land use policies and zoning. • Impacts related to interference with existing PG&E electric and gas facilities. • Cohesiveness of the utilities in the site vicinity. • Impacts related to potential effects to public resources.

All of these issues are addressed in this EIR, in the relevant chapters identified in the first column and/or the Initial Study prepared for the proposed project (see Appendix A).

1.9 PROJECT CHANGES SINCE PUBLICATION OF THE NOP

Since the NOP was published, changes to the proposed project have been made. Specifically, the proposed project has been altered to not include subdivision of the project site as previously anticipated by the project applicant. The change to the proposed project would not affect the County's previous determination regarding potential environmental impacts addressed in this EIR. Furthermore, the aforementioned change to the proposed project would not affect the

required County approvals, which include a General Plan Amendment to redesignate the project site from AG to IN, as well as a Rezone to change the project site's zoning designation from A-N to I-H.

In addition, subsequent to the release of the NOP and Initial Study for the proposed project, the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the SR 113/CR 18C intersection during the PM peak hour. As such, for conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the potential future installation of a traffic signal at the SR 113/CR 18C intersection.

1.10 DRAFT EIR AND PUBLIC REVIEW

This Draft EIR is being circulated for public review and comment for a period of 45 days. During this period, the general public, organizations, and agencies can submit comments to the lead agency on the Draft EIR's accuracy and completeness. Release of the Draft EIR marks the beginning of a 45-day public review period pursuant to CEQA Guidelines Section 15105. The public can review the Draft EIR at the County's website at:

> https://www.yolocounty.gov/government/general-government-departments/community-services/planning-division/current-projects

or at the following address during normal business hours:

> County of Yolo
> Department of Community Services
> 292 West Beamer Street
> Woodland, CA 95695

All comments or questions regarding the Draft EIR should be submitted in written form and addressed to:

> Jeff Anderson, Principal Planner
> Yolo County Department of Community Services
> (530) 666-8043
> jeff.anderson@yolocounty.gov

1.11 ORGANIZATION OF THE DRAFT EIR

The EIR for the proposed project is organized into the following chapters:

Chapter 1 – Introduction

The Introduction chapter of the EIR provides an introduction and overview describing the intended use of the EIR and the review and certification process, as well as summaries of the chapters included in the EIR and issues and concerns received from the public and public agencies during the NOP review period.

Chapter 2 – Executive Summary

The Executive Summary chapter of the EIR summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes

proposed mitigation measures, and indicates the level of significance of impacts after mitigation. In addition, the Executive Summary includes a summary of the project alternatives that could reduce or avoid significant impacts.

Chapter 3 – Project Description

The Project Description of the EIR provides a detailed description of the proposed project, including the project's location, background information, major objectives, and technical characteristics.

Chapter 4 – Existing Environmental Setting, Impacts, and Mitigation

Contains a project-level and cumulative analysis of environmental issue areas associated with the proposed project. Each environmental issue chapter contains an introduction and description of the project setting, identifies impacts, and recommends appropriate mitigation measures, if needed.

Chapter 5 – Statutorily Required Sections

The Statutorily Required Sections chapter of the EIR provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, significant and unavoidable impacts, and significant irreversible changes to the environment.

Chapter 6 – Alternatives Analysis

The Alternatives Analysis chapter of the EIR describes and evaluates the alternatives to the proposed project, their respective environmental effects, and a determination of the environmentally superior alternative. The alternatives are analyzed at a level of detail less than that of the proposed project; however, the analyses include sufficient detail to allow for a meaningful comparison of impacts.

Chapter 7 – EIR Authors and Persons Consulted

The EIR Authors and Persons Consulted chapter of the EIR lists EIR and technical report authors who provided technical assistance in the preparation and review of the EIR.

Chapter 8 – References

The References chapter of the EIR provides bibliographic information for all references and resources cited.

Appendices

The Appendices include the NOP and Initial Study, comments received during the NOP comment period, and technical reports prepared for the proposed project.

2. Executive Summary

2. EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of the EIR provides an overview of the proposed project (see Chapter 3, Project Description, for further details) and provides a table summary of the conclusions of the environmental analysis provided in Chapters 4.1 through 4.5. This chapter also summarizes the alternatives to the proposed project that are described in Chapter 7, Alternatives Analysis, and identifies the Environmentally Superior Alternative. Table 2-1 contains the environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The 76.76-acre project site is located at 40307 Best Ranch Road in unincorporated Yolo County, California (see Figure 3-1 and Figure 3-2). The site is identified by Assessor's Parcel Number (APN) 027-250-019. The Yolo County General Plan designates the project site as Agriculture (AG), and the site has a Yolo County zoning designation of Agricultural Intensive (A-N).

The project site consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs generally parallel to the northern and western boundaries. County Road (CR) 18C bounds the southern site boundary. A California Northern Railroad (CFNR) spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers.

Surrounding existing land uses include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturer facility to the east; two single-family residences (farm dwellings) to the southeast, across CR 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a care home for individuals with intellectual disabilities, a barn, and agricultural land to the west, across the CFNR tracks; and The Maples event venue and agricultural land to the northwest, across the CNFR tracks and Best Ranch Road.

The proposed project would expand the adjacent existing Clark Pacific facility; although the proposed Clark Pacific expansion does not include specific development plans at this time, the future facilities are anticipated to be similar to the existing Clark Pacific facility. The proposed project is anticipated to be developed in up to four phases; prior to phased development, the project site would continue to be used for agricultural purposes.

Primary site access would be provided by new driveways from Clark Junction, a private road on the site's western boundary that is owned and maintained by Clark Pacific. Circulation associated with the proposed project would be similar to the existing Clark Pacific facility. Within the existing

facility, Clark Pacific uses cranes and trucks to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for offsite shipment. Trucks used to transport products off-site are required to follow a route prescribed by Condition #62 within the existing CUP. Trucks access the facility from State Route (SR) 113 to CR 18C east and CR 100B north to an access gate at the eastern edge of the existing plant facility. Trucks hauling products from the plant are required to follow the same route back to SR 113.

According to the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers (see Appendix F), the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the State Route (SR) 113/CR 18C intersection during the PM peak hour. The signal warrant criteria are minimum guidelines to determine if further study for a signal is appropriate. Whether installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, is required would be subject to further review, analysis, and coordination with the California Department of Transportation (Caltrans) and the County. For conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within the existing right-of-way.

Implementation of the proposed project would require approval of the following by the County:

- A General Plan Amendment to redesignate the project site from AG to Industrial (IN); and
- A Rezone to change the project site's zoning designation from A-N to Heavy Industrial (I-H).

Please refer to Chapter 3, Project Description, of this EIR for a detailed description of the proposed project and entitlements, as well as a full list of the project objectives.

2.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Mitigation measures must be implemented as part of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this EIR and are found in the following technical chapters: Agricultural Resources; Air Quality, Greenhouse Gas Emissions, and Energy; Hydrology and Water Quality; and Transportation. The mitigation measures required for the proposed project, as presented in this EIR, will form the basis of the Mitigation Monitoring Plan. Any impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

A summary of the proposed project's impacts identified for each technical chapter (Chapters 4.1 through 4.5) of the EIR is presented in Table 2-1 at the end of this chapter. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

2.4 SUMMARY OF PROJECT ALTERNATIVES

The following section presents a summary of the alternatives evaluated in this EIR for the proposed project, which include the following:

- No Project (No Build) Alternative;
- Agricultural Resource Preservation Alternative; and
- Reduced Intensity Alternative.

The following summary provides brief descriptions of the three alternatives to the proposed project that are evaluated in this EIR. For a more thorough discussion of project alternatives, please refer to Chapter 7, Alternatives Analysis.

No Project (No Build) Alternative

The No Project (No Build) Alternative assumes the current conditions of the project site would remain, and the site would not be developed. As described in this EIR, the project site consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs on-site generally parallel to the northern and western site boundaries. County Road (CR) 18C bounds the southern site boundary. A CFNR spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Additionally, overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers. Because the Alternative would not expand the existing plant located immediately to the east of the site, the No Project (No Build) Alternative would not meet any of the project objectives.

Because changes would not occur to the project site under the No Project (No Build) Alternative, impacts related to Agricultural Resources, Air Quality, Greenhouse Gas (GHG) Emissions, and Energy, Hydrology and Water Quality, and Transportation would not occur. In addition, the potentially significant impacts identified in the Initial Study for the proposed project related to Biological Resources, Cultural Resources, Geology and Soils, Tribal Cultural Resources, and Utilities and Service Systems would not occur under the No Project (No Build) because the project site would remain in its current condition. As such, impacts related to all issue areas would be fewer as compared to the proposed project, and mitigation would not be required.

Agricultural Resource Preservation Alternative

The Agricultural Resource Preservation Alternative would consist of a similar buildout of the components of the proposed project on a reduced development footprint in order to avoid, to the extent feasible, development of on-site agricultural land with non-agricultural uses. Unlike the proposed project, the Agricultural Resource Preservation Alternative would not include buildout of the northern portion of the project site. The Agricultural Resource Preservation Alternative would include the development of a total of approximately 40.07 acres of industrial uses, and would include approximately 36.69 acres of preserved agricultural land with existing row crops. Pursuant to the Yolo County Code Section 8-2.705, the maximum floor area ratio (FAR) for development within the I-H zone is 0.5. As such, even with the reduced development footprint of 40.07 acres under the Alternative, the total building area of 500,000 square feet (sf) under the proposed project would still be permitted. Because the Alternative would consist of the same building area on a reduced development footprint, the amount of outdoor storage space included in the Alternative would be greatly reduced as compared to the proposed project. Because the

Agricultural Resource Preservation Alternative would include development of the project site with the same building square footage and employment base as the proposed project, and would include expansion of the existing facility, most project objectives would be met. However, Objective #1 would only be partially met, as storage capacity would be greatly reduced under the Alternative. The significant impacts identified in this EIR that would be reduced under the Alternative are as follows:

- 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 (remains significant and unavoidable);
- Involve changes in the existing environment which, due to their location or nature, could cumulatively result in the loss of Farmland to non-agricultural use (remains cumulatively considerable and significant and unavoidable);
- 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: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or 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; and
- 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 impede or redirect flood flows, or in flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation.

In addition, the significant impacts identified in the Initial Study prepared for the proposed project that would be reduced under the Alternative are as follows:

- 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;
- Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature;
- 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); and
- 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.

Although the Agricultural Resource Preservation Alternative would consist of a similar buildout of the components of the proposed project, due to the decreased disturbance area, the Alternative would convert less farmland to non-agricultural uses. As such, the significant and unavoidable

impact related to Agricultural Resources as identified in the EIR would be reduced in intensity under the Agricultural Resource Preservation Alternative as compared to the proposed project. However, the associated mitigation measures would still be required, and the impact would remain significant and unavoidable. Overall, the majority of other impacts would remain similar to the proposed project under the Agricultural Resource Preservation Alternative, including the significant and unavoidable impacts related to the generation of VMT and conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Reduced Intensity Alternative

The Reduced Intensity Alternative would include development of the project site with industrial uses at a reduced intensity as compared to the proposed project. The Alternative would reduce the overall square footage of the proposed buildings to match the existing Clark Pacific Facility, for a total of 271,067 sf of industrial uses on the project site compared to the 500,000 sf of industrial uses under the proposed project. Overall, the Reduced Intensity Alternative would result in a reduction of 228,933 sf of industrial development and, therefore, the employment base of the Alternative would be reduced from 180 employees to 98 employees. All other aspects of the proposed project, including development footprint, building heights, vehicle access, and required entitlements, would be similar under the Reduced Intensity Alternative, with the exception of outdoor storage space. Because the building square footage would be reduced under the Alternative, the amount of available outdoor storage space would be increased as compared to the proposed project. Because the Reduced Intensity Alternative would include development of the project site with the same uses included in the proposed project, all project objectives would be generally met. However, because the Reduced Intensity Alternative would include the development of fewer industrial uses than the proposed project, the Alternative would not satisfy Objective #1, #2, #4, and #5 to the same extent as the proposed project.

While the building square footage would be reduced under the Reduced Intensity Alternative, the overall disturbance area would remain the same as the proposed project. The significant and unavoidable impacts related to the conversion of farmland to non-agricultural uses, generation of VMT and conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) identified for the proposed project would remain under the Alternative, and mitigation would still be required. Overall, the Reduced Intensity Alternative would result in similar impacts related to all issue areas for which project impacts were identified for the proposed project.

Environmentally Superior Alternative

An EIR is required to identify the Environmentally Superior Alternative from among the range of reasonable alternatives that are evaluated. Section 15126(e)(2) of the CEQA Guidelines requires that an Environmentally Superior Alternative be designated and states, “If the Environmentally Superior Alternative is the ‘no project’ Alternative, the EIR shall also identify an Environmentally Superior Alternative among the other alternatives.” The No Project (No Build) Alternative would be considered the Environmentally Superior Alternative, because the project site is assumed to remain in its current condition under the Alternative. Consequently, none of the impacts resulting from the proposed project would occur under the Alternative. However, The No Project (No Build) Alternative would not meet any of the project objectives.

As discussed in detail in the Alternatives Analysis chapter of this EIR, because the Agricultural Resource Preservation Alternative would include development of the project site with the same building square footage and employment base as the proposed project, and would include expansion of the existing facility, most project objectives would be met. However, Objective #1

would only be partially met, as storage capacity would be greatly reduced under the Agricultural Resource Preservation Alternative. The Agricultural Resource Preservation Alternative would result in fewer impacts as compared to the proposed project related to Agricultural Resources, Biological Resources, Cultural and Tribal Cultural Resources, and Hydrology and Water Quality; and similar impacts as the proposed project related to Air Quality, GHG Emissions, and Energy, Geology and Soils, Transportation, and Utilities and Service Systems. It is noted that the significant and unavoidable impacts related to Agricultural Resources, Air Quality, GHG Emissions, and Energy, and Transportation, including the conversion of farmland to non-agricultural uses and VMT impacts, would still occur under the Alternative. While most of the project objectives would be met by both the Reduced Intensity Alternative and the Agricultural Resource Preservation Alternative, because the Reduced Intensity Alternative would include the development of fewer industrial uses than the proposed project, the Reduced Intensity Alternative would satisfy the project objectives to a lesser extent as compared to the Agricultural Resource Preservation Alternative. Thus, the Agricultural Resource Preservation Alternative is considered the environmentally superior alternative.

2.5 AREAS OF CONTROVERSY

CEQA Guidelines, Section 15123(b), require that this EIR consider areas of controversy known to the lead agency, including issues raised by agencies and the public. Areas of controversy that were identified in NOP comment letters on the proposed project should be considered, as well. The areas of known controversy for the proposed project relate to the following:

- Conversion of agricultural soils to non-agricultural use;
- Conflicts with agricultural zoning or the Williamson Act;
- Impacts related to current and future on-site agricultural operations;
- Impacts related to greenhouse gas (GHG) emissions;
- Impacts related to discharge of dredged and fill material;
- Impacts related to degradation of water quality;
- Impacts related to construction and groundwater dewatering;
- Impacts related to potential flooding events;
- Impacts related to adherence to wastewater discharge requirements;
- Impacts to transportation infrastructure in the project vicinity;
- Safety concerns related to impacts of the proposed project on local roadways;
- Compliance with and payment of fair share transportation fees;
- Impacts to tribal cultural resources and unknown archaeological resources;
- Compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18;
- Impacts related to the occurrence of unknown wells on the project site and proper abandonment thereof;
- Impacts related to gas transmission pipelines;
- Impacts related to existing on-site hazards and hazards associated with industrial use;
- Impacts related to re-zoning and land use that may foster discontiguous growth;
- Impacts on the County's land use policies and existing zoning;
- Impacts related to interference with existing PG&E electric and gas facilities; and
- Impacts related to potential effects to public resources.

Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 Agricultural Resources			
4.1-1 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.	S	*4.1-1(a)* *Prior to issuance of a building permit for each phase of development, the project applicant shall set aside in perpetuity, active agricultural acreage in an amount consistent with the County's Agricultural Conservation and Mitigation Program (i.e., 3:1 mitigation ratio for prime farmland).* *The agricultural land shall be located elsewhere in unincorporated Yolo County, through the purchase of a farmland conservation easement consistent with Section 8-2.404, Agricultural Conservation and Mitigation Program, of the Yolo County Code of Ordinances. The location and amount of active agricultural acreage shall be subject to review and approval by the Yolo County Planning Division. Pursuant to County Code Section 8-2.404(e) and (f), the agricultural mitigation land shall meet the following requirements:* • *Acquired from willing sellers only;* • *Is of adequate size, configuration and location to be viable for continued agricultural use;* • *Is of equivalent class of soil, based on the revised Storie index or NRCS soil survey maps, such that the agricultural mitigation land is comparable to, or better than, the land which is converted;*	SU

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• *Have an adequate water supply to maintain the purposes of the easement, i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation. The water supply shall be sufficient to support ongoing agricultural uses;* • *Is located within Yolo County in a location identified for mitigation;* • *Shall not overlap with existing habitat conservation easement areas identified by the Yolo Habitat Conservancy; and* • *Shall not be encumbered by a conservation, flood, or other type of easement or deed restriction that legally or practicably prevents converting the property to a nonagricultural use.* *4.1-1(b) Prior to issuance of grading permits for any phase, the project applicant shall submit an Interim Agricultural Management Plan (IAMP) for all undeveloped phases of the project site to the Yolo County Planning Division for review and approval. The IAMP shall ensure that all lands outside of the immediate construction footprint of the current phase remain in productive agricultural operation until such time as a grading permit is issued for subsequent phases. The IAMP shall include, but not be limited to the following:*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• *Evidence of continued lease agreements or active agricultural operations on all undeveloped phases.* • *Provisions ensuring that agricultural operators have full, uninterrupted access to undeveloped land, irrigation systems, water sources, and farm access roads, including access across developed phases if necessary.* • *Clear, physical identification (e.g., fencing) of the boundary between the active construction site and the active agricultural operations area.* • *Designation of a qualified agricultural manager to oversee the implementation of the IAMP and coordinate with the construction site manager.* *If undeveloped phases of the project site become unviable for productive agriculture operations, the developer shall implement Mitigation Measure 4.1-1(a) for the entirety of the project site.*	
4.1-2 Conflict with existing zoning for agriculture use, or a Williamson Act contract.	LS	*None required.*	N/A
4.1-3 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of	LS	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
	Farmland to non-agricultural use.				
4.1-4	**Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use.**	CC	*4.1-4*	*Implement Mitigation Measures 4.1-1(a) and 4.1-1(b).*	CC/SU
	4.2 Air Quality, Greenhouse Gas Emissions, and Energy				
4.2-1	**Conflict with or obstruct implementation of the applicable air quality plan during project construction.**	LS	*None required.*		N/A
4.2-2	**Conflict with or obstruct implementation of the applicable air quality plan during project operation.**	S	*4.2-2*	*The County shall condition the project to restrict unconfined abrasive blasting and foam insulation spray application from occurring on-site.*	LS
4.2-3	**Expose sensitive receptors to substantial pollutant concentrations.**	LS	*None required.*		N/A
4.2-4	**Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.**	LS	*None required.*		N/A
4.2-5	**Result in the inefficient or wasteful use of energy, or conflict with a State or local plan for renewable energy or energy efficiency.**	LS	*None required.*		N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.2-6 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	LCC	*None required.*	N/A
4.2-7 Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	CC	*4.2-7(a) Implement Mitigation Measure 4.5-4.* *4.2-7(b) Prior to occupancy of the proposed project, the components of the project which require electricity shall be fully powered by Valley Clean Energy UltraGreen energy or an equivalent 100 percent renewable/100 percent carbon-free electricity source. Proof of compliance with the above restrictions shall be submitted to the County Department of Community Services for review and approval. Thereafter, the project shall continue to be powered by 100 percent renewable/100 percent carbon-free electricity. The Applicant shall provide any authorizations necessary for the Department of Community Services to confirm compliance with this condition with Valley Clean Energy and/or the energy provider.*	CC/SU
4.2-8 Result in a cumulatively considerable inefficient or wasteful use of energy or	LCC	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	conflict with a State or local plan for renewable energy or energy efficiency.			
	4.3 Hydrology and Water Quality			
4.3-1	**Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.**	LS	*None required.*	N/A
4.3-2	**Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin or have sufficient water supplies available to serve the project, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.**	LS	*None required.*	N/A
4.3-3	**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**	S	*4.3-3* *Prior to approval of project improvement plans, the applicant shall prepare and submit an acceptable Final Drainage Study for review and approval to the County's Community Services Department. The Final Drainage Study shall demonstrate the project's compliance with all State stormwater standards and*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
	surfaces, in a manner which would: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or 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.			*requirements. The Final Drainage Study shall identify the water quality treatment and source control measures needed to ensure that stormwater runoff from the proposed project is adequately treated and peak flows do not exceed the capacity of the receiving storm drainage system. A Post-Construction Stormwater Control Plan identifying the maintenance entity for the project's storm drainage system and maintenance requirements shall be incorporated into the project's improvement plans.*	
4.3-4	**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 impede or redirect flood flows, or in flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation.**	S	*4.3-4(a)*	*With the submittal of the improvement plans and prior to the initiation of any site grading or construction, the applicant shall submit for the review and approval of the Yolo County Building Division, verification that all new construction would be designed in compliance with Section 8-4.501 of the County's Code of Ordinances related to flood hazard reduction requirements, which include, but are not limited to, the use of anchoring, flood resistant construction materials, and elevation and floodproofing requirements, subject to review and approval by the Chief Building Official/Floodplain Administrator. In addition, the applicant shall provide a "No-Rise" Certification consistent with Section 60.3(d)(3) of the NFIP from a California registered civil engineer or licensed land surveyor to the Chief Building Official/Floodplain Administrator for review and approval demonstrating that the improvements will*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		not result in any increase in the base flood elevation (BFE). The No-Rise Certification shall be supported by technical data, including hydraulic modeling and calculations. *4.3-4(b) With the submittal of the improvement plans and prior to approval of any grading permits, the applicant shall obtain from the Federal Emergency Management Agency (FEMA), a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F) for fill within a Special Flood Hazard Area. A copy of the letter shall be provided to the Yolo County Building Division. A Letter of Map Revision (LOMR), or a Letter of Map Revision based on Fill (LOMR-F) from FEMA shall be provided to the Chief Building Official/Floodplain Administrator prior to acceptance of grading permits as complete.*	
4.3-5 Cumulative impacts related to the violation of water quality standards or waste discharge requirements, groundwater quality, management, and recharge, and impacts resulting from the alteration of existing drainage patterns.	LCC	*None required.*	N/A
4.4 Noise			
4.4-1 Generation of a substantial temporary increase in ambient noise levels in the vicinity of	LS	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
	the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.				
4.4-2	**Generation of a substantial 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.**	LS	*None required.*		N/A
4.4-3	**Generation of excessive groundborne vibration or groundborne noise levels.**	LS	*None required.*		N/A
4.4-4	**Generation of a substantial permanent increase in ambient noise levels associated with cumulative development of the proposed project in combination with future buildout of Yolo County.**	LCC	*None required.*		N/A
	4.5 Transportation				
4.5-1	**Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.**	S	*4.5-1*	*Prior to any construction activities for the project site and off-site improvements, the project applicant shall prepare a detailed Construction Traffic Control Plan (CTCP) and submit the plan for review and approval by the County Public Works Division. The applicant shall consult with Yolo County, Caltrans, City of*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Woodland, and local emergency service providers for their input prior to approving the CTCP. The CTCP shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. A copy of the CTCP shall be submitted to local emergency response agencies and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways. At a minimum, the CTCP shall include: • *The number of truck trips, time, and day of street closures;* • *Time of day of arrival and departure of trucks;* • *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;* • *Provision of a truck circulation pattern that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation;* • *Resurface and/or repair any damage to roadways that occurs as a result of construction traffic;* • *Provision of driveway access plans so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches,*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and private vehicle pickup and drop-off areas); • *Maintain safe and efficient access routes for emergency vehicles;* • *Manual traffic control when necessary;* • *Proper advance warning and posted signage concerning street closures; and* • *Provisions for pedestrian safety.*	
4.5-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities.	LS	*None required.*	N/A
4.5-3 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit facilities and services.	LS	*None required.*	N/A
4.5-4 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	S	*4.5-4 Prior to the start of project operations, the project applicant shall develop and implement a Transportation Demand Management (TDM) Program to reduce the number of daily vehicle trips made to the project site and shall submit the TDM Program to the Yolo County Public Works Division for review and approval. The TDM Program shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Program shall be designed to reduce the project VMT per employee to the maximum extent practicable, to the satisfaction of*	SU

N/A = *Not Applicable*; LS = *Less Than Significant*; LCC = *Less Than Cumulatively Considerable*; S = *Significant*; CC = *Cumulatively Considerable*; SU = *Significant and Unavoidable*

Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		Yolo County. The TDM strategies may include, but not necessarily be limited to, CAPCOA Handbook Strategies T-5, T-6, T-7, T-8, T-10, T-11, T-12, T-13, T-18, T-19A, T-19-B, and T-20. Proof of compliance shall be submitted to the County Public Works Division for review and approval.	
4.5-5 Result in inadequate emergency access.	LS	*None required.*	N/A
4.5-6 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	LS	*None required.*	N/A
4.5-7 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities, associated with cumulative development of the proposed project in combination with future buildout of Yolo County.	LS	*None required.*	N/A
4.5-8 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit facilities and services, associated with cumulative development of the proposed	LS	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
	project in combination with future buildout of the Yolo County.			
4.5-9	**Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) associated with cumulative development of the proposed project in combination with future buildout of the Yolo County.**	CC	*4.5-9 Implement Mitigation Measure 4.5-4.*	CC/SU
4.5-10	**Result in inadequate emergency access associated with cumulative development of the proposed project in combination with future buildout of Yolo County.**	LS	*None required.*	N/A
4.5-11	**Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) associated with cumulative development of the proposed project in combination with future buildout of Yolo County.**	LCC	*None required.*	N/A

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
Initial Study			
IV-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?**	S	*Special-Status Plants* *IV-1(a)* *Prior to the issuance of grading or construction permits, a qualified biologist shall conduct focused plant surveys for Keck's checkerbloom. The surveys shall be timed during the blooming season and shall cover all potentially suitable habitats on-site and within a 200-foot buffer area of the project site. The results of the surveys shall be submitted to the Yolo County Community Services Department. If the species does not occur in the aforementioned area, further mitigation is not required.* *IV-1(b)* *If Keck's checkerbloom is identified on-site or within the 200-foot buffer area during the focused plant surveys, the project applicant shall be responsible for ensuring construction activities avoid the special-status plants through preparation of an Avoidance Plan Report detailing protection and avoidance criteria, measures, and the extent to which special-status plants were successfully avoided. The Avoidance Plan Report shall be subject to review and approval by the Yolo County Community Services Department.* *If avoidance is determined to be infeasible, the qualified biologist shall ensure seed collection for affected special-status plants is completed and plants are re-established at a minimum of a one-to-one ratio (number of newly established plants relative*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		to the number of plants impacted) in a preserve with suitable habitat, approved by the Yolo County Community Services Department. *Re-established populations shall be monitored annually by the project applicant in accordance with an approved Habitat Mitigation and Monitoring Plan prepared in consultation with the Yolo County Community Services Department, with annual monitoring taking place for a minimum of five years. The Habitat Mitigation and Monitoring Plan shall include criteria, subject to approval by all applicable agencies, including the Yolo County Community Services Department, the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW), detailing the survival ratio required of re-established populations and performance standards for further replanting for any re-established plant species that do not survive. Reports describing performance results shall be prepared and submitted for Year One, Three, and Five of the monitoring period.* *Migratory Birds and Raptors* *IV-2* *While implementing Yolo HCP/NCCP AMM16, AMM21, and AMM18 to address potential impacts to Swainson's hawk and white-tailed kite, tricolored blackbird, and western burrowing owl, respectively, the qualified biologist shall also conduct surveys for migratory bird and raptor species protected under the*	

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
			MBTA that are not covered under the Yolo HCP/NCCP. The results of the surveys shall be submitted to the Yolo County Community Services Department. *If active nesting sites for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP are found, the project contractor shall comply with the requirements of AMM16, AMM21, and AMM18 to establish an appropriate non-disturbance buffer and continuously monitor the nests until young birds have fledged and are not reliant upon the nest or parental care for survival, as determined by a qualified wildlife biologist. The buffer distance shall be determined by the qualified biologist and supported by compelling biological or ecological reasoning.*	
V-b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? **V-c. Disturb any human remains, including those interred outside of dedicated cemeteries.**	S	*V-1*	*If any prehistoric artifacts or other indications of archaeological resources are found during grading and construction activities, all work within 100 feet of the find shall cease and the applicant shall retain a qualified archaeologist to evaluate the find(s). If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided, data recovery shall be undertaken. Pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the resource, shall be prepared and adopted*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. The language of this mitigation measure shall be included on any future grading plans approved by the County for the proposed project site.	
VII-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?	S	*VII-1* *Prior to approval of building permits, a copy of the On-Site Wastewater Treatment System Permit, soils report and percolation test data (when required), and description of the of the system shall be submitted for review and approval by the Yolo County Environmental Health Division.*	LS
VII-f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	S	*VII-2* *During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the County Administrator or designee chosen by the Administrator and the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and*	LS

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Table 2-1
Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation	Mitigation Measures		Level of Significance After Mitigation
			preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.	
XVIII-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). **XVIII-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**	S	*XVIII-1*	*Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact Eric Hernandez, Site Protection Manager, Yocha Dehe Wintun Nation, Office (530) 723-3313, Email: ehernandez@yochadehe.gov. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.*	LS
		XVIII-2	*Prior to commencement of construction activities, the applicant shall retain an archaeologist to prepare a written monitoring plan that describes the procedures to follow in the event archaeological/tribal remains are uncovered. The procedures shall comply with*	

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Table 2-1
Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation		Mitigation Measures	Level of Significance After Mitigation
	of the resource to a California Native American tribe.			*Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation." Proof of compliance shall be provided to the Yolo County Department of Community Services.*	
XIX-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?**	S	*XIX-1*	*Implement Mitigation Measure VII-1.*	LS
XIX-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?**				

N/A = *Not Applicable*; LS = *Less Than Significant*; LCC = *Less Than Cumulatively Considerable*; S = *Significant*; CC = *Cumulatively Considerable*; SU = *Significant and Unavoidable*

3. Project Description

3. PROJECT DESCRIPTION

3.1 INTRODUCTION AND BACKGROUND

The Project Description chapter of the EIR provides a comprehensive description of the Clark Pacific Facility Expansion Project in accordance with CEQA Guidelines Section 15124. A detailed description of the project location, project setting and surrounding uses, project objectives, project components, and required project approvals is presented in this chapter. A discussion on the project background and EIR process and scope is provided below.

Project Background

As discussed in further detail below, the proposed project would include the expansion of the adjacent existing Clark Pacific prefabricated building materials manufacturing facility. The existing Clark Pacific facility is located immediately east of the project site and was previously developed as a sugar beet processing and sugar production facility. The facility was formerly owned by Imperial Sugar Company and formerly operated by Holly Sugar Corporation doing business as Spreckels Sugar Company. The facility was used from 1937 through 2000 for the purpose of processing sugar beets. Sugar handling, packaging, and distribution operations, including a California Northern Railroad (CFNR) spur associated with the Graymont Western Co. Sugarfield Terminal, continued until September 2002, at which time the facility property was sold to Sugarland Farms, LLC. Sugarland Farms demolished many of the former buildings, structures and site features in 2003/2004.

On April 1, 2008, the Yolo County Board of Supervisors certified an Initial Study/Mitigated Negative Declaration (IS/MND) (State Clearinghouse [SCH] #2008022124) for the Clark Pacific Project (Zone File 2007-078), which included approval of a General Plan Amendment of 90 acres from Agriculture (AG) to Industrial (IN), a Rezone from Agricultural General (A-1) to Heavy Industrial (I-H), and a Conditional Use Permit (CUP) requesting a change from one nonconforming use to another nonconforming use and a Development Agreement (Doc. No. 2008-0012768). Following the County's adoption of the IS/MND and land use approvals, a lawsuit challenging the adequacy of the IS/MND was filed (*Historic Nelson Ranch v. County of Yolo*). The Yolo County Superior Court largely upheld the adequacy of the IS/MND, with the exception that it found that one provision of the CUP, which allowed Clark Pacific to conduct operations 24 hours a day with advance notice to the County, had not been adequately addressed. The Superior Court directed the County to remove this provision from the CUP and to prepare an EIR before allowing 24-hour operations on the site. Consistent with this decision, the existing Clark Pacific facility was limited to operating hours of between 5:00 AM and 7:00 PM, Monday through Saturday.

On July 24, 2012, the Yolo County Board of Supervisors certified the Clark Pacific Expansion Project EIR (SCH #2011092080), which included the expansion of the Clark Pacific facility to the west towards the project site, resulting in its existing size and form (Zone File 2011-0029). The Clark Pacific Expansion Project included a Rezone of 58.6 acres from A-1 to I-H, 20 acres from A-1 to Open Space (OS), and six acres from I-H to OS, consistent with the land use designations in the General Plan. The Clark Pacific Expansion Project also required approval of a Tentative Subdivision Map, an amendment to the existing Development Agreement (Doc. No. 2012-0028850), and the termination of components of the previously approved CUP, such as the

operation hours. Current hours of operation for the existing facility are 8:00 AM to 5:00 PM, Monday through Friday, and the facility is closed on Saturdays and Sundays. Operation of the existing Clark Pacific facility consists of the prefabrication of building materials.

The City of Woodland is currently conducting an analysis of the potential environmental impacts of a proposed extension of water and wastewater utility infrastructure from the City limits to the existing Clark Pacific facility. The extension of services to the existing facility would require approval from Woodland voters. The applicant has indicated that the extension of municipal services is a separate project from what is currently proposed and that the applicant would be exploring the potential extension of City of Woodland municipal services to serve the existing facility even without the proposed facility expansion.

3.2 PROJECT LOCATION

The 76.76-acre project site is located at 40307 Best Ranch Road in unincorporated Yolo County, California (see Figure 3-1 and Figure 3-2). The site is identified by Assessor's Parcel Number (APN) 027-250-019.

3.3 PROJECT SETTING AND SURROUNDING LAND USES

The project site is located within unincorporated Yolo County (County). The County's General Plan Land Use Map designates the site as AG and the site is zoned Agricultural Intensive (A-N). Currently, the project site consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs generally parallel to the northern and western boundaries. County Road (CR) 18C bounds the southern site boundary. A CFNR spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers.

Surrounding existing land uses include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturing facility to the east; two single-family residences (farm dwellings) to the southeast, across CR 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a care home for individuals with intellectual disabilities, a barn, and agricultural land to the west, across the CFNR tracks; and The Maples event venue and agricultural land to the northwest, across the CNFR tracks and Best Ranch Road.

3.4 PROJECT OBJECTIVES

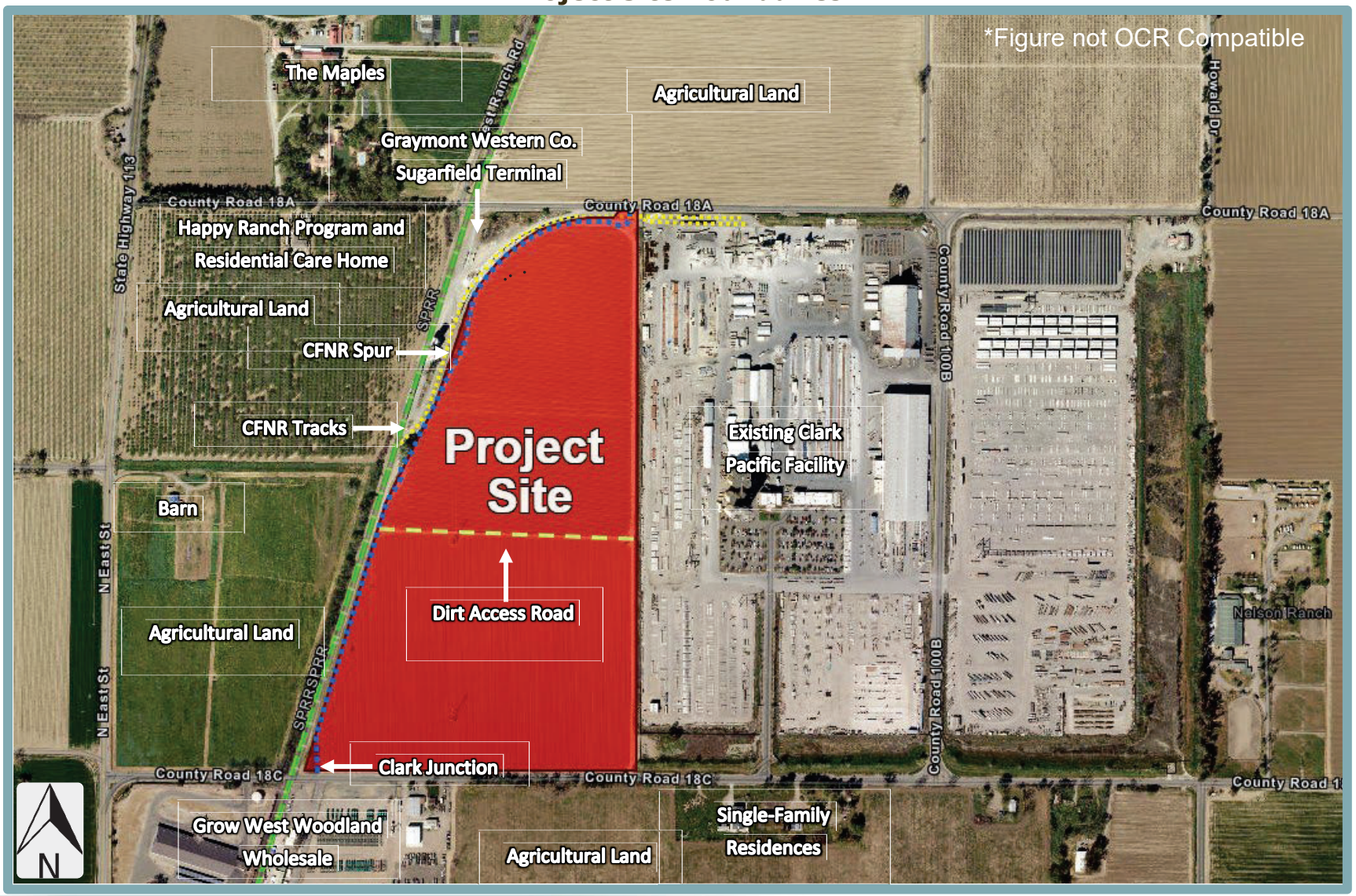
The following project objectives have been developed by the project applicant:

1. Expand existing Woodland plant to increase production and storage capacity while maximizing utilization of existing facilities and employees in a single location owned and operated by Clark Pacific.
2. Allow Clark Pacific to expand production of high-quality prefabricated assemblies and products for larger and more complex projects.

Figure 3-1
Regional Vicinity Map



Figure 3-2
Project Site Boundaries



3. Expand use of sustainable products and assemblies with increased application of Clark Pacific's proprietary CARBONSHIELDTM technology to a wider range of construction projects, thereby reducing embodied carbon in the concrete mix to meet customer demands for sustainable prefabricated assemblies for housing, commercial and public buildings, and infrastructure projects throughout California and the United States.
4. Expand prefabricated operations by replacing construction-site production with onsite construction of prefabricated assemblies/products at the Woodland plant.
5. Increase employment opportunities within Yolo County.

3.5 PROJECT COMPONENTS

The proposed project would expand the adjacent existing Clark Pacific facility. Although the proposed Clark Pacific expansion does not include specific development plans at this time, the future facilities are anticipated to be similar to the existing Clark Pacific facility. The proposed project is anticipated to be developed in up to four phases; prior to phased development, the project site would continue to be used for agricultural purposes. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping.

The project would require County approval of a General Plan Amendment and Rezone. The aforementioned project components are discussed in further detail below.

General Plan Amendment

The proposed General Plan Amendment would redesignate the project site's land use designation from AG to IN, which would allow for the full range of light to heavy industrial manufacturing, including agricultural industrial uses.

Rezone

The proposed project would require a Rezone to change the zoning designation of the project site from A-N to Heavy Industrial (I-H). Pursuant to Yolo County Code Section 8-2.702, the purpose of the I-H zone is to allow all heavy manufacturing and industrial uses that may create objectionable impacts such as noise, odor, vibrations, and use of hazardous materials. Such uses could include the processing, fabrication, manufacture, and storage of metals, cement, chemicals, agricultural products, animal carcasses, wood, grain, furniture, heavy equipment, automobiles and trucks, building materials, etc.

Proposed Industrial Buildings

To provide a conservative analysis of the reasonably-foreseeable impacts associated with the proposed project, and based on the anticipated operations on the site, as provided by the project applicant, this analysis anticipates that the project site could ultimately be developed with a maximum total building square footage of up to 500,000 square feet (sf) of new industrial buildings. In accordance with the I-H development standards established by Yolo County Code Section 8-2.705, the proposed industrial buildings would not exceed a maximum height of 45 feet or four stories, whichever is less.

Project Operation

Because the proposed project consists of an expansion of the adjacent existing Clark Pacific facility to the east, proposed project operations are anticipated to include prefabrication of building materials and would include ancillary outdoor storage of materials. Product manufacturing typically involves the use of concrete, steel forms, reinforcing steel, and miscellaneous metal connectors. The existing Clark Pacific facility fabricates the reinforcing steel and miscellaneous

metal components on-site from stock material, mixes concrete batches on-site at the batch plant from dry cement brought to the site from an off-site manufacturer, and fabricates pre-cast products by setting the reinforcing and miscellaneous metal in steel forms and then pouring concrete into the forms. Once the concrete is cured (hardened), workers remove the product from the form and detail it to the required texture and/or finish, which may involve sandblasting, and place it in an outdoor storage area until the product can be shipped to the construction job site. When the construction job site is ready, the pre-cast pieces are trucked to a construction site and installed. Some of the products require shipment as oversized loads; occasionally, beams or panels may reach up to 95 feet in length.

The previous Clark Pacific Expansion Project EIR (SCH# 2011092080) anticipated that the existing Clark Pacific facility would have the capacity to employ a maximum of 500 people per day; however, based on applicant-provided information, the actual employment base of the existing Clark Pacific facility is only 180 employees. Based on information provided by the applicant, the anticipated total number of employees during operation associated with the proposed project is similar to the existing Clark Pacific facility, for a cumulative total of approximately 360 employees. The hours of operation for the proposed project would typically be 4:00 AM to 3:00 PM, five days a week.

Utilities

Development of the project site would include installation of private wells to establish water service. Installation of new private wells is subject to the Yolo County Water Well Program and review and approval by the Yolo County Environmental Health Division (YCEHD). If a development project uses a water well, YCEHD requires that the well meets applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. In addition, well contractors are required to submit a Well Completion Report (WCR) to the California Department of Water Resources.

With respect to wastewater disposal services, development of the proposed project would include installation of a leach field and replacement area. Installation of new septic systems, including leach fields and replacement areas, is subject to the Yolo County Onsite Wastewater Treatment System Program and review and approval by YCEHD. A permit to construct a new septic system is required by YCEHD, which requires a site evaluation and soils profile, as well as compliance with applicable standards established by the Yolo County Onsite Wastewater Treatment Systems Manual.[1] With regard to setbacks, the Onsite Wastewater Treatment Systems Manual requires a minimum setback distance of 100 feet from a water well to the septic dispersal field and 50 feet from the water well to the septic tank and supplemental treatment unit. In addition, Yolo County Code Section 6-19.602 requires that new septic systems meet applicable waste discharge requirements (WDRs) established by the Central Valley Regional Water Quality Control Board (CVRWQCB).

With regard to storm drainage service, stormwater runoff from the project site currently flows to a channel along CR 18C parallel to the southern site boundary, where the channel then discharges stormwater to a basin located in the southwestern portion of the existing Clark Pacific facility. Following development of the proposed project, runoff from new impervious surfaces within the project site would continue to be directed to the adjacent stormwater basin at the existing Clark Pacific facility.

[1] Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.

Electricity and natural gas would be provided to the proposed project by Pacific Gas & Electric Company (PG&E) through new connections to the existing infrastructure in the project vicinity. In addition, it should be noted that the project would not involve construction within the existing 100-foot-wide easement that extends north-to-south through the project site along the alignment of the existing above-ground transmission lines and towers.

Access, Circulation, and Parking

Access to the project site would be provided by new driveways from Clark Junction, a private road on the site's western boundary that is owned and maintained by Clark Pacific. Circulation associated with the proposed project would be similar to the existing Clark Pacific facility. Within the existing facility, Clark Pacific uses cranes and trucks to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for offsite shipment. Trucks used to transport products off-site are required to follow a route prescribed by Condition #62 within the existing CUP. Trucks access the facility from State Route (SR) 113 to CR 18C east and CR 100B north to an access gate at the eastern edge of the existing plant facility. Trucks hauling products from the plant are required to follow the same route back to SR 113.

In accordance with Yolo County Code Sections 8-2.1306 and 1307, the proposed project may require up to 135 parking spaces, including five accessible spaces. Pursuant to Yolo County Code Section 8-2.1308, the proposed project would also feature a minimum of 25 loading spaces. The proposed project would provide the required 135 parking spaces. In addition, the existing Clark Pacific facility has an excess number of parking spaces for the current operations; thus, overflow parking capacity would exist for the proposed project.

Landscaping

New landscaping would be provided along the project frontages on CR 18C and Best Ranch Road. All landscaping improvements would be consistent with the County's Water Efficient Landscape Ordinance, as set forth by Yolo County Code Section 8-3.101, et seq.

Off-Site Roadway Improvement

The Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers (see Appendix F)[2] evaluates the effects of the proposed project on traffic operations (automobile delay and roadway capacity) at potentially affected roadways and intersections, which is outside the scope of CEQA as of July 1, 2020 (see CEQA Guidelines Section 15064.3[a] and additional discussion in Chapter 4.5 of this EIR). Despite this, traffic operations have been analyzed "outside" of the CEQA process to understand how the surrounding roadway system may be affected by the project, to determine needed infrastructure upgrades, and to evaluate consistency with applicable General Plan policies related to traffic operations.

The TIS determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the SR 113/CR 18C intersection during the PM peak hour. The signal warrant criteria are minimum guidelines to determine if further study for a signal is appropriate. Whether installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, is required would be subject to further review, analysis, and coordination with the California Department of Transportation (Caltrans) and the County. For conservative purposes, this EIR includes an

[2] Fehr & Peers. *Transportation Impact Study for the Proposed Clark Pacific Facility Expansion in Yolo County, CA*. August 20, 2025.

analysis of the potential physical environmental effects associated with the future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within the existing right-of-way.

3.6 PROJECT APPROVALS

Implementation of the proposed project would require approval of the following by the County:

- A General Plan Amendment to redesignate the project site from AG to IN; and
- A Rezone to change the project site's zoning designation from A-N to I-H.

When future applications for development of the project site requiring Site Plan Review, building permits, and/or grading permits, are received by the County, the County would confirm that such development is consistent with what has been anticipated for the site and analyzed herein. If future development would be outside of the scope assumed within this EIR, subsequent permitting and environmental review may be needed.

4.0 Introduction to the Analysis

4.0 INTRODUCTION TO THE ANALYSIS

4.0.1 INTRODUCTION

The technical chapters of this EIR include the analysis of the potential impacts of buildout of the proposed project on a range of environmental issue areas. Chapters 4.1 through 4.5 of the EIR include the following for each issue area: the environmental setting as the setting relates to the specific issue; standards of significance; method of analysis; project-specific impacts and mitigation measures; and cumulative impacts and mitigation measures. The format of each of the technical chapters is described at the end of this chapter. It should be noted that the technical reports prepared for the proposed project are attached to this EIR, available by request from Yolo County, and available on the County's website at:

https://www.yolocounty.gov/government/general-government-departments/community-services/planning-division/current-projects

4.0.2 DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse change in the environment (Public Resources Code [PRC] Section 21068). The CEQA Guidelines require that the determination of significance be based on scientific and factual data. The specific criteria for determining the significance of a particular impact are identified within each technical chapter and are consistent with significance criteria set forth in the CEQA Guidelines or as based on the professional judgment of the EIR preparers.

Significance Criteria

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance." In addition, the Guidelines state, "An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." (CEQA Guidelines Section 15382).

As presented in Section 4.0.5 below, the level of significance of an impact prior to mitigation is included at the end of each impact discussion throughout the technical chapters of this EIR.

The following levels of significance prior to mitigation are used in this EIR:

1) Less than Significant: Impacts that may be adverse, but that do not exceed the specified thresholds of significance;
2) Significant: Impacts that exceed the defined standards of significance and require mitigation;
3) Less than Cumulatively Considerable: Where cumulative impacts have been identified, but the project's incremental contribution towards the cumulative impacts would not be considered significant; and

4) Cumulatively Considerable: Where cumulative impacts have been identified and the project's incremental contribution towards the cumulative impacts would be considered significant.

If an impact is determined to be significant or cumulatively considerable, mitigation is included, if available, in order to reduce the specific impact to the maximum extent feasible. A statement of the level of significance of an impact after mitigation is also included in each impact discussion throughout the technical chapters of this EIR. The following levels of significance after implementation of mitigation are used in the EIR:

1) Less than Significant: Impacts that exceed the defined standards of significance but can be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures;
2) Less than Cumulatively Considerable: Where the project's incremental contribution towards cumulative impacts would be eliminated or reduced to a less than cumulatively considerable level through the implementation of feasible mitigation measures; and
3) Significant and Unavoidable Impact: An impact (project-level or cumulative) that cannot be eliminated or reduced to a less-than-significant or less than cumulatively considerable level through the implementation of feasible mitigations measures.

Each environmental area of analysis uses a distinct set of significance criteria. The significance criteria are identified at the beginning of the Impacts and Mitigation Measures section in each of the technical chapters of this EIR. Although significance criteria are necessarily different for each resource considered, the provided significance levels ensure consistent evaluation of impacts for all resource areas evaluated.

4.0.3 ENVIRONMENTAL ISSUES DISMISSED IN THE INITIAL STUDY

The Initial Study prepared for the proposed project (Appendix A to this EIR) and circulated with the Notice of Preparation (NOP) (Appendix B to this EIR) includes a detailed environmental checklist addressing a range of technical environmental issues. For each technical environmental issue, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as "no impact," "less than significant," "less than significant with mitigation incorporated," and "potentially significant."

As noted in the Introduction chapter, subsequent to the release of the NOP and Initial Study for the proposed project, the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the State Route (SR) 113/County Road (CR) 18C intersection during the PM peak hour. As such, for conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the future installation of a traffic signal at the SR 113/CR 18C intersection. The intersection improvements would occur within the existing right-of-way and, thus, new or more severe impacts related to those impacts summarized below would not occur. Additional discussion related to the off-site roadway improvement is provided in the summaries below.

The Initial Study is attached to this Draft EIR as Appendix A. Impacts identified in the Initial Study as less than significant with mitigation incorporated, less than significant, or no impact are summarized below. All remaining issues identified in the Initial Study as potentially significant are discussed in the subsequent technical chapters of this EIR.

- *Aesthetics (All Checklist Questions):* The proposed project and off-site roadway improvement are not located within the vicinity of a designated scenic highway or vista. The nearest scenic resource to the project site is CR 116 and CR 116B, Knights Landing to the eastern terminus of CR 16, which is located 4.75 miles northwest of the project site. While Cache Creek is located approximately 1,500 feet north of the project site, due to intervening vegetation and development, the Creek is not visible from the site. In addition, because the proposed project would include expansion of an existing industrial facility, impacts related to substantially degrading the existing visual character or quality of public views of the site and its surroundings, or conflict with regulations governing scenic quality in the project vicinity, would be less than significant. Furthermore, the Initial Study concluded that impacts related to conflicts with applicable zoning and other regulations governing scenic quality, as well as the introduction of new sources of light and glare, would be less than significant. Similar to the proposed project, the off-site roadway improvement area is not located within the vicinity of a designated scenic highway or vista, and development and intervening vegetation currently obstruct views of Cache Creek. As such, significant impacts related to aesthetics beyond those previously identified in the Initial Study for the proposed project would not occur as a result of the off-site roadway improvement. Overall, impacts related to aesthetics would be *less than significant*.

- *Forest Resources (Checklist Questions c and d):* The project site and off-site roadway improvement area are not considered forest land or timberland, and are not zoned for Timberland Production. Therefore, the proposed project, including the off-site roadway improvement, would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland, or result in the loss of forest land or conversion of forest land to non-forest use. Thus, the project would result in *no impact* related to such.

- *Biological Resources (All Checklist Questions):* The project site is located within the jurisdiction of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (Yolo HCP/NCCP). In compliance with the Yolo HCP/NCCP, the proposed project is required to submit an application for incidental take permits and would be subject to all applicable Avoidance and Minimization Measures (AMMs) as part of compliance with the permits. The project's required compliance with all applicable AMMs and other provisions of the Yolo HCP/NCCP would ensure that potential impacts to special-status species and protected habitats would be kept at less-than-significant levels.

  As part of the proposed project, a Biological Due Diligence Review (Biological Resources Review) was prepared by ECORP Consulting Inc (ECORP). The Biological Resources Review included a California Natural Diversity Database (CNDDB) search conducted for the project site and the surrounding area. The CNDDB search determined that potential habitat is available within the project site to accommodate palmate-bracted bird's-beak and Keck's checkerbloom. However, the Biological Resources Review did not include observation of the foregoing special-status plant species within the project site. Furthermore, ECORP concluded that palmate-bracted bird's beak, which is a covered species under the Yolo HCP/NCCP, does not have the potential to occur within the project site.

  If Keck's checkerbloom, which is not a covered species under the Yolo HCP/NCCP, were to bloom within the available habitat areas within a 200-foot buffer area of the project site

prior to project implementation, the proposed project could have a substantial adverse effect on special-status plant species. In addition, potential habitat is available on or near the project site to accommodate the following five wildlife species that are covered under the Yolo HCP/NCCP: Swainson's hawk; white-tailed kite; tricolored blackbird; western burrowing owl; and valley elderberry longhorn beetle (VELB). However, as discussed above, through payment of applicable Yolo HCP/NCCP fees, obtaining incidental take permits, and compliance with all applicable AMMs set forth by the Yolo HCP/NCCP, potential impacts to Swainson's hawk, white-tailed kite, tricolored blackbird, western burrowing owl, and VELB would be reduced to less-than-significant levels.

The only special-status species not covered under the Yolo HCP/NCCP with the potential to occur on-site are nesting birds protected by the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Accordingly, impacts could occur to migratory birds and raptors protected under the MBTA and CFGC if provisions are not implemented prior to project construction in order to confirm the foregoing species are not within the proposed area of disturbance. Additionally, if Keck's checkerbloom, which is not a covered species under the Yolo HCP/NCCP, were to bloom within the available habitat areas within a 200-foot buffer area of the project site prior to project implementation, the proposed project could have a substantial adverse effect on special-status plant species. However, the Initial Study includes mitigation sufficient to ensure that such impacts would be reduced to less-than-significant levels.

According to the Biological Resources Review, jurisdictional wetlands or other waters of the U.S. or of the State, including streams or other small drainages, riparian habitats, or other aquatic features regulated by federal or State laws, are not present on the project site or in the immediate site vicinity. Nonetheless, in compliance with the Yolo HCP/NCCP, the project proponent must comply with stormwater management plans outlined under the National Pollutant Discharge Elimination System (NPDES) permit requirements. Compliance with such requirements would ensure the project does not have a substantial adverse effect on any riparian habitat or other sensitive natural community or have a substantial adverse effect on State or federally protected wetlands, and impacts related to such would be less than significant.

Due to the current agricultural land uses and previously disturbed nature of the project site, the potential for use of the site as a wildlife corridor or native wildlife nursery site is limited. The project site is located within an agricultural area of the County and, as such, sufficient land exists in the greater vicinity of the site for continued wildlife movement in the area. Therefore, the proposed project would not 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.

Yolo County does not have an established tree preservation ordinance or other mandatory standards related to tree preservation. However, the proposed project would not include the removal of any on-site trees. In addition, the proposed project would comply with all applicable AMMs set forth by the Yolo HCP/NCCP. Thus, the proposed project would not conflict with any local policies or ordinances protecting biological resources.

The off-site roadway improvement would occur within existing right-of-way and, thus, new areas of ground disturbance would not be required. As such, significant impacts related to

biological resources beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

Furthermore, the proposed project would be subject to the payment of Natural Community and Land Cover Impacts and Mitigation Fees required by the Yolo HCP/NCCP. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. Overall, the proposed project would result in impacts that are *less than significant* or *less than significant with mitigation incorporated* related to biological resources.

The following mitigation measures as included in the Initial Study prepared for the proposed project would still be required in order to ensure potential impacts to biological resources associated with the proposed project would remain *less than significant.* In the time since the Initial Study prepared for the proposed project was released for public review, County staff have made minor revisions to the mitigation measures, as shown below. New text is double underlined and deleted text is ~~struck through~~.

Mitigation Measure(s)

IV-1(a) *Prior to the issuance of grading or construction permits, a qualified biologist shall conduct focused plant surveys for Keck's checkerbloom. The surveys shall be timed during the blooming season and shall cover all potentially suitable habitats on-site and within a 200-foot buffer area of the project site. The results of the surveys shall be submitted to the Yolo County Community Services Department. If the species does not occur in the aforementioned area, further mitigation is not required.*

IV-1(b) *If Keck's checkerbloom is identified on-site or within the 200-foot buffer area during the focused plant surveys, the project applicant shall be responsible for ensuring construction activities avoid the special-status plants through preparation of an Avoidance Plan Report detailing protection and avoidance criteria, measures, and the extent to which special-status plants were successfully avoided. The Avoidance Plan Report shall be subject to review and approval by the Yolo County Community Services Department.*

If avoidance is determined to be infeasible, the qualified biologist shall ensure seed collection for affected special-status plants is completed and plants are re-established at a minimum of a one-to-one ratio (number of newly established plants relative to the number of plants impacted) in a preserve~~,~~ with suitable habitat. approved by the Yolo County Community Services Department.

Re-established populations shall be monitored annually by the project applicant in accordance with an approved Habitat Mitigation and Monitoring Plan prepared in consultation with the Yolo County Community Services Department, with annual monitoring taking place for a minimum of five years. The Habitat Mitigation and Monitoring Plan shall include criteria, subject to approval by all applicable agencies, including the Yolo County

Community Services Department, the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW), detailing the survival ratio required of re-established populations and performance standards for further replanting for any re-established plant species that do not survive. Reports describing performance results shall be prepared and submitted for Year One, Three, and Five of the monitoring period.

IV-2 *While implementing Yolo HCP/NCCP AMM16, AMM21, and AMM18 to address potential impacts to Swainson's hawk and white-tailed kite, tricolored blackbird, and western burrowing owl, respectively, the qualified biologist shall also conduct surveys for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP. The results of the surveys shall be submitted to the Yolo County Community Services Department.*

If active nesting sites for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP are found, the project contractor shall comply with the requirements of AMM16, AMM21, and AMM18 to establish an appropriate non-disturbance buffer and continuously monitor the nests until young birds have fledged and are not reliant upon the nest or parental care for survival, as determined by a qualified wildlife biologist. The buffer distance shall be determined by the qualified biologist and supported by compelling biological or ecological reasoning.

- *Cultural Resources (All Checklist Questions):* According to the Cultural Resources Study prepared for the proposed project by Eileen Barrow and Associates (EB&A), previously recorded historical resources are not located on-site. While four cultural resources are plotted either within or immediately adjacent to the project site, EB&A determined that, based on aerial photos and maps dating from 1907 to 1975, such resources do not extend into the project site itself. In addition, the record search did not identify any recorded archaeological resources within the project site boundaries. Nonetheless, based on landform age and analysis of the environmental setting, a moderate potential exists for buried unrecorded archeological resources to occur in the project area. Therefore, ground-disturbing activities associated with the proposed project could uncover previously unknown buried archaeological resources or human remains. The Initial Study includes mitigation sufficient to ensure that, in the event that any such resources are encountered during construction, impacts would be reduced to less-than-significant levels.

  Because the off-site roadway improvement would occur within existing right-of-way and new areas of ground disturbance would not be required, the improvement would not increase the potential to uncover previously unknown buried archaeological resources or human remains beyond what has been identified in the Initial Study. As such, significant impacts related to cultural resources beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

  Overall, the proposed project would result in impacts that are *less than significant* or *less than significant with mitigation incorporated* related to cultural resources.

The following mitigation measure as included in the Initial Study prepared for the proposed project would still be required in order to ensure potential impacts to cultural resources associated with the proposed project would remain *less than significant.*

Mitigation Measure(s)

V-1 *If any prehistoric artifacts or other indications of archaeological resources are found during grading and construction activities, all work within 100 feet of the find shall cease and the applicant shall retain a qualified archaeologist to evaluate the find(s). If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided, data recovery shall be undertaken. Pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. The language of this mitigation measure shall be included on any future grading plans approved by the County for the proposed project site.*

- *Geology and Soils (Checklist Questions a and c-f):* According to the Preliminary Geotechnical Evaluation prepared for the proposed project by Geocon Consultants, Inc. (Geocon), the project site is not within a currently established Alquist-Priolo Earthquake Fault Zone. The project site does not include active faults with the potential for surface fault rupture directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. In addition, due to the relatively flat topography of the project site and underlying very fine sandy loam soils, development of the proposed project would not result in adverse impacts related to liquefaction, landslides, lateral spreading, expansive soils, or subsidence/settlement. Furthermore, conformance with the appropriate engineering standards set forth by the California Building Standards Code (CBSC) would ensure that the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides; would not 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; and would not be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code. Thus, a less-than-significant impact would occur.

  The proposed project includes the installation of a leach field and replacement area which are subject to the Yolo County Onsite Wastewater Treatment System Program and review and approval by the Yolo County Environmental Health Division (YCEHD). Failure to comply with applicable standards and regulations could result in a potentially significant impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems. However, the Initial Study includes mitigation sufficient to ensure that such impacts would be reduced to less-than-significant levels.

Furthermore, while the potential exists for the proposed project to result in the uncovering of previously unknown paleontological resources, the Initial Study includes mitigation sufficient to ensure that, in the event that any such resources are encountered during construction, significant impacts would not occur. Overall, the proposed project would or result in impacts that are *less than significant*, or *less than significant with mitigation incorporated* with regard to the aforementioned impacts related to geology and soils.

Because the off-site roadway improvement would occur within an existing right-of-way and new areas of ground disturbance would not be required, the improvement would not occur on a geologic unit or soil that is unstable and would not be located on expansive soil, or increase the potential to disturb or damage paleontological resources. Furthermore, similar to the project site, the potential for surface rupture due to faulting occurring beneath the off-site roadway improvement area is considered low and, due to the relatively flat topography of the area and underlying very fine sandy loam soils, development of the off-site roadway improvement would not result in adverse impacts related to liquefaction, landslides, lateral spreading, expansive soils, or subsidence/settlement. As such, significant impacts related to geology and soils beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

The following mitigation measures as included in the Initial Study prepared for the proposed project would still be required in order to ensure potential impacts related to geology and soils associated with the proposed project would remain *less than significant.* In the time since the Initial Study prepared for the proposed project was released for public review, County staff have made minor revisions to the mitigation measures, as shown below. New text is <u>double underlined</u> and deleted text is ~~struck through~~.

<u>Mitigation Measure(s)</u>

VII-1 *Prior to approval of building permits, a copy of the On-Site Wastewater Treatment System Permit, soils report and percolation test data (when required), and description of the of the system shall be submitted for review and approval by the Yolo County Environmental Health Division.*

VII-2 *During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify ~~the County Administrator, or a designee chosen by the Administrator, and~~ the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the County Administrator or designee chosen by the Administrator and the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.*

- *Hazards and Hazardous Materials (All Checklist Questions):* Proposed project operations would include the prefabrication of building materials for Industrial Uses. According to the County Code of Ordinances, processing and storage of hazardous materials is allowed under the proposed Heavy Industrial (I-H) zoning designation upon approval of a Site Plan Review or Minor Use Permit. In the event that future operations involve the routine use, transport, or disposal of hazardous materials, such materials would be safely managed in accordance with applicable regulations and would be subject to County review. Thus, the proposed project would not create a significant hazard to the public or the environment related to the routine transport, use, or disposal of hazardous materials, and a less-than-significant impact would occur.

  A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geocon for the purpose of identifying potential recognized environmental conditions (RECs) associated with the project site. Geocon determined that due to the historical agricultural use of the site, organochlorine pesticides (OCPs) and associated metals such as arsenic and lead may be present in on-site soils. However, Geocon concluded that, given the planned industrial use of the site and planned pavement installation, assessment of soil on the site for pesticides and associated metals is not warranted. In addition, the proposed project would be required to operate in compliance with all applicable local, State, and federal regulations. Therefore, the project site is not subject to existing on-site hazards and the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

  Furthermore, the project site is not located within a quarter mile of any existing or proposed schools, the project site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and is not located within two miles of an existing or proposed airport. Finally, because the proposed project would not result in any modifications to existing evacuation routes, or be located within a Very High or High Fire Hazard Severity Zone (FHSZ), development of the proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, or expose people or structures to the risk of loss, injury, or death involving wildland fires. Overall, the proposed project would result in *no impact*, or impacts that are *less than significant*, or *less than significant with mitigation incorporated* related to hazards and hazardous materials.

  While the off-site roadway improvement would not involve the use or transportation of hazardous materials, during construction activities, development of the off-site roadway improvement would be required to comply with all applicable local, State, and federal regulations. As such, significant impacts related to hazards and hazardous materials beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

- *Land Use and Planning (Checklist Question a):* The project site is currently undeveloped and consists of generally flat agricultural land. Therefore, development of the proposed project would not displace any existing residents. The proposed project would require a General Plan Amendment to change the land use designation from AG to IN and a Rezone of the site from A-N to I-H. Because the proposed project consists of an expansion of the existing Clark Pacific Facility to the east of the project site, which is designated as IN and zoned I-H, the proposed project would be compatible with existing land uses in the project

area and would not alter the existing general development trends in the area or isolate an existing land use. In addition, the project would be implemented within an unincorporated area of the County dominated by agricultural production with rural residences sparsely located within the greater project vicinity. Therefore, the proposed project would not substantially alter the character of the surrounding region and would not isolate an existing land use. As such, the proposed project would result in a *less-than-significant impact* related to land use and planning.

Because the off-site roadway improvement would occur within an existing right-of-way and new areas of ground disturbance would not be required, the improvement would be compatible with existing land uses and would not alter the existing general development trends in the area. Furthermore, because the off-site roadway improvement would not result in any new development, the improvement would not displace any existing residents or isolate an existing land use. As such, significant impacts related to land use and planning beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

- *Mineral Resources (All Checklist Questions):* The proposed project and off-site roadway improvement area are not located within Mineral Resource Zone (MRZ), as defined by the California Geological Survey Mineral Lands Classification Program. As such, the proposed project, including the off-site roadway improvement, would not result in a significant loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Furthermore, the County's General Plan does not identify the project site as being a locally-important mineral resource recovery site. Therefore, the proposed project would result in *no impact* related to mineral resources.

- *Noise (Checklist Question c):* The project site and off-site roadway improvement area are not covered by an airport land use plan and are not located within two miles of a private airstrip, public airport, or public use airport. Therefore, the proposed project, including the off-site roadway improvement, would result in *no impact* related to exposing people in the project area to excessive noise levels associated with air traffic.

- *Population and Housing (All Checklist Questions):* The project site consists of undeveloped agricultural land; thus, the proposed project would not result in the displacement of existing housing or residents. Development of the project site for industrial purposes would not result in direct population growth by proposing new residential development. While the project could indirectly attract residents to the area for employment opportunities, new employees would likely be drawn from current residents in the project area. In addition, the increase in jobs would be relatively small compared to the County's existing population. Furthermore, because the off-site roadway improvement would be limited to the signalization of an existing intersection within an existing right-of-way, the improvement would not result in the displacement of existing housing or residents, or result in direct population growth by proposing new residential development. Overall, the proposed project would result in a *less-than-significant* impact related to population and housing.

- *Public Services (All Checklist Questions):* The proposed project is an expansion of an existing industrial facility. The existing facility receives fire protection services from the Springlake Fire Protection District (SFPD) and law enforcement services from the Yolo

County Sherrif's Office (YCSO). Because the proposed project is an expansion facility that is currently served by the SFPD and YCSO, the proposed project is not anticipated to substantially alter the required levels of service or emergency response times. In addition, the proposed project would comply with all applicable regulations set forth by the California Fire Code, and other federal, State, and local fire regulations. The proposed project would also be subject to General Plan Policy PF-5.9, requiring that applicants obtain a will-serve letter from the appropriate fire district confirming the ability to provide fire protection services to the project, prior to each phase. Additionally, Title 3, Chapter 16 of the Yolo County Code of Ordinances establishes the fire district development impact mitigation fees, to which the proposed project would be subject. Furthermore, due to the industrial nature of the project, the proposed project would not result in direct population growth such that demand for schools, parks, or other public facilities would increase. Nonetheless, the project would be subject to payment of Yolo County Development Impact Fees, in accordance with Yolo County Code Title 3, Chapter 14, and California Government Code Section 66000, which would help to fund expanded park facilities and public facilities, including law enforcement services, within the County. In addition, the project would be subject to payment of school district fees to fund local school services. Because the off-site roadway improvement would be limited to the signalization of an existing intersection within an existing right-of-way, the improvement would not substantially alter the required levels of service for fire protection or law enforcement services. Furthermore, the off-site roadway improvement would not result in direct population growth such that demand for schools, parks, or other public facilities would increase. Overall, the proposed project would result in a *less-than-significant* impact with regard to the aforementioned impacts related to public services.

- *Recreation (All Checklist Questions):* The proposed project would include the expansion of an existing industrial facility and would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities. Furthermore, because the off-site roadway improvement would be limited to the signalization of an existing intersection within an existing right-of-way, the improvement would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities. Thus, a *less-than-significant* impact would occur related to recreation.

- *Tribal Cultural Resources (All Checklist Questions):* According to the Cultural Resources Study prepared for the proposed project by EB&A, previously recorded historical and archaeological resources are not located on-site. A search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) returned results indicating the site does not contain any known tribal cultural resources. Pursuant to Assembly Bill (AB) 52, invitations to consult were sent to tribes who requested notification of proposed projects within this geographic area on February 12, 2024. In addition, an invitation to initiate Senate Bill (SB) 18 consultation was provided to representatives of the Yocha Dehe Wintun Nation, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, and Winton Rancheria on July 31, 2024. The County and Yocha Dehe Wintun Nation participated in a formal AB 52 and SB 18 consultation meeting on February 27, 2025. Consultation efforts between the County and Yocha Dehe Wintun Nation concluded on March 5, 2025, with the Yocha Dehe Wintun Nation providing recommendations that have been incorporated as mitigation measures within the Initial Study prepared for the proposed project. Pursuant to their recommendations, the mitigation measures included

in the Initial Study incorporated the Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation."

While none of the contacted tribes identified known tribal cultural resources on the project site, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. However, the Initial Study includes mitigation that would ensure that impacts associated with tribal cultural resources would be reduced to a less-than-significant level. Such mitigation would include preconstruction cultural sensitivity training for all project personnel, as recommended by the Yocha Dehe Wintun Nation during project consultation.

Because the off-site roadway improvement would occur within an existing right-of-way and new areas of ground disturbance would not be required, the improvement would not increase the potential to uncover previously unknown buried tribal cultural resources or human remains beyond what has been identified in the Initial Study. As such, significant impacts related to tribal cultural resources beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement.

The following mitigation measures as included in the Initial Study prepared for the proposed project would still be required in order to ensure potential impacts to tribal cultural resources associated with the proposed project would remain *less than significant.*

Mitigation Measure(s)

XVIII-1 *Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact Eric Hernandez, Site Protection Manager, Yocha Dehe Wintun Nation, Office (530) 723-3313, Email: ehernandez@yochadehe.gov. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.*

XVIII-2 *Prior to commencement of construction activities, the applicant shall retain an archaeologist to prepare a written monitoring plan that describes the procedures to follow in the event archaeological/tribal remains are uncovered. The procedures shall comply with Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation." Proof of compliance shall be provided to the Yolo County Department of Community Services.*

- *Utilities and Service Systems (Checklist Questions a and c-e):* Development of the proposed project would include installation of private wells to establish water service.

Installation of new private wells is subject to the Yolo County Water Well Program and review and approval by the YCEHD, which would require the wells to meet applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. As such, the project would result in a less-than-significant impact related to water conveyance. In addition, development of the proposed project would include installation of a leach field(s) and replacement area(s). Therefore, the proposed project would be equipped to accommodate the additional wastewater produced by additional employees. However, should the on-site septic system not be permitted pursuant to the regulations set forth by the YCEHD in order to ensure sufficient capacity for the proposed project, a significant impact could occur. The Initial Study includes mitigation sufficient to ensure that such impacts would be reduced to less-than-significant levels. Electricity, telecommunications, natural gas, and stormwater drainage services would be provided by way of new connections to existing infrastructure in the project vicinity. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded utility facilities, the construction or relocation of which could cause significant environmental effects.

Operational solid waste generated by the project operations would be transported to the Yolo County Central Landfill. Due to the nature and scale of the proposed project, the project would not be expected to generate substantial amounts of solid waste. According to the California Department of Resources Recycling and Recovery (CalRecycle), the landfill currently has a remaining capacity of 33,140,373 cubic yards and a cease operation date of February 1, 2124. During construction activities, the project would be required to comply with the 2022 California Green Building Standards Code, which requires diversion of at least 65 percent of construction waste from landfills. Given the regulations in place governing solid waste disposal and the remaining capacity at the Yolo County Central Landfill, sufficient capacity would exist to accommodate the solid waste generated by construction and operation of the proposed project. Therefore, the proposed project would not 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 and would comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

In addition, because the off-site roadway improvement would be limited to the signalization of an existing intersection within an existing right-of-way and new areas of ground disturbance would not be required, the improvement would not require connections to any water, waste water, electricity, solid waste, natural gas, or telecommunication services. Furthermore, the off-site roadway improvement would not require or result in the relocation or construction of new or expanded utility facilities. As such, significant impacts related to utilities and service systems beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement. Overall, a *less than significant* impact or *less than significant with mitigation incorporated* would occur related to utilities and service systems.

The following mitigation measures as included in the Initial Study prepared for the proposed project would still be required in order to ensure potential impacts related to utilities and service systems associated with the proposed project would remain *less than significant.*

Mitigation Measure(s)

XIX-1 Implement Mitigation Measure VII-1.

- *Wildfire (All Checklist Questions):* According to the California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, the project site is not located within or adjacent to a State Responsibility Area or a Very High Fire Hazard Severity Zone. In addition, the proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Section 7-1.02(h) of the County Code, including installation of fire sprinkler systems. Furthermore, the California Building Standards Code (CBSC) includes requirements related to fire hazards for new buildings, which would help prevent the spread of wildfire within the project area. Thus, the proposed project would not be expected to be subject to or result in substantial adverse effects related to wildfires.

  Because the off-site roadway improvement would occur within an existing right-of-way and new areas of ground disturbance would not be required, the improvement would not result in any new development within or adjacent to a State Responsibility Area or a Very High Fire Hazard Severity Zone. As such, significant impacts related to wildfire beyond those previously identified in the Initial Study for the proposed project and summarized above would not occur as a result of the off-site roadway improvement. Overall, the proposed project would result in a *less than significant* impact related to wildfires.

4.0.4 ENVIRONMENTAL ISSUES ADDRESSED IN THIS EIR

The EIR provides the analysis necessary to address the technical environmental impacts of the proposed project. The following environmental issues are addressed in the separate technical chapters of this EIR:

- Agricultural Resources;
- Air Quality, Greenhouse Gas Emissions, and Energy;
- Hydrology and Water Quality;
- Noise; and
- Transportation.

See Section 5.3, Cumulative Impacts, of Chapter 5, Statutorily Required Sections, for additional information on the scope of the cumulative impact analysis for each environmental issue area addressed in the EIR.

4.0.5 TECHNICAL CHAPTER FORMAT

Each technical chapter addressing a specific environmental issue begins with an **introduction** describing the purpose of the section. The introduction is followed by a description of the project's **existing environmental setting** as the setting pertains to that particular issue. The setting description is followed by the **regulatory context** and the **impacts and mitigation measures** discussion, which contains the **standards of significance**, followed by the **method of analysis**. The standards of significance section includes references to the specific checklist questions consistent with Appendix G of the CEQA Guidelines. The **impacts and mitigation measures** discussion includes impact statements prefaced by a number in bold-faced type and an analysis of potential impacts for the proposed project, as well as cumulative analysis. An explanation of each impact and an analysis of the impact's significance follow each impact statement, followed

by all mitigation measures pertinent to each individual impact. The degree of relief provided by identified mitigation measures is also evaluated. An example of the format for each impact and associated mitigation measures is shown below.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance.

4.x-1 Statement of Project-Specific Impact

Discussion of impact for the proposed project in paragraph format.

Statement of ***level of significance*** of impact prior to mitigation is included at the end of each impact discussion. The following levels of significance are used in the EIR: less than significant, significant, or significant and unavoidable. If an impact is determined to be significant, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be reduced to a less-than-significant level with implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.x-1(a) *Required mitigation measure(s) presented in italics and listed in consecutive order.*

4.x-1(b) *Required additional mitigation measure, if necessary.*

Cumulative Impacts and Mitigation Measures

The following discussion of cumulative impacts is based on implementation of the proposed project in combination with cumulative development within the applicable area or region.

4.x-2 Statement of Cumulative Impact

Discussion of cumulative impacts for the proposed project in paragraph format.

As discussed in detail in Chapter 5, Statutorily Required Sections, of the EIR, the cumulative setting for the proposed project is generally considered to be development anticipated to occur through buildout of the Yolo County General Plan.

Statement of ***level of significance*** of cumulative impact prior to mitigation is included at the end of each impact discussion. The following levels of significance are used in the EIR for cumulative impacts: less than significant, less than cumulatively considerable, cumulatively considerable, or significant and unavoidable. If an impact is determined to be cumulatively considerable, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be reduced to less-than-significant or less than cumulatively considerable levels with the

implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.x-2(a) *Required mitigation measure(s) presented in italics and listed in consecutive order.*

4.x-2(b) *Required additional mitigation measure, if necessary.*

4.1 Agricultural Resources

4.1 AGRICULTURAL RESOURCES

4.1.1 INTRODUCTION

The Agricultural Resources chapter of the EIR describes the status of the existing agricultural resources within the boundaries of the project site, using current State data, including identification of any Prime Farmland, Unique Farmland or Farmland of Statewide Importance. In addition, potential conflicts with existing zoning for agricultural use applicable to the proposed project are identified, as well as Williamson Act contracts. The chapter also focuses on the agricultural resources present on-site and addresses the potential for development of the proposed project to result in the loss of agricultural land or conversion of agricultural land to non-agricultural uses. Documents referenced to prepare this chapter primarily include the Yolo County General Plan[1] and the Yolo County General Plan EIR.[2] Further information was obtained from the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey[3] and the California Department of Conservation's (DOC) Important Farmland Finder.[4]

4.1.2 EXISTING ENVIRONMENTAL SETTING

As discussed in Chapter 3, Project Description, of this EIR, the Transportation Impact Study (TIS) prepared for the proposed project determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the State Route (SR) 113/County Road (CR) 18C intersection during the PM peak hour. Thus, the proposed project could require installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, subject to further review, analysis, and coordination with the California Department of Transportation (Caltrans) and the County. For conservative purposes, this analysis assumes that the proposed project would include future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within existing right-of-way.

The Existing Environmental Setting section describes current farmland and soil productivity classification systems, the extent and quality of the agricultural resources present on the project site and the off-site intersection improvements footprint, and the Williamson Act contract status of the site and the off-site intersection improvements footprint.

Farmland Classifications

The Farmland Mapping and Monitoring Program (FMMP), part of the Division of Land Resource Protection, DOC, uses soil agricultural productivity information from the NRCS to create maps illustrating the types of farmland in a particular area.

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1 Yolo County. *2030 Countywide General Plan.* Adopted November 10, 2009.
2 Yolo County. *Yolo County 2030 Countywide General Plan EIR*. Certified November 10, 2009.
3 U.S. Department of Agriculture, National Resources Conservation Service. *Web Soil Survey*. Available at: http://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed August 2025.
4 California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2025.

The FMMP was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the USDA. The intent of the USDA was to produce agriculture maps based on soil quality and land use across the nation. As part of the nationwide agricultural land use mapping effort, the USDA developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production; suitability included both the physical and chemical characteristics of soils and the actual land use. Important Farmland maps are derived from the USDA soil survey maps using the LIM criteria.

Since 1980, the State of California has assisted the USDA with completing the mapping in the State. The FMMP was created within the California DOC to carry on the mapping activity on a continuing basis, and with a greater level of detail. The California DOC applied a greater level of detail by modifying the LIM criteria for use in California. The LIM criteria in California use the Land Capability Classification and Storie Index Rating systems, but also consider physical conditions such as dependable water supply for agricultural production, soil temperature range, depth of the groundwater table, flooding potential, rock fragment content, and rooting depth.

The California DOC classifies lands into seven categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, and Other Land. The first three types listed above are collectively designated by the State as Agricultural Land for the purposes of CEQA (see Public Resources Code [PRC] Section 21060.1). Important Farmland maps for California are compiled using the modified LIM criteria and current land use information. The minimum mapping unit is 10 acres unless otherwise specified. Units of land smaller than 10 acres are incorporated into surrounding classifications. Each of the categories are summarized below, based on California DOC's A Guide to the Farmland Mapping and Monitoring Program.[5]

Prime Farmland

Prime Farmland is land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. The land must have been used for the production of irrigated crops at some time during the two update cycles (a cycle is equivalent to two years) prior to the mapping date.

Farmland of Statewide Importance

Farmland of Statewide Importance is land similar to Prime Farmland, but with minor shortcomings, such as greater slopes or with less ability to hold and store moisture. The land must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date.

Unique Farmland

Unique Farmland is land of lesser quality soils used for the production of the State's leading agricultural crops. The land is usually irrigated, but may include non-irrigated orchards or vineyards, as found in some climatic zones in California. The land must have been cultivated at some time during the two update cycles prior to the mapping date.

[5] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *A Guide to the Farmland Mapping and Monitoring Program*. 2004.

Farmland of Local Importance

Farmland of Local Importance is land of importance to the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee. Farmland of Local Importance includes lands which do not qualify for Prime, Statewide, or Unique designation, but are currently irrigated crops, pasture, or non-irrigated crops; lands that would meet the Prime or Statewide designation and have been improved for irrigation, but are now idle; and lands that currently support confined livestock, poultry operations, and aquaculture.

Farmland of Local Potential

Farmland of Local Potential is a subcategory of Farmland of Local Importance and is usually aggregated within the Farmland of Local Importance acreage in land use conversion tables. Four counties, including Yolo County, maintain definitions of Farmland of Local Potential. For Yolo County, Farmland of Local Potential is defined as Prime or Statewide soils which are not presently irrigated or cultivated.

Grazing Land

Grazing Land is land on which the existing vegetation, whether grown naturally or through management, is suited to the grazing of livestock. The minimum mapping unit for the Grazing Land category is 40 acres.

Urban and Built-up Land

Urban and Built-up Land is occupied with structures with a building density of at least one unit to one-half acre. Uses may include but are not limited to, residential, industrial, commercial, construction, institutional, public administration purposes, railroad yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment plants, water control structures, and other development purposes. Highways, railroads, and other transportation facilities are mapped as part of this unit, if they are part of a surrounding urban area.

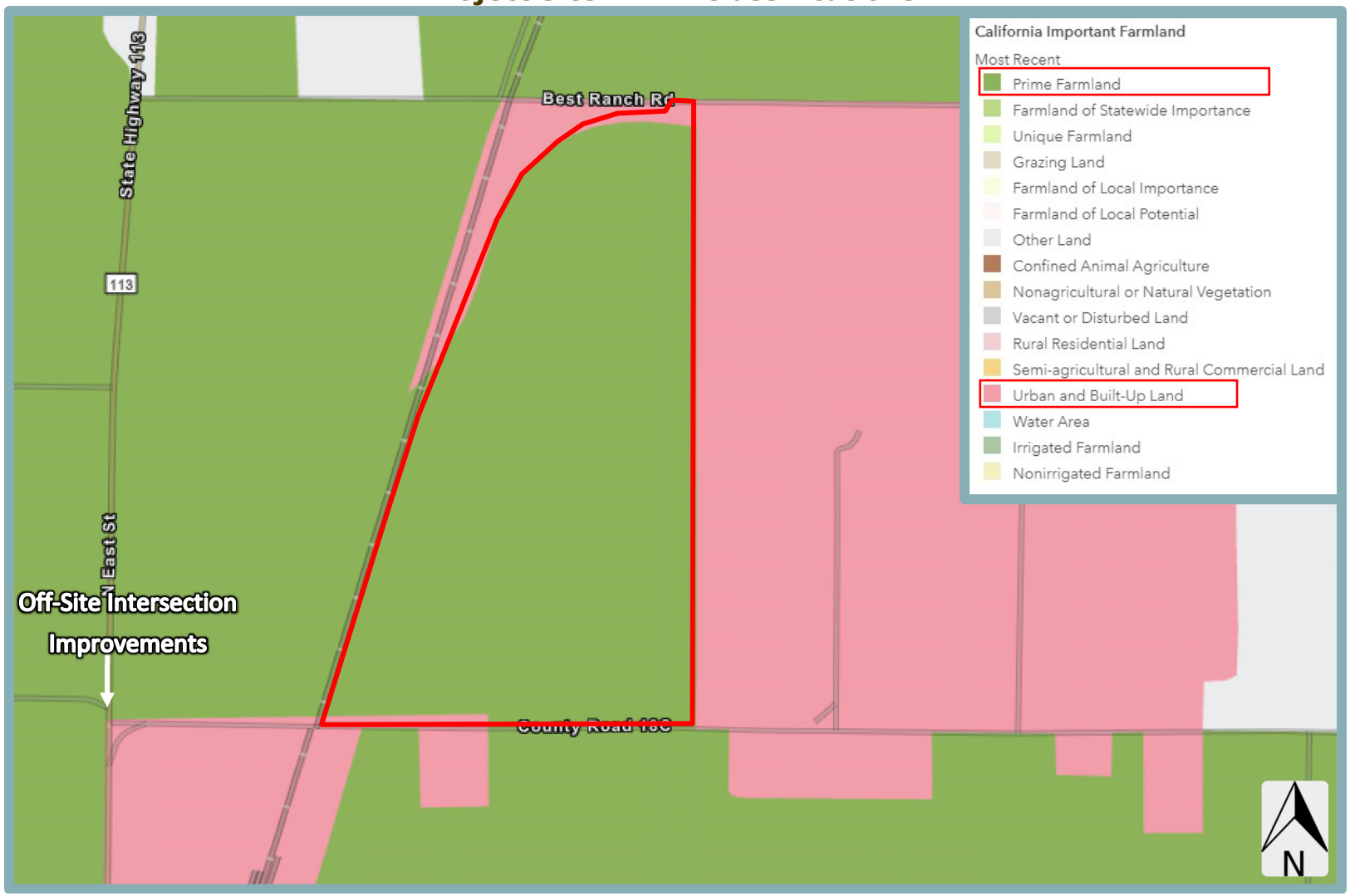
Other Land

Other Land is land that is not included in any other mapping categories. The following uses are generally included: rural development, brush timber, government land, strip mines, borrow pits, and a variety of other rural land uses.

Project Site Farmland Classifications

According to the FMMP, the approximately 76.76-acre project site is nearly entirely comprised of Prime Farmland, with only small portions of the site at the northeastern and southwestern corners designated as Urban and Built-up Land (see Figure 4.1-1). As shown in the figure, the project site is located adjacent to Prime Farmland to the north, south, and west, as well as Urban and Built-Up Land to the east and southwest associated with the Clark Pacific facility and Grow West Woodland Wholesale, respectively. Similarly, the off-site roadway improvements would occur at the SR 113/CR 18C intersection west of the site, within the existing right-of-way. As shown in Figure 4.1-1, Prime Farmland is located to the west and north of the intersection, while the areas southeast of the intersection are designated as Urban and Built-Up Land; the intersection itself is designated as Urban and Built-Up Land.

Figure 4.1-1
Project Site FMMP Classifications



Note: Site boundaries are approximate.
Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2025.

*Figure not OCR compatible.

Agricultural Productivity of Soils

The USDA NRCS uses two systems to determine a soil's agricultural productivity: the Land Capability Classification System and the Storie Index Rating System. The "prime" soil classification of both systems indicates the presence of few to zero soil limitations, which, if present, would require the application of management techniques (e.g., drainage, leveling, special fertilizing practices) to enhance production.

The Land Capability Classification System takes into consideration soil limitations, the risk of damage when soils are used, and the way in which soils respond to treatment. Capability classes range from Class I soils, which have few limitations for agriculture, to Class VIII soils, which are unsuitable for agriculture. Generally, as the rating of the capability classification system increases, yields and profits are more difficult to obtain. A general description of soil classification, as defined by the NRCS, is provided in Table 4.1-1.

Table 4.1-1
Land Capability Classification

Class	Definition
I	Soils have slight limitations that restrict their use.
II	Soils have moderate limitations that restrict the choice of plants or that require moderate conservation practices.
III	Soils have severe limitations that restrict the choice of plants or that require special conservation practices, or both.
IV	Soils have very severe limitations that restrict the choice of plants or that require very careful management, or both.
V	Soils are not likely to erode but have other limitations; impractical to remove that limit their use largely to pasture or range, woodland, or wildlife habitat.
VI	Soils have severe limitations that make them generally unsuited to cultivation and limit their use largely to pasture or range, woodland, or wildlife habitat.
VII	Soils have very severe limitations that make them unsuited to cultivation and that restrict their use largely to pasture or range, woodland, or wildlife habitat.
VIII	Soils and landforms have limitations that preclude their use for commercial plants and restrict their use to recreation, wildlife habitat, or water supply or to aesthetic purposes.

Source: U.S. Department of Agriculture, Natural Resources Conservation Service. Available at: https://efotg.sc.egov.usda.gov/references/Delete/2004-3-27/landcap.htm. Accessed August 2025.

The Storie Index Rating system ranks soil characteristics according to suitability for agriculture from Grade 1 soils (80 to 100 rating), which have few or zero limitations for agricultural production, to Grade 6 soils (less than 10 rating), which are not suitable for agriculture. Under the Storie Index Rating system, soils deemed less than prime can function as prime soils when limitations such as poor drainage, slopes, or soil nutrient deficiencies are partially or entirely removed. Unlike the Land Capability Classification outlined above, the Storie Index Rating System does not distinguish between irrigated and non-irrigated soils. The six grades, ranges in index rating, and definition of the grades, as defined by the NRCS, are provided below in Table 4.1-2.

According to the USDA NRCS Web Soil Survey conducted for the project site, all on-site soils consist of Reiff very fine sandy loams, which have a Storie Index rating of Grade 1 – Excellent and a Land Capability Classification of Class I. As shown in Table 4.1-1 and Table 4.1-2, Class I soils have slight limitations that restrict their use and Grade 1 soils have few limitations to restrict soil use for crops.

Table 4.1-2
Storie Index Rating System

Grade	Index Rating	Definition
1 – Excellent	81 through 100	Few limitations that restrict their use for crops
2 – Good	61 through 80	Suitable for most crops, but have minor limitations that narrow the choice of crops and have a few special management needs
3 – Fair	41 through 60	Suited to a few crops, or special crops, and require special management
4 – Poor	21 through 40	If used for crops, severely limited and require special management
5 – Very Poor	11 through 20	Not suited for cultivated crops but can be used for pasture/range
6 – Non-Agriculture	Less than 10	Soil and land types generally not suited to farming

Source: USDA, Web Soil Survey, 2025.

Existing Agricultural Operations

The project site was used for agriculture from as early as 1937, with satellite imagery confirming on-site farming from 1985 to the present. Existing on-site agricultural operations consist of rows of corn planted in 2025 and are managed by the company that is currently leasing the site for such operations. The project site includes dirt roadways and graded surfaces that provide access to recently planted fields located within the surrounding area, and the site is bisected by an east-west dirt access road. A north-south dirt access road also occurs along the eastern site boundary.

Williamson Act Contracts

The California Land Conservation Act of 1965, commonly known as the Williamson Act, enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space uses. The County's General Plan notes that 67 percent of the unincorporated area of the county (410,659 acres) is protected under Williamson Act contracts. According to the Yolo County Geographic Information System (GIS) Viewer, and as confirmed by Yolo County Department of Community Services staff, neither the project site nor the off-site intersection improvement area is under a Williamson Act contract.[6]

4.1.3 REGULATORY CONTEXT

Federal laws or regulations pertaining to agricultural resources are not applicable for this analysis. The existing State and local laws and regulations pertaining to such resources are listed below, as applicable.

State Regulations

The following are applicable State regulations related to agricultural resources.

Williamson Act

The California Land Conservation Act, better known as the Williamson Act, has been the State's premier agricultural land protection program since the Act's enactment in 1965. The California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act creates an arrangement whereby private landowners enter into contractual agreements with counties and

[6] Yolo County. *Yolo County GIS Viewer*. Available at: https://www.yolocounty.org/government/general-government-departments/innovation-and-technology-services/geographical-information-system/use-gis. Accessed August 2025.

cities to voluntarily restrict land to agricultural and open space uses. The vehicle for such agreements is a rolling-term, 10-year contract (i.e., unless either party files a "notice of non-renewal," the contract is automatically renewed annually for an additional year). In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

Department of Pesticide Regulation

Certain pesticides can be especially dangerous to human health or the environment if used incorrectly. Therefore, California law allows the Department of Pesticide Regulation (DPR) to put special controls on these pesticides, called "restricted materials." Restricted materials are limited in their use to trained individuals, and then further restricted to times and places approved by the County Agricultural Commissioners. The commissioners evaluate the potential effects an application might have on people and the environment before the pesticide is used.

The purchase or use of most restricted materials in agriculture requires a permit from the County Agricultural Commissioner. Permits are also required to use pesticides for commodity treatment in fumigation chambers at ports and elsewhere. The major exception to the permit requirement is structural pest control (e.g., pesticide use to get rid of a termite infestation).

California is the only state with such a pesticide permitting system. Similar to other states, users of restricted materials must have certain training, but only California requires users of certain pesticides to get a permit from a local regulatory official. County Agricultural Commissioners, with their extensive knowledge of both pesticides and local conditions, are uniquely positioned to grant such permits. In addition, requiring a permit allows the commissioners to ensure that users of restricted materials prevent harmful effects or use alternatives to the pesticide.

Local Regulations

The following are the local regulations and standards relevant to agricultural resources.

Yolo County General Plan

The following goals and policies from the Yolo County General Plan related to agricultural resources are applicable to the proposed project.

Goal LU-2 Agricultural Preservation. Preserve farm land and expand opportunities for related business and infrastructure to ensure a strong local agricultural economy.

Policy LU-2.1 The intent of this policy is to protect existing farm operations from impacts related to the encroachment of urban uses. The expertise of the County Agricultural Commissioner shall be used in applying this policy. Urban development shall bear the primary burden of this policy. Ensure that development will not have a significant adverse effect on the economic viability or constrain the lawful practices of adjoining or nearby agricultural operations, except for land within the Sphere of Influence (SOI) around a city of within the growth boundary of an unincorporated community. New urban (non-agricultural) development should be setback a minimum of 300 feet from adjoining agricultural land where possible, but special circumstances can be considered by the decision-making body.

Except as noted below where no buffer is required, in no case shall the buffer be reduced to less than 100 feet. The buffer area shall generally be designated Open Space (OS), but may also be designated Public and Quasi-Public (PQ) or Parks and Recreation (PR) based on applicable circumstances. Agricultural buffers are not required for planned urban growth elsewhere within a growth boundary because the agricultural-urban interface will be temporary until full build-out occurs.

Policy LU-2.4 Vigorously conserve, preserve, and enhance the productivity of the agricultural lands in areas outside of adopted community growth boundaries and outside of the city SOIs.

Policy LU-2.6 Encourage interim agricultural production on farmland designated for future development, prior to the start of construction, to reduce the potential for pest vectors, weeds, and fire hazards.

Goal AG-1 Preservation of Agriculture. Preserve and defend agriculture as fundamental to the identity of Yolo County.

Policy AG-1.4 Prohibit land use activities that are not compatible within agriculturally designated areas.

Policy AG-1.5 Strongly discourage the conversion of agricultural land for other uses. No lands shall be considered for redesignation from Agricultural or Open Space to another land use designation unless all of the following findings can be made:

A. There is a public need or net community benefit derived from the conversion of the land that outweighs the need to protect the land for long-term agricultural use.
B. There are no feasible alternative locations for the proposed project that are either designated for non-agricultural land uses or are less productive agricultural lands.
C. The use would not have a significant adverse effect on existing or potential agricultural activities on surrounding lands designated Agriculture.

Policy AG-1.6 Continue to mitigate at a ratio of no less than 1:1 the conversion of farm land and/or the conversion of land designated or zoned for agriculture, to other uses.

Policy AG-1.10 Protect agricultural lands from urban encroachment by limiting the extension of urban service facilities and infrastructure, particularly sewers.

Policy AG-1.18 When undertaking improvement of public roadways and drainage facilities, consult with adjoining farmland owners and incorporate designs that minimize impacts on agriculture.

Yolo County Code

Title 8, Land Development and Zoning, of the Yolo County Code contains the County's primary land development regulations, including the Agricultural Conservation and Mitigation Program Ordinance which was adopted in 2015 (Section 8-2.404 of the Yolo County Code). The purpose of the ordinance is to implement the agricultural land conservation policies contained in the Countywide General Plan with a program designed to permanently protect agricultural land located within the unincorporated area.

As such, Yolo County Code Section 8-2.404 currently includes definitions, policies, and mitigation standards designed to permanently protect agricultural land located within the unincorporated areas of Yolo County. The following requirements apply to agricultural land.

Section 8-2.404(c) Mitigation requirements.

(1) Agricultural mitigation shall be required for conversion or change from agricultural use to a predominantly non-agricultural use prior to, or concurrent with, approval of a zone change from agricultural to urban zoning, permit, or other discretionary or ministerial approval by the County.

Except as provided in subsection (d)(2) below, relating to adjustment factors, for projects that convert prime farmland, a minimum of three (3) acres of agricultural land shall be preserved in the locations specified in subsection (d)(1) for each acre of agricultural land changed to a predominantly non-agricultural use or zoning classification (3:1 ratio). For projects that convert non-prime farmland, a minimum of two (2) acres of agricultural land shall be preserved in the locations specified in subsection (d)(1) for each acre of land changed to a predominantly non-agricultural use or zoning classification (2:1) ratio. Projects that convert a mix of prime and non-prime lands shall mitigate at a blended ratio that reflects for the percentage mix of converted prime and non-prime lands within project site boundaries.

(2) The following uses and activities shall be exempt from, and are not covered by, the Agricultural Conservation and Mitigation Program:

(i) Affordable housing projects, where a majority of the units are affordable to very low or low income households, as defined in Title 8, Chapter 8 of the Yolo County Code (Inclusionary Housing Requirements);
(ii) Public uses such as parks, schools, cultural institutions, and other public agency facilities and infrastructure that do not generate revenue. The applicability of this exemption to public facilities and infrastructure that generate revenue shall be evaluated by the approving authority on a case-by-case basis. The approving authority may partly or entirely deny the exemption if the approving authority determines the additional cost of complying with this program does not jeopardize project feasibility and no other circumstances warrant application of the exemption;
(iii) Gravel mining projects regulated under Title 10, Chapters 3-5 of the Yolo County Code, pending completion of a comprehensive update of the gravel mining program (anticipated in January 2017); and
(iv) Projects covered by an approved specific plan which includes an agricultural mitigation program.

(3) Applications deemed complete prior to the effective date of the ordinance shall provide mitigation at a 1:1 ratio in compliance with all other requirements of this Agricultural Conservation and Mitigation Program.

Section 8-2.404(d) Agricultural Mitigation Implementation.
Agricultural mitigation required by this section shall be implemented as follows:

(1) Location, Generally. Mitigation lands shall be located within two (2) miles of sphere of influence of a city or within two (2) miles of the General Plan urban growth boundary of the town of Esparto ("Esparto Urban Growth Boundary"). Mitigation may also occur in any other area designated by the Board of Supervisors based on substantial evidence demonstrating that the parcel at issue consists predominantly of prime farmland and/or is subject to conversion to non-agricultural use in the foreseeable future. Any such designation shall be made by resolution and shall specify whether the designated area is a priority conservation area subject to a 1:1 mitigation ratio. For all other designated areas, the resolution shall specify the mitigation ratio for any mitigation occurring in the covered area, which may exceed the applicable base ratio.

(2) Adjustment Factors. The following adjustment factors shall be applied, where relevant, to modify the base ratio:

(i) Priority Conservation Areas. Mitigation occurring within a priority conservation area shall occur at a reduced 1:1 ratio unless otherwise specified below. The following areas shall be deemed priority conservation areas for purposes of this section:

(A) Parcels partly or entirely within one-quarter (0.25) mile of the sphere of influence of a city or the Esparto Urban Growth Boundary, or, for projects that convert primarily non-prime farmland, one (1) mile of the sphere of influence of a city or the Esparto Urban Growth Boundary. For the purposes of this subsection, the word "primarily" shall mean greater than fifty (50) percent.
(B) Parcels lying partly or entirely within the area bounded by County Roads 98 and 102 on the west and east, respectively, and by County Roads 29 and 27 on the north and south, respectively. For mitigation of impacts to prime farmland, the ratio shall be 2:1 within this area.

(3) Other Factors.

(i) If the area to be converted is twenty (20) acres or more in size, subject to the exception in (iii), below, by granting, in perpetuity, a farmland conservation easement to a qualifying entity with the County as a third party beneficiary, together with the provision of funds sufficient to compensate for all administrative costs incurred by the qualifying entity and the County as well as funds needed to establish an endowment to provide for monitoring, enforcement, and all other services necessary to ensure that the conservation purposes of the easement or other restriction are maintained in perpetuity.
(ii) If the area to be converted is a small project less than twenty (20) acres in size, by granting a farmland conservation easement as described in subsection (i), above, or payment of the in-lieu fee established by the County to purchase a farmland conservation easement consistent with the

provisions of this section; and the payment of fees in an amount established by the County to compensate for all administrative costs incurred by the County inclusive of endowment funds for the purposes set forth in subsection (i), above. The in-lieu fee, paid to the County, shall be used for agricultural mitigation purposes only (i.e. purchases of conservation easements and related transaction and administrative costs).

(iii) If Yolo County or a qualifying entity establishes a local farmland mitigation bank and sufficient credits are available at a total cost not exceeding the in lieu fee (and all related transactional and similar costs), small projects shall satisfy their farmland mitigation requirement by purchasing credits from the mitigation bank in a quantity sufficient to discharge the mitigation obligations of the project under this section. Other local projects converting twenty (20) or more acres of farmland may also purchase credits to discharge their farmland mitigation requirements, in lieu of providing an easement under subsection (i), above.

A farmland mitigation bank must be approved by the Board of Supervisors for local (i.e., within Yolo County) mitigation needs based upon a determination that it satisfies all of the farmland mitigation requirements of this section.

Landowners and project applicants that conserve more farmland than necessary to satisfy their mitigation obligations may seek approval of a farmland mitigation bank through an application process to be developed by the Planning, Public Works, and Environmental Services Department.

(iv) Agricultural mitigation shall be completed as a condition of approval prior to the acceptance of a final parcel or subdivision map, or prior to the issuance of any building permit or other final approval for development projects that do not involve a map.

Section 8-2.404(e) Eligible lands
Land shall meet all of the following criteria in sections (1) through (6), below, to qualify as agricultural mitigation:

(1) Agricultural conservation easements resulting from this program shall be acquired from willing sellers only;
(2) The property is of adequate size, configuration and location to be viable for continued agricultural use;
(3) The equivalent class of soil, based on the revised Storie index or NRCS soil survey maps, for the agricultural mitigation land shall be comparable to, or better than, the land which is converted;
(4) The land shall have an adequate water supply to maintain the purposes of the easement, i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation. The water supply shall be sufficient to support ongoing agricultural uses;
(5) The mitigation land shall be located within the County of Yolo in a location identified for mitigation in accordance with this section;
(6) It is the intent of this program to work in a coordinated fashion with the habitat conservation objectives of the Yolo Habitat Conservancy joint powers agency and the developing Habitat Conservation Plan/Natural Communities Conservation Plan. The mitigation land may not overlap with existing habitat conservation easement areas; the intent is to not allow "stacking" of easements, except for

habitat conservation easements protecting riparian corridors, raptor nesting habitat, wildlife-friendly hedgerows, or other restored or enhanced habitat areas so long as such areas do not exceed five percent (5%) of the total area of any particular agricultural conservation easement.

Section 8-2.404(f) Ineligible lands
A property is ineligible to serve as agricultural mitigation land if any of the circumstances below apply:

(1) The property is currently encumbered by a conservation, flood, or other type of easement or deed restriction that legally or practicably prevents converting the property to a nonagricultural use; or
(2) The property is currently under public ownership and will remain so in the future, except to the extent it is included within a mitigation bank that may subsequently be established by the County or other public agency; or
(3) The property is subject to physical conditions that legally or practicably prevent converting the property to a nonagricultural use.

4.1.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology used to analyze and determine the potential impacts of the proposed project related to agricultural resources. A discussion of the project's impacts and mitigation measures, where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, a significant impact would occur if the proposed project would result in any of the following:

- 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;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]);
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- 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.

Issues Not Discussed Further

The Initial Study prepared for the proposed project (see Appendix A) determined that development of the proposed project would result in no impact related to the following:

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]); or
- Result in the loss of forest land or conversion of forest land to non-forest use.

For the reasons cited in the Initial Study (Section II, Agriculture and Forestry Resources), the potential impacts associated with the above are not analyzed further in this EIR.

Method of Analysis

Evaluation of potential impacts of the proposed project on agricultural resources is based on the following: the Yolo County General Plan, the Yolo County General Plan EIR, the NRCS Web Soil Survey, and the FMMP online mapping system. Soil data from the FMMP was used to determine the approximate amounts of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance within the site boundaries. The proposed area of disturbance was overlain on the known on-site agricultural resources to determine the overall impact to agricultural land that would occur during development of the proposed project. The standards of significance listed above are used to delineate the significance of any potential impacts.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above. As previously discussed, the future installation of a traffic signal at the SR 113/CR 18C intersection west of the project site would occur within the existing right-of-way. Therefore, the installation of the traffic signal would not convert Farmland and, thus, is not discussed further herein.

4.1-1 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. Based on the analysis below, even with mitigation, the impact is *significant and unavoidable.*

Agricultural lands are considered throughout Yolo County as lands zoned as Agricultural Intensive (A-N), Agricultural Extensive (A-X), Agricultural Commercial (A-C), Agricultural Industrial (A-I), or Agricultural Residential (A-R), as well as areas with Class 1, 2, 3, or 4 soils. The project site is zoned A-N and is comprised of Class 1 soils. Pursuant to the California DOC Important Farmland Finder, the 76.76-acre project site is predominantly mapped as Prime Farmland (see Figure 4.1-1). In addition, the project site is currently planted with row crops.

The proposed project would expand the adjacent existing Clark Pacific facility through the development of the project site with new industrial uses. As discussed further in Chapter 3, Project Description, of this EIR, the proposed project would include a maximum total building square footage of 500,000 square feet (sf). Therefore, buildout of the project site with the proposed industrial uses would convert Prime Farmland to non-agricultural uses.

Based on the above, the proposed project would convert Farmland to non-agricultural uses, and a ***significant*** impact would occur.

Mitigation Measure(s)

Mitigation Measure 4.1-1(a) below requires that agricultural acreage be preserved elsewhere in unincorporated Yolo County. It should be noted that, as discussed in the Project Description chapter, the proposed project is anticipated to be developed in up to four phases. If the project applicant elects to phase development of the site, the

preservation of agricultural acreage elsewhere may be phased correspondingly, provided that the remaining portion(s) of the site not being developed would continue to be used for agricultural purposes, which would be ensured through Mitigation Measure 4.1-1(b).

While Mitigation Measure 4.1-1(a), below, would preserve agricultural acreage elsewhere, that preservation would not create new agricultural land. As such, the proposed project would lead to an overall loss of Farmland. Therefore, although implementation of the following mitigation measures would reduce the above significant impact, the impact would remain *significant and unavoidable.*

4.1-1(a) Prior to issuance of a building permit for each phase of development, the project applicant shall set aside in perpetuity, active agricultural acreage in an amount consistent with the County's Agricultural Conservation and Mitigation Program (i.e., 3:1 mitigation ratio for prime farmland).

The agricultural land shall be located elsewhere in unincorporated Yolo County, through the purchase of a farmland conservation easement consistent with Section 8-2.404, Agricultural Conservation and Mitigation Program, of the Yolo County Code of Ordinances. The location and amount of active agricultural acreage shall be subject to review and approval by the Yolo County Planning Division. Pursuant to County Code Section 8-2.404(e) and (f), the agricultural mitigation land shall meet the following requirements:

- *Acquired from willing sellers only;*
- *Is of adequate size, configuration and location to be viable for continued agricultural use;*
- *Is of equivalent class of soil, based on the revised Storie index or NRCS soil survey maps, such that the agricultural mitigation land is comparable to, or better than, the land which is converted;*
- *Have an adequate water supply to maintain the purposes of the easement, i.e., to irrigate farmland if the converted farmland is irrigated or capable of irrigation. The water supply shall be sufficient to support ongoing agricultural uses;*
- *Is located within Yolo County in a location identified for mitigation;*
- *Shall not overlap with existing habitat conservation easement areas identified by the Yolo Habitat Conservancy; and*
- *Shall not be encumbered by a conservation, flood, or other type of easement or deed restriction that legally or practicably prevents converting the property to a nonagricultural use.*

4.1-1(b) Prior to issuance of grading permits for any phase, the project applicant shall submit an Interim Agricultural Management Plan (IAMP) for all undeveloped phases of the project site to the Yolo County Planning Division for review and approval. The IAMP shall ensure that all lands outside of the immediate construction footprint of the current phase remain in productive agricultural operation until such time as a grading permit is

issued for subsequent phases. The IAMP shall include, but not be limited to the following:

- *Evidence of continued lease agreements or active agricultural operations on all undeveloped phases.*
- *Provisions ensuring that agricultural operators have full, uninterrupted access to undeveloped land, irrigation systems, water sources, and farm access roads, including access across developed phases if necessary.*
- *Clear, physical identification (e.g., fencing) of the boundary between the active construction site and the active agricultural operations area.*
- *Designation of a qualified agricultural manager to oversee the implementation of the IAMP and coordinate with the construction site manager.*

If undeveloped phases of the project site become unviable for productive agriculture operations, the developer shall implement Mitigation Measure 4.1-1(a) for the entirety of the project site.

4.1-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract. Based on the analysis below, the impact is *less than significant*.

The project site is not subject to any Williamson Act contracts. With respect to existing zoning, the site is currently zoned A-N by Yolo County. Therefore, the proposed industrial uses would conflict with the existing zoning. However, the proposed project includes a requested land use designation change from Agriculture (AG) to Industrial (IN) and a rezone of the site from A-N to Heavy Industrial (I-H). Approval of the proposed project is a discretionary action of the Yolo County Board of Supervisors. Approval of the requested Rezone would occur concurrently; therefore, the proposed project would be rendered consistent with the proposed I-H zoning designation. Potential impacts to farmland are addressed in Impact 4.1-1 above.

Based on the above, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.1-3 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. Based on the analysis below, the proposed project would result in a *less-than-significant* impact.

Existing land uses surrounding the project site include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturing facility to the east; a single-family rural residence to the southeast, across CR 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a residential care home for individuals with intellectual disabilities, a barn, and agricultural land to the west, across California Northern Railroad (CFNR) tracks; and The Maples event venue and agricultural land to the northwest, across the CFNR tracks and Best Ranch Road.

Although the land north, west, and south of the project site currently consist of undeveloped agricultural land, the parcels adjacent to the project site to the east, south, and northwest of the project site are currently developed. In addition, because the project site is an extension of the existing Clark Pacific facility, the proposed project would be consistent with the existing adjacent industrial uses. Because the proposed project would connect to the existing utility infrastructure associated with the existing Clark Pacific facility, the project would not require the extension of utility lines through the surrounding land. In addition, the project site would fill in a site located between the existing Clark Pacific facility and the CFNR tracks. The combination of the existing CFNR tracks and the surrounding roadways bounding the site to the north and south would effectively separate the proposed facility expansion from surrounding existing agricultural uses. As such, the development of the proposed project is unlikely to incite further conversion of Farmland to non-agricultural uses.

Based on the above, the proposed project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Additional detail regarding the cumulative setting is included in Chapter 5, Statutorily Required Sections, of this EIR.

4.1-4 Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use. Based on the analysis below, even with mitigation, the contribution of the proposed project to the significant impact would be *cumulatively considerable* and *significant and unavoidable*.

The geographic scope for the cumulative agricultural resources analysis includes development of the proposed project in conjunction with buildout of the County's General Plan. As discussed under Impact AGI-1 in the County's General Plan EIR, Yolo County contains approximately 325,079 acres of farmland categorized by the DOC Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The total acreage represents 51 percent of all land in Yolo County, with the majority located in the Capay Valley and on the Sacramento Valley floor. The County's General Plan EIR concluded that, although the County's regulations require permanent protection of agricultural acreage at a minimum equivalent to acreage lost, which would apply to present and future projects, a permanent net loss of farmland would still occur and the impact from converting existing agricultural land to non-agricultural uses would remain significant and unavoidable.

Because the project site is designated as Agriculture (AG), the site was not included within the total agricultural land anticipated for conversion by the County's General Plan EIR. As discussed under Impact 4.1-1 above, the project site contains Prime Farmland and development of the proposed project would convert on-site Prime Farmland to non-agricultural uses. Although the proposed project would be subject to mitigation measures for the loss of Farmland, project construction would still lead to an overall loss of Farmland not anticipated by the General Plan.

Based on the above, development facilitated by buildout of the County's General Plan in conjunction with the proposed project, as well as other future projects, would result in a significant impact related to the conversion of Farmland to non-agricultural uses. Thus, the contribution of the proposed project to the significant cumulative impact would be ***cumulatively considerable***.

Mitigation Measure(s)

Implementation of the following mitigation measure would help reduce the incremental contribution towards the cumulative impact related to conversion of important farmland identified above. However, the impact would remain *cumulatively considerable* and *significant and unavoidable* due to the permanent loss of agricultural land attributable to the proposed project.

4.1-4 Implement Mitigation Measures 4.1-1(a) and 4.1-1(b).

4.2 Air Quality, Greenhouse Gas Emissions, and Energy

4.2 AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND ENERGY

4.2.1 INTRODUCTION

The Air Quality, Greenhouse Gas Emissions, and Energy chapter of the EIR describes the potential impacts of the proposed project on local and regional air quality emissions, potential impacts related to greenhouse gas (GHG) emissions and climate change, and potential impacts related to energy. The chapter includes a discussion of the existing air quality, GHG, and energy setting, the existing regulatory setting, as well as potential local and regional air quality, GHG, and energy impacts resulting from construction and operation of the project. In addition, the chapter includes mitigation measures warranted to reduce or eliminate any identified significant impacts. The chapter is primarily based on information and guidance within the Yolo-Solano Air Quality Management District (YSAQMD) Handbook for Assessing and Mitigating Air Quality Impacts,[1] as well as the Yolo County General Plan[2] and Yolo County General Plan EIR,[3] the Yolo County Climate Action Plan (CAP),[4] the Yolo County Climate Action and Adaptation Plan (CAAP),[5] and a technical analysis performed by Raney Planning and Management, Inc. (see Appendix C for modeling results).

4.2.2 EXISTING ENVIRONMENTAL SETTING

The following information provides an overview of the existing environmental setting in relation to air quality within the proposed project area. Air basin characteristics, ambient air quality standards (AAQS), attainment status and regional air quality plans, local air quality monitoring, odors, and sensitive receptors are discussed. In addition to the information pertaining to air quality, information related to climate change and GHGs, as well as energy, is provided.

Air Basin Characteristics

The project site is located within Yolo County, within the Yolo-Solano portion of the Sacramento Valley Air Basin (SVAB), which is under the jurisdiction of YSAQMD. Air quality in the SVAB is largely the result of the following factors: emissions, geography, and meteorology (wind, atmospheric stability, and sunlight). The Sacramento Valley is often described as a bowl-shaped valley, with the SVAB being bounded by the North Coast Ranges on the west, the northern Sierra Nevada Mountains on the east, and the intervening terrain being flat.

The Sacramento Valley has a Mediterranean climate, characterized by hot, dry summers and mild, rainy winters. During the year, the temperature may range from 20 to 115 degrees Fahrenheit, with summer highs usually in the 90-degree Fahrenheit range and winter lows occasionally below freezing. Average annual rainfall is approximately 20 inches, with snowfall

1 Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.
2 Yolo County. *2030 Countywide General Plan*. Adopted November 10, 2009.
3 Yolo County. *Yolo County 2030 Countywide General Plan EIR*. Certified November 10, 2009.
4 Yolo County. *Climate Action Plan*. March 15, 2011.
5 Yolo County. *Climate Action and Adaptation Plan*. December 3, 2024.

being very rare. The winds in the area are moderate in strength and vary from moist, clean breezes from the south to dry land flows from the north.[6]

The mountains surrounding the Sacramento Valley create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during autumn and early winter and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in the air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning, which is regulated through YSAQMD permits, or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds, with the Delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north out of the Sacramento Valley. However, during approximately half of the days from July to September, a phenomenon called the "Schultz Eddy" prevents the transport from occurring. Instead of allowing for the prevailing wind patterns to move north, carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern and pollutants to circle back southward. The Schultz Eddy effect exacerbates the pollution levels in the area and increases the likelihood of violating the federal and State air quality standards.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established AAQS for common pollutants. The federal standards are divided into primary standards, which are designed to protect the public health, and secondary standards, which are designed to protect the public welfare. The AAQS for each contaminant represent safe levels that avoid specific adverse health effects. Pollutants for which AAQS have been established are called "criteria" pollutants. Table 4.2-1 identifies the major pollutants, characteristics, health effects and typical sources. The national and California AAQS (NAAQS and CAAQS, respectively) are summarized in Table 4.2-2. The NAAQS and CAAQS were developed independently with differing purposes and methods. As a result, the national and State standards differ in some cases. In general, the State of California standards are more stringent than the federal standards, particularly for ozone and particulate matter (PM).

A description of each criteria pollutant and its potential health effects is provided in the following section.

Ozone

Ozone is a reactive gas consisting of three oxygen atoms. In the troposphere, ozone is a product of the photochemical process involving the sun's energy, and is a secondary pollutant formed as a result of a complex chemical reaction between reactive organic gases (ROG) and oxides of nitrogen (NO_X) emissions in the presence of sunlight. As such, unlike other pollutants, ozone is not released directly into the atmosphere from any sources. In the stratosphere, ozone exists naturally and shields Earth from harmful incoming ultraviolet radiation.

[6] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

Table 4.2-1
Summary of Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive gas produced by the photochemical process involving a chemical reaction between the sun's energy and other pollutant emissions. Often called photochemical smog.	• Eye irritation • Wheezing, chest pain, dry throat, headache, or nausea • Aggravated respiratory disease such as emphysema, bronchitis, and asthma	Combustion sources such as factories, automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	An odorless, colorless, highly toxic gas that is formed by the incomplete combustion of fuels.	• Impairment of oxygen transport in the bloodstream • Impaired vision, reduced alertness, chest pain, and headaches • Can be fatal in the case of very high concentrations	Automobile exhaust, combustion of fuels, and combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	A reddish-brown gas that discolors the air and is formed during combustion of fossil fuels under high temperature and pressure.	• Lung irrigation and damage • Increased risk of acute and chronic respiratory disease	Automobile and diesel truck exhaust, industrial processes, and fossil-fueled power plants.
Sulfur Dioxide	A colorless, irritating gas with a rotten egg odor formed by combustion of sulfur-containing fossil fuels.	• Aggravation of chronic obstruction lung disease • Increased risk of acute and chronic respiratory disease	Diesel vehicle exhaust, oil-powered power plants, and industrial processes.
Particulate Matter (PM_{10} and $PM_{2.5}$)	A complex mixture of extremely small particles and liquid droplets that can easily pass through the throat and nose and enter the lungs.	• Aggravation of chronic respiratory disease • Heart and lung disease • Coughing • Bronchitis • Chronic respiratory disease in children • Irregular heartbeat • Nonfatal heart attacks	Combustion sources such as automobiles, power generation, industrial processes, and wood burning. Also from unpaved roads, farming activities, and fugitive windblown dust.
Lead	A metal found naturally in the environment as well as in manufactured products.	• Loss of appetite, weakness, apathy, and miscarriage • Lesions of the neuromuscular system, circulatory system, brain, and gastrointestinal tract	Industrial sources and combustion of leaded aviation gasoline.

Sources:

- ***California Air Resources Board. California Ambient Air Quality Standards (CAAQS). Available at: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards. Accessed August 2025.***
- ***Sacramento Metropolitan, El Dorado, Feather River, Placer, and Yolo-Solano Air Districts, Spare the Air website. Air Quality Information for the Sacramento Region. Available at: sparetheair.com. Accessed August 2025.***
- ***California Air Resources Board. Glossary of Air Pollution Terms. Available at: https://ww2.arb.ca.gov/glossary. Accessed August 2025.***

Table 4.2-2
Ambient Air Quality Standards

Pollutant	Averaging Time	CAAQS	NAAQS	
			Primary	Secondary
Ozone	1 Hour	0.09 ppm	-	Same as primary
	8 Hour	0.070 ppm	0.070 ppm	
Carbon Monoxide	8 Hour	9 ppm	9 ppm	-
	1 Hour	20 ppm	35 ppm	
Nitrogen Dioxide	Annual Mean	0.030 ppm	53 ppb	Same as primary
	1 Hour	0.18 ppm	100 ppb	-
Sulfur Dioxide	Annual Mean	-	0.030 ppm (for certain areas)	10 ppb
	24 Hour	0.04 ppm	0.14 ppm (for certain areas)	-
	3 Hour	-	-	0.5 ppm
	1 Hour	0.25 ppm	75 ppb	-
Respirable Particulate Matter (PM_{10})	Annual Mean	20 ug/m^3	-	Same as primary
	24 Hour	50 ug/m^3	150 ug/m^3	
Fine Particulate Matter ($PM_{2.5}$)	Annual Mean	12 ug/m^3	9 ug/m^3	15 ug/m^3
	24 Hour	-	35 ug/m^3	Same as primary
Lead	30 Day Average	1.5 ug/m^3	-	-
	Calendar Quarter	-	1.5 ug/m^3 (for certain areas)	Same as primary
	Rolling 3-Month Average	-	0.15 ug/m^3	
Sulfates	24 Hour	25 ug/m^3	-	-
Hydrogen Sulfide	1 Hour	0.03 ppm	-	-
Vinyl Chloride	24 Hour	0.010 ppm	-	-
Visibility Reducing Particles	8 Hour	see note below	-	-

ppm = parts per million
ppb = parts per billion
µg/m^3 = micrograms per cubic meter

Note: Statewide Visibility Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source:

- ***California Air Resources Board. Ambient Air Quality Standards. July 16, 2024. Available at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf. Accessed August 2025.***
- ***Environmental Protection Agency. NAAQS Table. November 4, 2025. Available at: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed November 7, 2025.***

The primary source of ozone precursors is mobile sources, including cars, trucks, buses, construction equipment, and agricultural equipment.

Ground-level ozone reaches the highest level during the afternoon and early evening hours. High levels occur most often during the summer months.

Ground-level ozone is a strong irritant that could cause constriction of the airways, forcing the respiratory system to work harder in order to provide oxygen. Ozone at the Earth's surface causes numerous adverse health effects and is a major component of smog. High concentrations of ground level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments.

Reactive Organic Gas

ROG refers to several reactive chemical gases composed of hydrocarbon compounds typically found in paints and solvents that contribute to the formation of smog and ozone by involvement in atmospheric chemical reactions. A separate health standard does not exist for ROG. However, some compounds that make up ROG are toxic, such as the carcinogen benzene.

Oxides of Nitrogen

NO_X are a family of gaseous nitrogen compounds and are precursors to the formation of ozone and particulate matter. The major component of NO_X, nitrogen dioxide (NO_2), is a reddish-brown gas that discolors the air and is toxic at high concentrations. NO_X results primarily from the combustion of fossil fuels under high temperature and pressure. On-road and off-road motor vehicles and fuel combustion are the major sources of NO_X. NO_X reacts with ROG to form smog, which could result in adverse impacts to human health, damage the environment, and cause poor visibility. Additionally, NO_X emissions are a major component of acid rain. Health effects related to NO_X include lung irritation and lung damage and can cause increased risk of acute and chronic respiratory disease.

Nitrogen Dioxide

A particular oxide of nitrogen that is of concern to human health is NO_2. NO_2 is a brownish, highly reactive gas that is present in all urban atmospheres. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide (NO), which is a colorless, odorless gas.

A large body of health science literature indicates that exposure to NO_2 can induce adverse health effects. The strongest health evidence, and the health basis for the AAQS for NO_2, results from controlled human exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics. In addition, several epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses. Infants and children are particularly at risk because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration. Several studies have shown that long-term NO_2 exposure during childhood, the period of rapid lung growth, can lead to smaller lungs at maturity in children with higher compared to lower levels of exposure. In addition, children with asthma have a greater degree of airway responsiveness compared with adult asthmatics. In adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless, poisonous gas produced by incomplete burning of carbon-based fuels such as gasoline, oil, and wood. When CO enters the body, the CO combines with chemicals in the body, which prevents blood from carrying oxygen to cells, tissues, and organs. Symptoms of exposure to CO can include problems with vision, reduced alertness,



and general reduction in mental and physical functions. Exposure to CO can result in chest pain, headaches, reduced mental alertness, and death at high concentrations.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg odor formed primarily by the combustion of sulfur-containing fossil fuels from mobile sources, such as locomotives, ships, and off-road diesel equipment. SO_2 is also emitted from several industrial processes, such as petroleum refining and metal processing. Similar to airborne NO_X, suspended sulfur oxide particles contribute to poor visibility. The sulfur oxide particles are also a component of PM_{10}.

Particulate Matter

Particulate matter, also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health impacts. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller (PM_{10}) because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, the particles could affect the heart and lungs and cause serious health effects. USEPA groups particle pollution into three categories based on their size and where they are deposited:

- "Inhalable coarse particles ($PM_{2.5-10}$)," which are found near roadways and dusty industries, are between 2.5 and 10 micrometers in diameter. $PM_{2.5-10}$ is deposited in the thoracic region of the lungs.
- "Fine particles ($PM_{2.5}$)," which are found in smoke and haze, are 2.5 micrometers in diameter and smaller. $PM_{2.5}$ particles could be directly emitted from sources such as forest fires, or could form when gases emitted from power plants, industries, and automobiles react in the air. They penetrate deeply into the thoracic and alveolar regions of the lungs.
- “Ultrafine particles (UFP),” are very, very small particles (less than 0.1 micrometers in diameter) largely resulting from the combustion of fossil fuels, meat, wood, and other hydrocarbons. While UFP mass is a small portion of $PM_{2.5}$, their high surface area, deep lung penetration, and transfer into the bloodstream could result in disproportionate health impacts relative to their mass. UFP is not currently regulated separately, but is analyzed as part of $PM_{2.5}$.

PM_{10}, $PM_{2.5}$, and UFP include primary pollutants, which are emitted directly to the atmosphere and secondary pollutants, which are formed in the atmosphere by chemical reactions among precursors. Generally speaking, $PM_{2.5}$ and UFP are emitted by combustion sources like vehicles, power generation, industrial processes, and wood burning, while PM_{10} sources include the same sources plus roads and farming activities. Fugitive windblown dust and other area sources also represent a source of airborne dust. Long-term PM pollution, especially fine particles, could result in significant health problems including, but not limited to, the following: increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing; decreased lung function; aggravated asthma; development of chronic respiratory disease in children; development of chronic bronchitis or obstructive lung disease; irregular heartbeat; heart attacks; and increased blood pressure.

Lead

Lead is a relatively soft and chemically resistant metal that is a natural constituent of air, water, and the biosphere. Lead forms compounds with both organic and inorganic substances. As an air

pollutant, lead is present in small particles. Sources of lead emissions in California include a variety of industrial activities. Gasoline-powered automobile engines were a major source of airborne lead through the use of leaded fuels. The use of leaded fuel has been mostly phased out, with the result that ambient concentrations of lead have dropped dramatically. However, because lead was emitted in large amounts from vehicles when leaded gasoline was used, lead is present in many soils (especially urban soils) as a result of airborne dispersion and could become re-suspended into the air.

Because lead is slowly excreted by the human body, exposures to small amounts of lead from a variety of sources could accumulate to harmful levels. Effects from inhalation of lead above the level of the AAQS may include impaired blood formation and nerve conduction. Lead can adversely affect the nervous, reproductive, digestive, immune, and blood-forming systems. Symptoms could include fatigue, anxiety, short-term memory loss, depression, weakness in the extremities, and learning disabilities in children. Lead also causes cancer.

Sulfates

Sulfates are the fully oxidized ionic form of sulfur and are colorless gases. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. The sulfur is oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO_2 to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features.

The sulfates standard established by CARB is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, because they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide

Hydrogen sulfide (H_2S) is associated with geothermal activity, oil and gas production, refining, sewage treatment plants, and confined animal feeding operations. Hydrogen sulfide is extremely hazardous in high concentrations, especially in enclosed spaces (800 ppm can cause death).

Vinyl Chloride

Vinyl chloride (C_2H_3Cl, also known as VCM) is a colorless gas that does not occur naturally, but is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloro-ethylene are broken down. Vinyl chloride is used to make polyvinyl chloride (PVC) which is used to make a variety of plastic products, including pipes, wire and cable coatings, and packaging materials.

Visibility Reducing Particles

Visibility reducing particles are a mixture of suspended particulate matter consisting of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. The standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are also a category of environmental concern. TACs are present in many types of emissions with varying degrees of toxicity. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases. Common stationary sources of TACs include gasoline stations, dry cleaners, and diesel backup generators, which are subject to YSAQMD stationary source permit requirements. The other, often more significant, common source type is on-road motor vehicles, such as cars and trucks, on freeways and roads, and off-road sources such as construction equipment, ships, and trains.

Fossil fueled combustion engines, including those used in cars, trucks, and some pieces of construction equipment, release at least 40 different TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter (DPM), benzene, formaldehyde, 1,3-butadiene, toluene, xylenes, and acetaldehyde. Gasoline vapors contain several TACs, including benzene, toluene, and xylenes. Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust, DPM, is composed of carbon particles and numerous organic compounds, including over 40 known cancer-causing organic substances. Examples of such chemicals include polycyclic aromatic hydrocarbons, benzene, formaldehyde, acetaldehyde, acrolein, and 1,3-butadiene. Diesel exhaust also contains gaseous pollutants, including ROG and NO_X. Due to the published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects, CARB has identified DPM from diesel-fueled engines as a TAC. Although a variety of TACs are emitted by fossil fueled combustion engines, the cancer risk due to DPM exposure represents a more significant risk than the other TACs discussed above.[7]

More than 90 percent of DPM is less than one micrometer in diameter, and, thus, DPM is a subset of $PM_{2.5}$. As a California statewide average, DPM comprises about eight percent of $PM_{2.5}$ in outdoor air, although DPM levels vary regionally due to the non-uniform distribution of sources throughout the State. Most major sources of diesel emissions, such as ships, trains, and trucks, operate in and around ports, rail yards, and heavily-traveled roadways. Such areas are often located near highly populated areas. Thus, elevated DPM levels are mainly an urban problem, with large numbers of people exposed to higher DPM concentrations, resulting in greater health consequences compared to rural areas.

Due to the high levels of diesel activity, high volume freeways, stationary diesel engines, rail yards and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Construction-related activities also have the potential to generate concentrations of DPM from on-road haul trucks and off-road equipment exhaust emissions.

The size of diesel particulates that are of the greatest health concern are fine particles (i.e., $PM_{2.5}$) and UFPs. The small diameter of UFPs imparts the particulates with unique attributes, such as high surface areas and the ability to penetrate deeply into lungs. Once UFPs have been deposited in lungs, the small diameter allows the UFPs to be transferred to the bloodstream. The high surface area of the UFPs also allows for a greater adsorption of other chemicals, which are transported along with the UFPs into the bloodstream of the inhaler, where the chemicals can

[7] California Air Resources Board. *Reducing Toxic Air Pollutants in California's Communities*. February 6, 2002.

eventually reach critical organs.[8] The penetration capability of UFPs may contribute to adverse health effects related to heart, lung, and other organ health.[9] UFPs are a subset of DPM and activities that create large amounts of DPM, such as the operations involving heavy diesel-powered engines, also release UFPs. Considering that UFPs are a subset of DPM, and DPM represents a subset of $PM_{2.5}$, estimations of either concentrations or emissions of $PM_{2.5}$ or DPM include UFPs.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, which typically are associated with long-term exposure and the associated risk of contracting cancer. Health effects of exposure to TACs other than cancer can include birth defects, neurological damage, and death. Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level. The identification, regulation, and monitoring of TACs is relatively new compared to criteria air pollutants that have established AAQS. TACs are regulated or evaluated on the basis of risk to human health rather than comparison to an AAQS or emission-based threshold.

Naturally Occurring Asbestos

Another concern related to air quality is naturally occurring asbestos (NOA). Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock; construction activities in ultramafic rock deposits; or rock quarrying activities where ultramafic rock is present.

According to mapping prepared by the California Geological Survey, Yolo County is not in an area likely to contain NOA.[10] Therefore, NOA is not expected to be present at the project site.

Attainment Status and Regional Air Quality Plans

The Federal Clean Air Act (FCAA) and the California Clean Air Act (CCAA) require all areas of California to be classified as attainment, nonattainment, or unclassified as to their status with regard to the NAAQS and/or CAAQS. Areas not meeting the NAAQS presented in Table 4.2-2, above, are designated by the USEPA as nonattainment. Further classifications of nonattainment areas are based on the severity of the nonattainment problem, with marginal, moderate, serious, severe, and extreme nonattainment classifications for ozone. Nonattainment classifications for PM range from marginal to serious. Because of the differences between the national and State standards, the designation of nonattainment areas is different under the federal and State legislation. The FCAA requires areas violating the NAAQS to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the NAAQS. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. The USEPA reviews SIPs to determine if they conform

8 Health Effects Institute. *Understanding the Health Effects of Ambient Ultrafine Particles*. January 2013.
9 South Coast Air Quality Management District. *Final 2012 Air Quality Management Plan*. December 2012.
10 California 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*. August 2000.

to the mandates of the FCAA amendments and would achieve air quality goals when implemented.

CARB is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the CCAA. The CCAA classifies ozone nonattainment areas as moderate, serious, severe, and extreme based on severity of violations of CAAQS. The CCAA requires local air pollution control districts with air quality that is in violation of CAAQS to prepare air quality attainment plans that demonstrate district-wide emission reductions of five percent per year averaged over consecutive three-year periods, unless an approved alternative measure of progress is developed.

Table 4.2-3 below presents the current attainment status of the jurisdictional area of YSAQMD, including Yolo County. As shown in the table, Yolo County is in an area designated as attainment for all State and federal AAQS, with the exception of ozone, PM_{10}, and $PM_{2.5}$. At the federal level, the area is designated as severe nonattainment for the 8-hour ozone standard, nonattainment for the 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other criteria pollutants. At the State level, the area is designated as a nonattainment area for the 1-hour ozone standard, nonattainment for the 8-hour ozone standard, nonattainment for the PM_{10} standards, and attainment or unclassified for all other State standards. Although the 1-hour federal ozone standard has been revoked, on October 18, 2012, the USEPA officially determined that the Sacramento Federal Nonattainment Area (SFNA), which includes Sacramento and Yolo counties, Placer and El Dorado counties (except Lake Tahoe Basin portions), Solano County (eastern portion), and Sutter County (southern portion), attained the revoked 1-hour ozone NAAQS. The determination became effective November 19, 2012.

Table 4.2-3
Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	**State Standards**
Ozone – 1-Hour	Revoked in 2005	**Nonattainment**
Ozone – 8-Hour	**Nonattainment**	**Nonattainment**
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
PM_{10} – 24-Hour	Unclassified	**Nonattainment**
PM_{10} – Annual	--	**Nonattainment**
$PM_{2.5}$ – 24-Hour	**Nonattainment**	--
$PM_{2.5}$ – Annual	Unclassified	Attainment
Lead	Attainment	Attainment
Sulfates	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Unclassified

Source: Yolo-Solano Air Quality Management District. Attainment Status. Available at: https://www.ysaqmd.org/plans-data/attainment/. Accessed August 2025.

In compliance with the FCAA and CCAA, due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State standards for ozone and PM. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have

worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals. Each of the attainment plans currently in effect are discussed in further detail in the Regulatory Context discussion of this chapter.

Local Air Quality Monitoring

Air quality is monitored by CARB at various locations to determine which air quality standards are being violated, and to direct emission reduction efforts, such as developing attainment plans and rules, incentive programs, etc. The nearest local air quality monitoring station to the project site is the Woodland-Gibson Road station, located 41929 Gibson Road in Woodland, approximately 3.5 miles south of the project site. The Woodland-Gibson Road station does not have data available for Nitrogen Dioxide; thus, the nearest station with Nitrogen Dioxide data was used, which was the Davis-UCD Campus station located along Campbell Road between Hutchinson Drive and Garrod Road in Davis, approximately 12 miles south of the project site. Table 4.2-4 presents the number of days that the NAAQS and CAAQS were exceeded for the three-year period from 2022 to 2024.

Table 4.2-4
Air Quality Data Summary (2022-2024)

Pollutant	Standard	Days Standard Was Exceeded		
		2022	2023	2024
1-Hour Ozone	State	0	0	0
	Federal	0	0	0
8-Hour Ozone	State	2	1	0
	Federal	1	1	0
24-Hour $PM_{2.5}$	Federal	0	1	1
24-Hour PM_{10}	State	2	2	2
	Federal	0	0	0
1-Hour Nitrogen Dioxide	State	0	0	0
	Federal	0	0	0

Source: California Air Resources Board. Aerometric Data Analysis and Management (iADAM) System. Available at http://www.arb.ca.gov/adam/welcome.html. Accessed August 2025.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Adverse effects of odors on residential areas and other sensitive receptors warrant the closest scrutiny; but consideration is also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. The potential for an odor impact is dependent on a number of variables including the nature of the odor source, distance between a receptor and an odor source, and local meteorological conditions.

One of the most important factors influencing the potential for an odor impact to occur is the distance between the odor source and receptors, also referred to as a buffer zone or setback. The greater the distance between an odor source and receptor, the less concentrated the odor emission would be when reaching the receptor.

Meteorological conditions also affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due to the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed away from any area.

Odiferous compounds could be generated from a variety of source types including both construction and operational activities. Examples of common land use types that typically generate significant odor impacts include, but are not limited to, wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants. The project site is not located near any of the aforementioned odor-generating uses.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, day care centers, playgrounds, and medical facilities. Policy CO-A107 of the Yolo County General Plan provides a County-specific definition of sensitive receptors using the following criteria: residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodgings; schools and day care centers; and neighborhood parks. Considering Yolo County's definition of sensitive receptors, the nearest sensitive receptor in the vicinity of the project site is the Happy Ranch Program residential care home to the west of the project site, across the California Northern Railroad (CFNR) tracks. Various farm dwellings exist within areas designated for agricultural uses by Yolo County, which are in close proximity to the project site. For instance, the nearest farm dwellings are approximately 320 feet and 420 feet southeast of the project site, respectively. Though not defined as a sensitive receptor in the Yolo County General Plan, all such farm dwellings are considered other sensitive land uses for the purpose of this analysis.

Greenhouse Gas Emissions

GHGs are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the Earth's atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols. The increase in atmospheric concentrations of GHG due to human activities has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change.

The primary GHG emitted by human activities is CO_2, with the next largest components being CH_4 and N_2O. A wide variety of human activities result in the emission of CO_2. Some of the largest sources of CO_2 include the burning of fossil fuels for transportation and electricity, industrial processes including fertilizer production, agricultural processing, and cement production. The primary sources of CH_4 emissions include domestic livestock sources, decomposition of wastes in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N_2O are agricultural soil management, fuel combustion in

motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that transportation-related activities account for the majority of U.S. emissions. Transportation is the largest single-source of GHG emissions, and electricity generation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.[11]

Emissions of GHGs are partially offset by uptake of carbon and sequestration in trees, agricultural soils, landfilled yard trimmings and food scraps, and absorption of CO_2 by the Earth's oceans. Additional emission reduction measures for GHGs could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation, and project design features. Attainment concentration standards for GHGs have not been established by the federal or State government.

Global Warming Potential

Global warming potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the USEPA, the GWP of a gas, or aerosol, to trap heat in the atmosphere is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas." The reference gas for comparison is CO_2. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO_2, as well as the decay rate of each gas relative to that of CO_2. Each gas's GWP is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO_2, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 25 times greater than that of CO_2, as shown in Table 4.2-5.

Table 4.2-5
GWPs and Atmospheric Lifetimes of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)
Carbon Dioxide (CO_2)	See footnote[1]	1
Methane (CH_4)	12.4	28
Nitrous Oxide (N_2O)	121	265
HFC-23	222	12,400
HFC-134a	13.4	1,300
HFC-152a	1.5	138
PFC: Tetrafluoromethane (CF_4)	50,000	6,630
PFC: Hexafluoroethane (C_2F_6)	10,000	11,100
Sulfur Hexafluoride (SF_6)	3,200	23,500

[1] For a given amount of CO_2 emitted, some fraction of the atmospheric increase in concentration is quickly absorbed by the oceans and terrestrial vegetation, some fraction of the atmospheric increase will only slowly decrease over a number of years, and a small portion of the increase will remain for many centuries or more.

Source: U.S. Environmental Protection Agency. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2022 [Table 1-2]. April 11, 2024.

[11] U.S. Environmental Protection Agency. *Sources of Greenhouse Gas Emissions*. Available at: https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions. Accessed August 2025.

As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 23,500 times that of CO_2. The atmospheric lifetimes of such GHGs are estimated by the USEPA to vary from 50 to 200 years for CO_2, to 50,000 years for CF_4. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the GWP of a gas. The common indicator for GHG is expressed in terms of metric tons of CO_2 equivalents ($MTCO_2e$), which is calculated based on the GWP for each pollutant.

Effects of Global Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The Intergovernmental Panel on Climate Change's (IPCC) Climate Change 2021: The Physical Science Basis report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia.[12]
Signs that global climate change has occurred include:

- Warming of the atmosphere and ocean;
- Diminished amounts of snow and ice;
- Rising sea levels; and
- Ocean acidification.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment (OEHHA) identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed, including:

- An increase in annual average air temperature with record warmth in recent years;
- More frequent extreme heat events;
- More extreme drought;
- A decline in winter chill; and
- An increase in variability of statewide precipitation.

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers and snowpack—upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters. Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems. However, it should be noted that the effects of climate change are not fully understood. For example, due to a series of atmospheric rivers that

[12] Intergovernmental Panel on Climate Change. *Climate Change 2021: The Physical Science Basis Summary for Policymakers*. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf. Accessed September 2025.

occurred throughout the 2022-2023 winter season, California saw the most snow the State has seen since the record was set in the 1982-1983 winter season. In contrast, California saw lower levels of snowpack in 2024 than the year prior.

Nonetheless, potential consequences of climate change for Yolo County include more frequent and intense instances of several natural hazards, including, but not limited to, agricultural pests and diseases, drought, extreme heat, human health hazards, severe wind, severe storms, and wildfire. Climate change is currently affecting Yolo County and is projected to lead to more severe conditions in the future.[13]

Energy Use in California

California is one of the highest energy demanding states within the nation. According to the U.S. Department of Energy, the State consumes approximately 303,300 gigawatt-hours (GWh) of electricity per year.[14] Activities such as heating and cooling structures, lighting, the movement of goods, agricultural production, and other facets of daily life consume a variety of energy sources. However, despite California's high rate of energy use, the State has one of the lowest per capita energy consumption levels in the U.S.

In 2023, California was the fourth-largest electricity producer in the nation.[15] Energy within the State is provided primarily to consumers through a mix of sources including natural gas, hydroelectric, non-hydroelectric renewable sources, nuclear, coal, and petroleum. California is the nation's top producer of electricity from solar, geothermal, and biomass energy. Renewable resources, including hydroelectric power and small-scale (less than 1-megawatt [MW]), customer-sited solar photovoltaic (PV) systems, accounted for 49 percent of California's in-state electricity generation; natural gas-fired power plants fueled another 42 percent of the State's energy generation; and nuclear power supplied almost all the rest.

Figure 4.2-1 presents the sources that are used to produce energy in the State. As presented therein, energy is mostly generated from non-hydroelectric renewables (such as wind and solar), followed by natural gas combustion and hydroelectric.

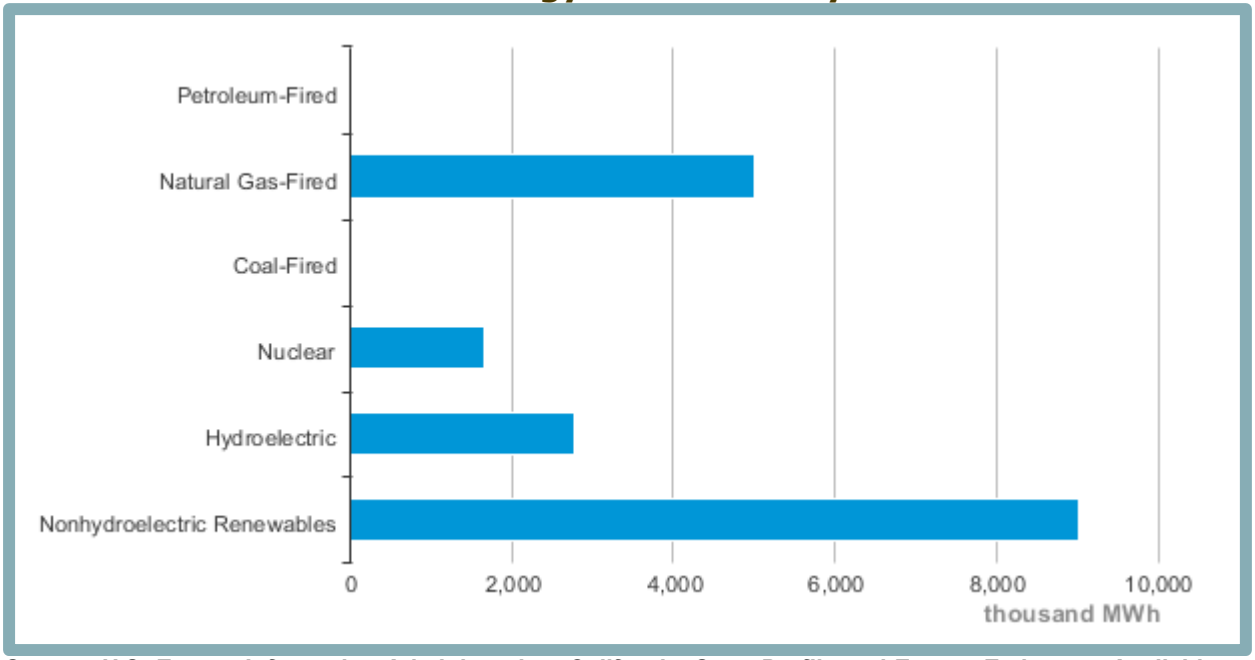
Figure 4.2-2 presents energy consumption within California for the most recent year for which data is available (2023). As shown in the figure, transportation-related activity consumes the largest single share of energy within the State. The second largest consumer is the industrial sector.

Of the total electricity supplied to the State in the year 2024, the most recent year such data is available, Yolo County consumed approximately 1,825 GWh, which constitutes approximately 0.60 percent of the total energy consumed within the State.[16]

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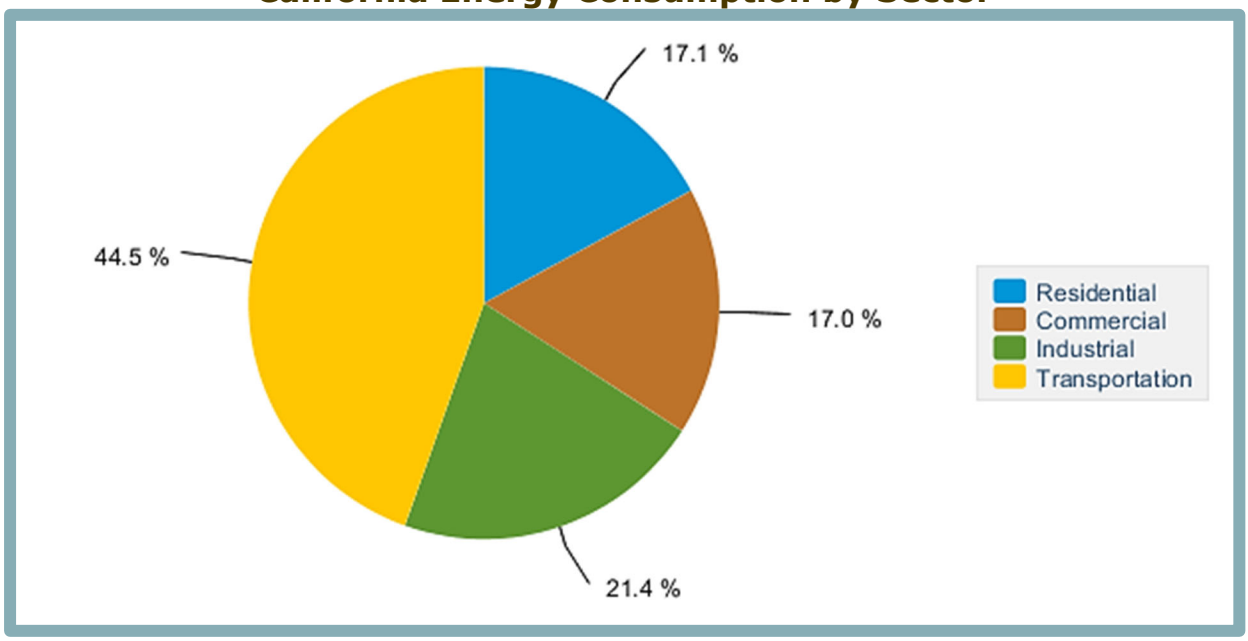
13 Yolo County. *Climate Action and Adaptation Plan*. December 3, 2024.
14 U.S. Department of Energy. *State of California Energy Sector Risk Profile.* March 2021.
15 California Energy Information Administration. *California State Profile and Energy Estimates*. Available at: https://www.eia.gov/state/analysis.php?sid=CA#22. Accessed September 2025.
16 California Energy Commission. *California Electricity Consumption*. Available at: http:// https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0. Accessed September 2025.

Figure 4.2-1
California Energy Generation by Source



Source: U.S. Energy Information Administration. California: State Profile and Energy Estimates. Available at: https://www.eia.gov/state/index.php?sid=CA. Accessed September 2025.

Figure 4.2-2
California Energy Consumption by Sector



Source: U.S. Energy Information Administration. California: State Profile and Energy Estimates. Available at: https://www.eia.gov/state/index.php?sid=CA. Accessed September 2025.

Energy Consumption at the Site

Electricity and natural gas in the project area are provided by Pacific Gas & Electric Company (PG&E). Currently, the site consists of generally flat agricultural land planted with row crops. Energy demand associated with the project site currently occurs from cultivation of the row crops on-site. Specifically, cultivation activities involve the use of diesel, gas, and/or electric-powered equipment.

Existing Clark Pacific Facility Operations

In order to operate equipment which emits air pollutants (i.e., stationary sources), facilities are required by State law to obtain Permits to Operate through the local Air Pollution Control Districts. The existing Clark Pacific facility currently maintains active Permits to Operate, which include a permitted emission limit in which the facility is not allowed to exceed.

Currently, the existing Clark Pacific operation maintains Permits to Operate that allow unconfined abrasive blasting, foam insulation spray application, steam generated boiler use, concrete batch plant processes, and other operational related processes, which occur at the existing Clark Pacific facility.

Additionally, it should be noted that an approximately four-acre area directly north of the existing Clark Pacific Facility site is currently developed with solar panels, which provide renewable energy to the existing facility. The solar panels would remain unchanged with development of the proposed project.

4.2.3 REGULATORY CONTEXT

Air quality, GHG emissions, and energy consumption are monitored and regulated through the efforts of various international, federal, State, and local government agencies. Agencies work jointly and individually to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for regulating and improving the air quality within the project area and monitoring or reducing GHG emissions and energy consumption are discussed below.

Federal Regulations Related to Air Quality

The following discussion provides a summary of the federal regulations relevant to air quality, organized by pollutant type.

Criteria Pollutants

The FCAA, passed in 1970 and last amended in 1990, forms the basis for the national air pollution control effort. The USEPA is responsible for implementing most aspects of the FCAA, including setting NAAQS for major air pollutants; setting hazardous air pollutant standards; approving state attainment plans; setting motor vehicle emission standards; issuing stationary source emission standards and permits; and establishing acid rain control measures, stratospheric ozone protection measures, and enforcement provisions. Under the FCAA, NAAQS are established for the following criteria pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead.

The NAAQS describe acceptable air quality conditions designed to protect the health and welfare of the citizens of the nation. The NAAQS (other than for ozone, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. NAAQS for ozone, NO_2, SO_2, PM_{10}, $PM_{2.5}$ are based on statistical calculations over one- to three-

year periods, depending on the pollutant. The FCAA requires the USEPA to reassess the NAAQS at least every five years to determine whether adopted standards are adequate to protect public health based on current scientific evidence. States with areas that exceed the NAAQS must prepare a state implementation plan that demonstrates how those areas will attain the standards within mandated time frames.

Hazardous Air Pollutants/Toxic Air Contaminants

The 1977 FCAA amendments required the USEPA to identify national emission standards for hazardous air pollutants to protect public health and welfare. Hazardous air pollutants include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 FCAA Amendments, which expanded the control program for hazardous air pollutants, 189 substances and chemical families were identified as hazardous air pollutants.

Federal Regulations Related to GHG Emissions

The following are the federal regulations relevant to GHG emissions.

Federal Vehicle Standards

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, USEPA, and National Highway Traffic Safety Administration (NHTSA) to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards were projected to achieve emission rates as low as 163 grams of CO_2 per mile by model year 2025 on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if the foregoing emissions level was achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021 (77 FR 62624–63200), and NHTSA intended to set standards for model years 2022 through 2025 in future rulemaking.

In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program would have applied to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards were expected to lower CO_2 emissions by approximately 1.1 billion metric tons (MT), and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

In August 2018, the USEPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new, less-stringent standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards that were previously in place, the 2018 proposal would increase U.S. fuel consumption by approximately 0.5 million barrels per day, and would impact the global climate by 3/1000th of one degree Celsius by 2100. California and other states stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures, and committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the USEPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51,310), which became effective

November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission-vehicle mandates in California. On March 31, 2020, the USEPA and NHTSA issued the Part Two Rule, which sets CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. On January 20, 2021, an Executive Order (EO) was issued on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021. In response to the Part One Rule, in December 2021, the U.S. Department of Transportation withdrew its portions of the "SAFE I" rule. As a result, states are now allowed to issue their own GHG emissions standards and zero-emissions vehicle mandates.[17] In addition, the Part Two Rule was adopted to revise the existing national GHG emission standards for passenger cars and light trucks through model year 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and will result in avoiding more than three billion tons of GHG emissions through 2050.[18]

Federal Regulations Related to Energy

The following are the federal regulations relevant to energy.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act was originally enacted in 1975 with the intention of ensuring that all vehicles sold in the U.S. meet established fuel economy standards. Following congressional establishment of the original set of fuel economy standards, the U.S. Department of Transportation was tasked with establishing additional on-road vehicle standards and making revisions to standards as necessary. Compliance with established standards is based on manufacturer fleet average fuel economy, which originally applied to both passenger cars and light trucks but did not apply to heavy-duty vehicles exceeding 8,500 pounds in gross vehicle weight. The fuel economy program implemented under the Energy Policy and Conservation Act is known as the Corporate Average Fuel Economy (CAFE) Standards. Updates to the CAFE standards since original implementation have increased fuel economy requirements and begun regulation of medium- and heavy-duty vehicles.

Energy Policy Act of 2005

The Energy Policy Act of 2005 addressed energy production in the U.S. from various sources. In particular, the Energy Policy Act of 2005 included tax credits, loans, and grants for the implementation of energy systems that would reduce GHG emissions related to energy production.

State Regulations Related to Air Quality

The following discussion summarizes applicable State regulations related to air quality, organized by pollutant type. Only the most prominent and applicable California air quality-related legislation

[17] National Highway Traffic Safety Administration. *In Removing Major Roadblock to State Action on Emissions Standards, U.S. Department of Transportation Advances Biden-Harris Administration's Climate and Jobs Goals.* Available at: https://www.nhtsa.gov/press-releases/cafe-preemption-final-rule. Accessed September 2025.

[18] U.S. Environmental Protection Agency. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026*. Available at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions. Accessed June 2025.

is included below; however, an exhaustive list and extensive details of California air quality legislation can be found at the CARB website.[19]

Criteria Air Pollutants

The FCAA delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for ensuring implementation of the CCAA of 1988, responding to the FCAA, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before a basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and do not violate the standards more than once each year. The CAAQS for ozone, CO, SO_2 (one-hour and 24-hour), NO_2, PM_{10}, $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. The NAAQS and CAAQS are presented in Table 4.2-2.

Hazardous Air Pollutants/Toxic Air Contaminants

The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner), and involved definition of a list of TACs. The California TAC list identifies more than 700 pollutants, of which carcinogenic and noncarcinogenic toxicity criteria have been established for a subset of these pollutants pursuant to the California Health and Safety Code. The State list of TACs includes the federally-designated hazardous air pollutants. In 1987, the Legislature enacted the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) to address public concern over the release of TACs into the atmosphere. AB 2588 law requires facilities emitting toxic substances to provide local air pollution control districts with information that will allow an assessment of the air toxics problem, identification of air toxics emissions sources, location of resulting hot spots, notification of the public exposed to significant risk, and development of effective strategies to reduce potential risks to the public over five years. TAC emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform an health risk assessment (HRA), and, if specific thresholds are exceeded, the facility operator is required to communicate the results to the public in the form of notices and public meetings.

CARB Air Quality and Land Use Handbook

CARB's Handbook addresses the importance of considering health risk issues when siting sensitive land uses, including residential development, in the vicinity of intensive air pollutant emission sources including freeways or high-traffic roads, distribution centers, ports, petroleum refineries, chrome plating operations, dry cleaners, and gasoline dispensing facilities.[20] CARB's Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook) draws upon studies evaluating the health effects of traffic traveling on major interstate highways in metropolitan California centers within Los Angeles (Interstate-405 and Interstate-710), the San Francisco Bay, and San Diego areas. The recommendations identified by CARB, including siting

[19] California Air Resources Board. *Laws and Regulations*. Available at: http://www.arb.ca.gov/html/lawsregs.htm. Accessed November 7, 2025.
[20] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

residential uses a minimum distance of 500 feet from freeways or other high-traffic roadways, are consistent with those adopted by the State of California for location of new schools. Specifically, the CARB Handbook recommends, "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day".[21]

Importantly, the Introduction chapter of the CARB Handbook clarifies that the guidelines are strictly advisory, recognizing that: "[l]and use decisions are a local government responsibility. The Air Resources Board Handbook is advisory and these recommendations do not establish regulatory standards of any kind." CARB recognizes that there may be land use objectives as well as meteorological and other site-specific conditions that need to be considered by a governmental jurisdiction relative to the general recommended setbacks, specifically stating, "[t]hese recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues".[22]

Diesel Particulate Matter

In 2000, CARB approved a comprehensive diesel risk reduction plan to reduce diesel emissions, including DPM, from new and existing diesel-fueled vehicles and engines. The regulation was anticipated to result in an 80 percent decrease in statewide diesel health risk by 2020 compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel, including the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-Road Diesel Vehicle Regulation, and the New Off-Road Compression-Ignition (Diesel) Engines and Equipment program. The aforementioned regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel-powered equipment. Several Airborne Toxic Control Measures (ATCMs) exist that reduce diesel emissions, including In-Use Off-Road Diesel-Fueled Fleets (13 California Code of Regulations [CCR] 2449 et seq.) and In-Use On-Road Diesel-Fueled Vehicles (13 CCR 2025).

Heavy-Duty Diesel Truck and Bus Regulation

CARB adopted the final Heavy-Duty Truck and Bus Regulation, Title 13, Division 3, Chapter 1, Section 2025, on December 31, 2014, to reduce DPM and NO_X emissions from heavy-duty diesel vehicles. The rule requires nearly all diesel trucks and buses to be compliant with the 2010 model year engine requirement by January 1, 2023. CARB also adopted an ATCM to limit idling of diesel-fueled commercial vehicles on December 12, 2013. The rule requires diesel-fueled vehicles with gross vehicle weights greater than 10,000 pounds to idle no more than five minutes at any location (13 CCR 2485).

California Health and Safety Code Section 41700

Section 41700 of the Health and Safety Code states that a person must not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endanger the comfort, repose, health, or safety of any of those persons or the public; or that cause, or have a natural tendency to cause, injury or damage to business or property. Section 41700 also applies to sources of objectionable odors.

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21 California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
22 *Ibid.*

Heavy-Duty Vehicle Idling Emission Reduction Program

On October 20, 2005, CARB approved a regulatory measure to reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth equipped diesel trucks.[23] The regulation established new engine and in-use truck requirements and emission performance requirements for technologies used as alternatives to idling the truck's main engine. For example, the regulation requires 2008 and newer model year heavy-duty diesel engines to be equipped with a non-programmable engine shutdown system that automatically shuts down the engine after five minutes of idling, or optionally meet a stringent NO_X emission standard. The regulation also requires operators of both in-state and out-of-state registered sleeper berth equipped trucks to manually shut down their engine when idling more than five minutes at any location within California. Emission producing alternative technologies such as diesel-fueled auxiliary power systems and fuel-fired heaters are also required to meet emission performance requirements that ensure emissions are not exceeding the emissions of a truck engine operating at idle.

In-Use Off-Road Diesel Vehicle Regulation

On July 26, 2007, CARB adopted a regulation to reduce DPM and NO_X emissions from in-use (existing), off-road, heavy-duty diesel vehicles in California.[24] Such vehicles are used in construction, mining, and industrial operations. The regulation is designed to reduce harmful emissions from vehicles by subjecting fleet owners to retrofit or accelerate replacement/repower requirements, imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The idling limits require operators of applicable off-road vehicles (self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on-road) to limit idling to less than five minutes. The idling requirements are specified in Title 13 of the CCR.

State Regulations Related to GHG Emissions

The statewide GHG emissions regulatory framework is summarized below. The following text describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues. The following discussion does not include an exhaustive list of applicable regulations; rather, only the most prominent and applicable California legislation related to GHG emissions and climate change is included below.

State Climate Change Targets

California has taken a number of actions to address climate change, including EOs, legislation, and CARB plans and requirements, which are summarized below.

Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the EO and for reporting on progress toward the targets. The EO established the following targets:

- 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.

[23] California Air Resources Board. *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*. October 24, 2013. Available at: https://ww2.arb.ca.gov/our-work/programs/atcm-to-limit-vehicle-idling. Accessed June 2025.

[24] California Air Resources Board. *In-Use Off-Road Diesel Vehicle Regulation*. December 10, 2014. Available at: http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm. Accessed June 2025.

EO S-3-05 also directed the CalEPA to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issues yearly GHG reduction report cards to track the progress of emission reduction strategies. Each report card documents the effectiveness of measures to reduce GHG in California, presents GHG emissions from State agencies' operations, and shows reductions that have occurred in the two years prior to publication.

Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted AB 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multi-year program to limit California's GHG emissions to 1990 levels by 2020 and initiate the transformations required to achieve the State's long-range climate objectives. AB 32 also required that CARB prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. CARB's Scoping Plan is described in further detail below.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for an update to CARB's Climate Change Scoping Plan: A Framework for Change (Scoping Plan) to express the 2030 target in terms of million metric tons (MMT) of CO_2e. CARB's Scoping Plan is discussed in further detail below. The EO also called for State agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

Senate Bill 32 and Assembly Bill 197

Senate Bill (SB) 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the State's climate policies. AB 197 also added two members of the Legislature to the Board as non-voting members; requires CARB to make available and update (at least annually via the CARB's website) emissions data for GHGs, criteria air pollutants, and TACs from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every five years. In 2008, CARB approved the first Scoping Plan. The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives. The key elements of the Scoping Plan include the following:



1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33 percent;
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions;
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
5. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS) (17 CCR, Section 95480 et seq.); and
6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15 percent from 2008 levels by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the State's GHG emission reduction priorities for the next five years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuation of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the State's 1990 emissions level using more recent GWPs identified by the IPCC, from 427 MMT CO_2e to 431 MMT CO_2e.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40 percent below 1990 levels by 2030 to keep California on a trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050, as set forth in EO S-3-05. In summer 2016, the Legislature affirmed the importance of addressing climate change through passage of SB 32 (Pavley, Chapter 249, Statutes of 2016).

In December 2017, the Scoping Plan was once again updated. The 2017 Scoping Plan built upon the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that would serve as the framework to achieve the 2030 GHG target as established by SB 32 and define the State's climate change priorities to 2030 and beyond. For local governments, the 2017 Scoping Plan replaced the initial

Scoping Plan's 15 percent reduction goal with a recommendation to aim for a communitywide goal of no more than six $MTCO_2e$ per capita by 2030, and no more than two $MTCO_2e$ per capita by 2050, which are consistent with the State's long-term goals. The 2017 Scoping Plan recognized the benefits of local government GHG planning (e.g., through Climate Action Plans [CAPs]) and provided more information regarding tools to support those efforts. The 2017 Scoping Plan also recognized the California Environmental Quality Act (CEQA) streamlining provisions for project-level review where a legally adequate CAP exists.

When discussing project-level GHG emissions reduction actions and thresholds in the context of CEQA, the 2017 Scoping Plan stated that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development" for project-level CEQA analysis, but also recognized that such a standard may not be appropriate or feasible for every development project. The 2017 Scoping Plan further provided that "the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA."

The most recent update to the Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) was adopted by CARB in December 2022.[25] The 2022 Scoping Plan Update builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. The 2022 Scoping Plan Update, the most comprehensive and far-reaching Scoping Plan developed to date, identifies a technologically feasible and cost-effective path to achieve carbon neutrality by 2045 while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the Scoping Plan also includes discussion for the first time of the Natural and Working Lands (NWL) sectors as both sources of emissions and carbon sinks.

The 2022 Scoping Plan Update lays out a path to achieve targets for carbon neutrality and reduce GHG emissions by 85 percent below 1990 levels by 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants (SLCP), support for sustainable development, increased action on NWL to reduce emissions and sequester carbon, and the capture and storage of carbon.

CARB's Regulations for the Mandatory Reporting of GHG Emissions

CARB's Regulation for the Mandatory Reporting of GHG Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that the USEPA promulgated in its Final Rule on Mandatory Reporting of GHGs (40 Code of Federal Regulations [CFR] Part 98). In general, entities subject to the Mandatory Reporting Regulation that emit more than 10,000 $MTCO_2e$ per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of

[25] California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022..

emission levels. Entities that emit more than the 25,000 $MTCO_2e$ per year threshold are required to have their GHG emission report verified by a CARB-accredited third party.

Senate Bill 1383

SB 1383 establishes specific targets for the reduction of SLCPs (40 percent below 2013 levels by 2030 for CH_4 and hydrofluorocarbons (HFCs), and 50 percent below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH_4, and fluorinated gases.

Executive Order B-55-18/Assembly Bill 1279

EO B-55-18 (September 2018) establishes a statewide policy for California to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the State's GHG emissions. CARB intends to work with relevant State agencies to ensure that future scoping plan updates identify and recommend measures to achieve the carbon neutrality goal. On September 16, 2022, AB 1279, also known as the California Climate Crisis Act, codified the carbon neutrality goal established by EO B-55-18.

Mobile Sources

The following regulations relate to the control of GHG emissions from mobile sources. Mobile sources include both on-road vehicles and off-road equipment.

Assembly Bill 1493

AB 1493 (Pavley) (July 2002) was enacted in response to the transportation sector accounting for more than half of California's CO_2 emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles that are primarily used for non-commercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009-2012) standards would result in a reduction of approximately 22 percent of GHG emissions compared to the emissions from the 2002 fleet, and the mid-term (2013-2016) standards would result in a reduction of approximately 30 percent.

Senate Bill 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years. SB 375 requires the State's 18 regional metropolitan planning organizations to prepare a sustainable communities strategy as part of their Regional Transportation Plans that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise a sustainable communities strategy to achieve the GHG reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), a sustainable communities strategy does not (1) regulate the use of land, (2) supersede the land use authority of cities and counties, or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with the sustainable community strategy. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the State-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. By 2025, implementation of the rule is anticipated to reduce emissions of smog-forming pollution from cars by 75 percent compared to the average new car sold in 2015. To reduce GHG emissions, CARB, in conjunction with the USEPA and NHTSA, adopted GHG standards for model year 2017 to 2025 vehicles; the standards were estimated to reduce GHG emissions by 34 percent by 2025. The zero-emissions vehicle program acts as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of zero-emissions vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

In late April to early May 2025, the U.S. House of Representatives passed three Congressional Review Act (CRA) resolutions to rescind the USEPA's waiver for the Advanced Clean Cars II Program. The Senate passed all three resolutions on May 22, 2025, and President Donald Trump signed the CRA resolutions on June 12, 2025. Subsequently, a lawsuit was filed by the State Attorney General on June 12, 2025, against the federal government's use of the CRA to upend California's clean vehicles program.[26] As such, the future enforceability of the Advanced Clean Cars II Program is currently unknown.

Executive Order B-16-12

EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. The order directed CARB, California Energy Commission (CEC), California Public Utilities Commission (CPUC), and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. EO B-16-12 did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

[26] State of California Department of Justice. *California Will Not Waver in Defending Itself from Federal Overreach: Attorney General Bonta Sues Trump Administration for Attack on California's Clean Vehicles Program*. Available at: https://oag.ca.gov/news/press-releases/california-will-not-waver-defending-itself-federal-overreach-attorney-general. Accessed September 2025.

Assembly Bill 1236

AB 1236 (October 2015) (Chiu) required a city, county, or city and county to approve an application for the installation of electric-vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and a feasible method to satisfactorily mitigate or avoid the specific, adverse impact does not exist. The bill provided for appeal of that decision to the planning commission, as specified. AB 1236 required electric vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric vehicle charging stations. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt the ordinance by September 30, 2017.

Water

The following regulations relate to the conservation of water, which reduces GHG emissions related to electricity demands from the treatment and transportation of water.

Executive Order B-29-15

In response to a drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25 percent relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives subsequently became permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the State. In response to EO B-29-15, the California Department of Water Resources modified and adopted a revised version of the Model Water Efficient Landscape Ordinance (MWELO) that, among other changes, significantly increases the requirements for landscape water use efficiency, and broadens the applicability of the ordinance to include new development projects with smaller landscape areas.

Solid Waste

The following regulations relate to the generation of solid waste and means to reduce GHG emissions from solid waste produced within the State.

Assembly Bill 939 and Assembly Bill 341

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code [PRC] Sections 40000 et seq.), was passed because of the observed increase in waste stream and the decrease in landfill capacity.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that the policy goal of the State is that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery to develop strategies to achieve the State's policy goal.

Other State Actions

The following State regulations are broadly related to GHG emissions.

Senate Bill 97

SB 97 (Dutton) (August 2007) directed the Governor's Office of Planning and Research (OPR), now known as the Governor's Office of Land Use & Climate Innovation (LCI), to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities. The advisory further recommended that the lead agency determine the significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The California Natural Resource Agency (CNRA) adopted the CEQA Guidelines amendments in December 2009, and the amended CEQA Guidelines became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis, or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply the lead agency's own thresholds of significance or those developed by other agencies or experts. CNRA acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions.

With respect to GHG emissions, the CEQA Guidelines state that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions (14 CCR 15064.4[a]). The CEQA Guidelines note that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance-based standards" (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California's response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs State agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009, and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014. To assess the State's vulnerability, the report summarizes key climate change impacts to the State for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of the Safeguarding

California: Implementation Action Plans followed in March 2016. In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that the State government should take to build climate change resiliency.

State Regulations Related to Energy

The primary State regulatory agencies governing energy consumption are the CEC and the CPUC.

The CEC, created by the Legislature in 1974, has seven major responsibilities: forecasting future energy needs; promoting energy efficiency and conservation by setting the State's appliance and building energy efficiency standards; supporting energy research that advances energy science and technology through research, development, and demonstration projects; developing renewable energy resources; advancing alternative and renewable transportation fuels and technologies; certifying thermal power plants 50-MW and larger; and planning for and directing State response to energy emergencies.[27]

The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The CPUC is responsible for ensuring that customers have safe, reliable utility service and infrastructure at reasonable rates, regulating utility services, stimulating innovation, and promoting competitive markets.[28]

The State has adopted various regulations aimed at reducing energy consumption, increasing energy efficiency, and mandating sourcing requirements for electricity production. The following regulations are applicable to the proposed project.

Building Energy

The following regulations relate to energy efficiency and energy use reductions in the built environment.

Title 24, Part 6

Title 24 of the CCR, which is known as the California Building Standards Code (CBSC), was established in 1978 and serves to enhance and regulate California's building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed periodically, and revised if necessary, by the Building Standards Commission and CEC (PRC Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of "reducing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (PRC Section 25402). The regulations are scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]). As a result, the standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

[27] California Energy Commission. *About the California Energy Commission*. Available at: http://www.energy.ca.gov/about. Accessed September 2025.
[28] California Public Utilities Commission. *California Public Utilities Commission*. Available at: https://www.cpuc.ca.gov/about-cpuc. Accessed September 2025.

The 2022 Title 24 standards are the currently applicable building energy efficiency standards and became effective on January 1, 2023. Compliance with the 2022 Title 24 Building Energy Efficiency Standards will reduce energy use and associated GHG emissions compared to structures built in compliance with the previous 2019 Title 24 standards.

Title 24, Part 11

In addition to the CEC's efforts, in 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen, and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and State-owned buildings and schools and hospitals. The original CALGreen standards have been updated several times. The CALGreen 2022 standards, which are the current standards, improved upon the 2019 CALGreen standards, and went into effect on January 1, 2023. The 2022 CALGreen Code focuses on four key areas in newly constructed homes and businesses:[29]

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.
- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar PV system and battery storage standards to make clean energy available onsite and complement the state's progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The CALGreen standards also include voluntary efficiency measures that are provided at two tiers and implemented at the discretion of local agencies and applicants. According to Section A4.602 of Appendix A4 of the CALGreen Code, CALGreen's Tier 1 standards call for a 15 percent improvement in energy requirements, stricter water conservation, 65 percent diversion of construction and demolition waste, 10 percent recycled content in building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar-reflective roofs. CALGreen's more rigorous Tier 2 standards call for a 30 percent improvement in energy requirements, stricter water conservation, 80 percent diversion of construction and demolition waste, 15 percent recycled content in building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar-reflective roofs.

Title 20

Title 20 of the CCR requires manufacturers of appliances to meet State and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer's demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-

[29] California Energy Commission. *2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings: For the 2022 Building Energy Efficiency Standards Title 24, Part 6, and Associated Administrative Regulations in Part 1.* Available at: https://www.energy.ca.gov/publications/2022/2022-building-energy-efficiency-standards-residential-and-nonresidential. Accessed September 2025.

conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwaters; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and State standards for federally regulated appliances, State standards for federally regulated appliances, and State standards for non-federally regulated appliances.

Senate Bill 1

SB 1 (Murray) (August 2006) established a $3 billion rebate program to support the goal of the State to install rooftop solar energy systems with a generation capacity of 3,000 MW through 2016. SB 1 added sections to the PRC, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for PV systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the State to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for homes and businesses within 10 years of adoption, and placing solar energy systems on 50 percent of new homes within 13 years of adoption. SB 1, also termed "Go Solar California," was previously titled "Million Solar Roofs."

Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50 percent for indoor residential lighting and by 25 percent for indoor commercial lighting.

CARB's Climate Change Scoping Plan

Expanding and strengthening existing energy efficiency programs as well as building and appliance standards is the key element of the Scoping Plan, as introduced above, related to building energy.

Transportation/Fuel Energy

The following regulations relate to fuel efficiency and energy use reductions in the transportation and motorized vehicle sector.

Assembly Bill 1493

In 2002 California adopted AB 1493, also known as the Pavley I standards, which required new passenger vehicles with model years 2009 to 2016 to meet more stringent fuel efficiency standards. Additional laws have extended these rules to cover vehicles from future model years.

Executive Order S-1-07

EO S-1-07, otherwise known as the LCFS, was adopted in 2009 and requires transportation fuels such as gasoline and diesel sold within the state to be less carbon intensive. These policies reduce emissions from on-road transportation and off-road equipment use in Yolo County.

Executive Order B-16-12

EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. The order directed CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. EO B-16-12 did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

Assembly Bill 1346

AB 1346 (October 2021) prohibits non-electric small off-road engines. Small off-road engines, which are used primarily in lawn and garden equipment, emit high levels of air pollutants and, in 2020, California daily criteria pollutant emissions from small off-road engines were higher than emissions from light-duty passenger cars. Thus, by January 1, 2024, regulations shall prohibit the engine exhaust and evaporative emissions from the sale of new small off-road engines.

Senate Bill 500

SB 500 (September 2021) requires that, beginning January 1, 2030, to the extent allowed by federal law, any autonomous vehicle that is model year 2031 or later, has a gross vehicle weight rating of less than 8,501 pounds, and is equipped with Level 3, 4, or 5 automation (as defined by the International Society of Automotive Engineers) to be a zero-emission vehicle to be operated on California public roads.

CARB's Climate Change Scoping Plan

The key elements of the Scoping Plan, as introduced above, related to transportation energy include the following:

1. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets; and
2. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the LCFS (17 CCR, Section 95480 et seq.).

Renewable Energy and Energy Procurement

The following regulation relates to the source of electricity provided to consumers within the State, as well as standards related to the generation of electricity within the State.

Renewable Portfolio Standard (RPS), Senate Bill 350, and Senate Bill 100

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's RPS is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Since the inception of the RPS program, the program has been extended and enhanced multiple times. In 2015, SB 350 extended the State's RPS program by requiring that publicly owned utilities procure 50 percent of their electricity from renewable energy sources by 2030. The requirements

of SB 350 were expanded and intensified in 2018 through the adoption of SB 100, which mandated that all electricity generated within the State by publicly owned utilities be generated through carbon-free sources by 2045. In addition, SB 100 increased the previous renewable energy requirement for the year 2030 by 10 percent; thus, requiring that 60 percent of electricity generated by publicly owned utilities originate from renewable sources by the year 2030.

Local Regulations

The most prominent local regulations related to air quality, GHG emissions, and energy are established by YSAQMD and Yolo County, as discussed in further detail below.

YSAQMD

Various local, regional, State and federal agencies share the responsibility for air quality management in Yolo County. YSAQMD operates at the local level with primary responsibility for attaining and maintaining the federal and State AAQS in Yolo County. YSAQMD is tasked with implementing programs and regulations required by the FCAA and the CCAA, including preparing plans to attain federal and State AAQS. YSAQMD works jointly with the USEPA, CARB, SACOG, other air districts in the region, county and city transportation and planning departments, and various non-governmental organizations to improve air quality through a variety of programs. Programs include the adoption of regulations, policies and guidance, extensive education and public outreach programs, as well as emissions reducing incentive programs.

YSAQMD CEQA Guidance

Nearly all development projects in the region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, YSAQMD has developed the Handbook for Assessing and Mitigating Air Quality Impacts.[30] YSAQMD's handbook includes screening methodology and recommended thresholds of significance, including mass emission thresholds for construction-related and operational criteria pollutants. Although YSAQMD's handbook includes emissions thresholds and analysis methodology for criteria pollutants, YSAQMD has not yet established or adopted methodology or thresholds for the assessment of impacts related to GHG emissions.

YSAQMD Rules and Regulations

All projects under the jurisdiction of YSAQMD are required to comply with all applicable YSAQMD rules and regulations. In addition, YSAQMD permit requirements apply to most industrial processes (e.g., manufacturing facilities, food processing), many commercial activities (e.g., print shops, drycleaners, gasoline stations), and other miscellaneous activities (e.g., demolition of buildings containing asbestos and aeration of contaminated soils). YSAQMD regulations and rules include, but are not limited to, the following:

Regulation II – Prohibition, Exceptions - Requirements

Regulation II is comprised of prohibitory rules that are written to achieve emission reductions from specific source categories. The rules are applicable to existing sources as well as new sources. Examples of prohibitory rules include Rule 2.1 (Control of Emissions), Rule 2.28 (Cutback and Emulsified Asphalts), Rule 2.5 (Nuisance), Rule 2.11 (Particulate Matter Concentration), Rule 2.14 (Architectural Coatings), and Rule 2.40 (Wood Burning Appliances). Considering the

[30] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

relevance of Rule 2.5 and Rule 2.11 to the proposed activities, both rules are discussed in further depth below.

Rule 2.5 – Nuisance

Rule 2.5 prohibits the discharge of sufficient quantities of air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. The rule further protects the public from being subject to air contaminants and other materials that could endanger the comfort, repose, health, or safety of any persons, or could damage business or property.

Rule 2.11 – Particulate Matter Concentration

Rule 2.11 is intended to protect the ambient air quality within YSAQMD's jurisdiction by establishing a standard for PM emissions. Per the definitions of Rule 2.11, PM is defined as any material that is emitted as a liquid or solid particles, or gaseous materials that becomes liquid or solid particles when collected at standard conditions. PM meeting the foregoing definition, shall not be released from any single source operation, dust, fumes, or other total suspended particulate matter emissions in excess of 0.1 grain per cubic foot of gas at dry standard conditions.

Regulations III – Permit System

Regulation III is intended to provide an orderly procedure for the review of new sources, and modification and operation of existing sources, of air pollution through the issuance of permits. Regulation III primarily deals with permitting major emission sources and includes, but is not limited to, rules such as General Permit Requirements (Rule 3.1), Exemptions (Rule 3.2), Portable Equipment (Rule 3.3), New Source Review (Rule 3.4), Emission Reduction Credits (Rule 3.5), Emission Statements (Rule 3.7), and Toxics New Source Review (Rule 3.13).

Air Quality Attainment Plans

As a part of the SVAB federal ozone nonattainment area, YSAQMD works with the other local air districts within the Sacramento area to develop a regional air quality management plan under the FCAA requirement. The currently applicable regional air quality management plan is called the SIP which describes and demonstrates how the Sacramento nonattainment area (in which the project site is located) would attain the required NAAQS by the proposed attainment deadline. In accordance with the requirements of the FCAA, YSAQMD, along with the other air districts in the region, prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan) in December 2008. CARB determined that the Ozone Attainment Plan met FCAA requirements and approved the Plan on March 26, 2009 as a revision to the SIP. An update to the plan, *2017 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2017 Ozone Attainment Plan), was prepared and adopted by CARB on November 16, 2017. An additional update to the plan was prepared and adopted by CARB on October 15, 2018, and known as the *2018 Updates to the California State Implementation Plan.*

The Ozone Attainment Plan, and subsequent updates, demonstrate how existing and new control strategies would provide the necessary future emission reductions to meet the FCAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area for ozone with an attainment deadline of 2027. On October 26, 2015,

the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). The USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the entire Yolo County as nonattainment for the 2015 ozone standards.[31]

Yolo County General Plan

The following goals and policies related to air quality are from the Yolo County General Plan:

Policy CI-4.4 Support and encourage low emission or non-polluting forms of transportation.

Goal ED-5.4 Economic Sustainability. Support sustainable economic development. Encourage local industry to adapt to the expected effects of climate change and minimize greenhouse gases and other emissions.

Policy ED-5.4 Encourage businesses to exceed clean air standards, whenever possible.

Policy CO-6.6 Encourage implementation of YSAQMD Best Management Practices, such as those listed below, to reduce emissions and control dust during construction activities:

- Water all active construction areas at least twice daily.
- Haul trucks shall maintain at least two feet of freeboard.
- Cover all trucks hauling soil, sand, and other loose materials.
- Apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut-and-fill operations and hydroseed area.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles
- Sweep streets if visible soil material is carried out from the construction site
- Treat accesses to a distance of 100 feet from the paved road with a 6- to 12-inch layer of wood chips or mulch.
- Treat accesses to a distance of 100 feet from the paved road with a 6-inch layer of gravel.

[31] U.S. Environmental Protection Agency. *California Final Area Designations for the 2015 Ozone National Ambient Air Quality Standards Technical Support Document.* June 3, 2018.

Goal CO-8 Climate Change. Reduce greenhouse gas emissions and plan for adaptation to the future consequences of global climate change.

Policy CO-8.2 Use the development review process to achieve measurable reductions in greenhouse gas emissions.

Policy CO-8.4 Encourage all businesses to take the following actions, where feasible: replace high mileage fleet vehicles with hybrid and/or alternative fuel vehicles; increase the energy efficiency of facilities; transition toward the use of renewable energy instead of non-renewable energy sources; adopt purchasing practices that promote emissions reductions and reusable materials; and increase recycling.

Policy CO-8.5 Promote GHG emission reductions by supporting carbon efficient farming methods (e.g. methane capture systems, no-till farming, crop rotation, cover cropping); installation of renewable energy technologies; protection of grasslands, open space, oak woodlands, riparian forest and farmlands from conversion to other uses; and development of energy-efficient structures.

Yolo County Climate Action and Adaptation Plan

Yolo County adopted the Yolo County CAAP in December 2024.[32] The CAAP is designed to place the community on a path to achieve net-negative GHG emissions by 2030.

The County's CAAP includes an inventory of GHG emissions from unincorporated areas in the County during the years 1990, 2008, 2016, and 2022 as well as projections of emissions for the years 2027, 2030, and 2045. The CAAP includes measurable GHG emissions reduction and climate change adaptation actions that align with the County's net negative goals. When implemented, the actions are anticipated to reduce GHG emissions below the target reduction goal and set the community on a trajectory toward the 2030 net-negative carbon emissions goal. The CAAP actions are intended to prepare the community for climate change impacts, improve public safety, address environmental justice, and enhance the quality of life for residents. Each action achieves a plan goal, organized by sector, as follows: (1) Decarbonize Transportation; (2) Reduce Vehicle Miles Traveled; (3) Decarbonize Energy and Buildings and Increase Energy Efficiency; (4) Optimize Water Use; (5) Minimize Waste; (6) Reduce Off-Road Equipment Emissions; (7) Support Climate-Smart Agriculture; (8) Sequester and Store Carbon in Natural and Working Lands; (9) Reduce Carbon Footprint of Consumption and Production; and (10) Build Resilient Infrastructure and Healthy Communities. Yolo County's CAAP is not considered a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5.

Yolo County Climate Action Plan

Yolo County adopted the Yolo County CAP in March 2011, which was designed to reduce GHG emissions by 80 percent by 2050.[33] The County's CAP is considered a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5.[34]

[32] Yolo County. *Yolo County Climate Action and Adaptation Plan.* December 3, 2024.
[33] Yolo County. *Yolo County Climate Action Plan.* March 15, 2011.
[34] Yolo County. *Yolo County Climate Action Plan* [pg. 4]. March 15, 2011.

The County's CAP includes an inventory for 1990 and 2008 for the unincorporated areas of the County, as well as projections for the years 2020, 2030, 2040, and 2050. With regard to the emissions inventory, the sectors of energy, transportation, agriculture, solid waste, stationary sources, wastewater treatment, as well as construction and mining were considered. The emission projections for future years were limited to those sources which the County maintains jurisdiction. Thus, the County's CAP did not include emissions projections or reduction measures related to mining and construction equipment, or stationary sources. Rather, the County relied on State imposed measures for those sectors given State authority. Although the CAP did not include measures related to construction and mining equipment or stationary sources, the County's CAP does contain measures related to energy generation and consumption throughout the County.

With regard to energy resources, Measure E-1 of the County's CAP directs the County to establish a Community Choice Aggregation (CCA) Program. The benefits of a CCA, as articulated in Measure E-1, are local control over the energy sources used by a community, the ability to provide customers with lower cost electricity, and an increased use of renewable energy for electricity production. In fulfillment of Measure E-1, the County, together with several of its cities, has established the VCE, which has begun providing electricity to customers within unincorporated portions of Yolo County in 2018.

The County's CAP acknowledges that even in the sectors where the County does not have direct control, such as emissions from stationary sources, actions of other entities would contribute to GHG emissions reductions. For instance, the County's CAP notes that YSAQMD has jurisdiction over stationary-sources, and YSAQMD is charged with implementing statewide emissions reductions programs including those programs intended to reduce GHG emissions. Furthermore, CARB has implemented various rules and regulations, such as the Heavy-Duty Vehicle Idling Emission Reduction Program and the In-Use Off-Road Diesel Vehicle Regulation, which would result in reductions of criteria pollutant emissions as well as GHG emissions. Compliance with the rules and regulations implemented by YSAQMD and the CARB would contribute to emissions reductions that would aid attainment of the GHG reductions goals presented in the County's CAP.

4.2.4 IMPACTS AND MITIGATION MEASURES

The standards of significance and methodology used to analyze and determine the proposed project's potential project-specific impacts related to air quality, GHG emissions, and energy are described below. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Based on Appendix G of the CEQA Guidelines, an impact related to air quality, GHG emissions, or energy is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State AAQS;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;
- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;

- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Pursuant to CEQA Guidelines Section 15064.4(b)(2), the lead agency is charged with determining a threshold of significance that is applicable to the project. The analysis in this EIR uses the thresholds for criteria pollutants, TAC emissions, GHG emissions, and energy, as discussed below.

Criteria Pollutant Emissions

YSAQMD significance thresholds for emissions of ROG, NO_X, and PM_{10} are presented in Table 4.2-6 below and are expressed in maximum tons per year (tons/yr) for ROG and NO_X and maximum pounds per day (lbs/day) for PM_{10}. If the proposed project's emissions exceed the pollutant thresholds presented in Table 4.2-6, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Table 4.2-6
YSAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 tons/yr

Source: Yolo-Solano Air Quality Management District. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

With regard to cumulative emissions of criteria air pollutants, according to the YSAQMD Handbook for Assessing and Mitigating Air Quality Impacts, any project that would individually have a significant air quality impact (i.e., exceed the project level thresholds presented in Table 4.2-6) would also be considered to have a significant cumulative impact.[35] As a result, the cumulative-level emissions thresholds established by YSAQMD are assumed to be identical to the project-level emissions thresholds presented in Table 4.2-6, above.

Ascertaining cancer risk, or similar measurements of health effects from air pollutants, is very difficult for regional pollutants such as the ozone precursors ROG and NO_X. This challenge was addressed in Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, 510, 517-522. In that case, the California Supreme Court held generally that an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." A possible example of such a connection would be to calculate a project's "impact on the days of nonattainment per year." But the court recognized that there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies. Thus, the court acknowledged that another option for an agency preparing an EIR might be "to explain why it was

[35] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts*. July 11, 2007.

not feasible to provide an analysis that connected the air quality effects to human health consequences."

Here, YSAQMD is the primary agency responsible for ensuring the health and welfare of sensitive individuals to elevated concentrations of emissions in Yolo County. At present, YSAQMD has not provided a methodology to guide local governments assessing the specific connection between mass emissions of ozone precursors (e.g., ROG and NO_X) and other pollutants of concern on a regional basis and any specific effects on public health or regional air quality concentrations that might result from such mass emissions.

Ozone concentrations, for instance, depend upon various complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground level ozone concentrations related to the NAAQS and CAAQS, linking health risks to the magnitude of emissions exceeding the significance thresholds is not possible. To achieve the health-based standards established by the USEPA, the air districts prepare air quality management plans that detail regional programs to attain the AAQS. However, if a project within the YSAQMD exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standards are met in the SVAB.

Notably, during the litigation process that led to the California Supreme Court decision in *Sierra Club v. County of Fresno*, the San Joaquin Valley Air Pollution Control District (SJVAPCD) submitted an amicus curiae brief that provided scientific context and expert opinion regarding the feasibility of performing regional dispersion modeling for ozone. In the brief, SJVAPCD states that "CEQA does not require an EIR to correlate a project's air quality emissions to specific health impacts, because such an analysis is not reasonably feasible." As SJVAPCD explains:

> Attainment of a particular NAAQS occurs when the concentration of the relevant pollutant remains below a set threshold on a consistent basis throughout a particular region. For example, the San Joaquin Valley attained the 1-hour ozone NAAQS when ozone concentrations remained at or below 0.124 parts per million Valley-wide on 3 or fewer days over a 3-year period. Because the NAAQS are focused on achieving a particular concentration of pollution region-wide, the Air District's tools and plans for attaining the NAAQS are regional in nature.
>
> For instance, the computer models used to simulate and predict an attainment date for the ozone or particulate matter NAAQS in the San Joaquin Valley are based on regional inputs, such as regional inventories of precursor pollutants (NOx, SOx and VOCs) and the atmospheric chemistry and meteorology of the Valley. At a very basic level, the models simulate future ozone or PM levels based on predicted changes in precursor emissions Valley wide. Because the NAAQS are set levels necessary to protect human health, the closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant.
>
> The goal of these modeling exercises is not to determine whether the emissions generated by a particular factory or development project will affect the date that the Valley attains the NAAQS. Rather, the Air District's modeling and planning strategy is regional in nature and based on the extent to which all of the emission-generating sources in the Valley (current and future) must be controlled in order to reach attainment.
>
> Accordingly, the Air District has based its thresholds of significance for CEQA purposes on the levels that scientific and factual data demonstrate that the [SJVAB] can accommodate

> without affecting the attainment date for the NAAQS. The Air District has tied its CEQA significance thresholds to the level at which stationary pollution sources must "offset" their emissions…Thus, the CEQA air quality analysis for criteria air pollutants is not really a localized, project-level impact analysis but one of regional cumulative impacts.

The brief explains that these CEQA thresholds of significance are not intended to be applied such that any localized human health impact associated with a project's regional pollutant emissions could be identified. Rather, CEQA thresholds of significance are used to determine whether a project's emissions would obstruct a region's capability of attaining the NAAQS and CAAQS according to the emissions inventory prepared in a SIP, which is then submitted and reviewed by CARB and USEPA. This sentiment is corroborated in an additional brief submitted by the South Coast Air Quality Management District. Based on the expert analyses submitted by these leading air districts, the County has concluded that it is not scientifically feasible to predict in a meaningful manner how mass emissions of pollutants of regional concern (e.g., ozone precursors) from a project of the size of the proposed project could lead to specific public health consequences, changes in pollutant concentrations, or changes in the number of days for which the SVAB will be in nonattainment for regional pollutants.

Localized CO Emissions

YSAQMD recommends the use of screening thresholds to assess a project's potential to create an impact through the creation of CO hotspots, usually associated with roadways that are congested and have heavy traffic volume. A violation of the CO standard could occur if either of the following criteria is true of any street or intersection affected by the mitigated project:[36]

- The project would reduce peak-hour level of service (LOS) on one or more streets or at one or more intersections to an unacceptable LOS (typically LOS E or F); or
- The project would increase a traffic delay by 10 or more seconds on one or more streets or at one or more intersections in the project vicinity where a peak hour LOS of F currently exists.

However, considering that the law has changed with respect to how transportation-related impacts may be addressed under CEQA such that unacceptable LOS has ceased to be considered a significant impact on the environment under CEQA, the analysis herein related to localized CO emissions uses guidance from the nearby Sacramento Metropolitan Air Quality Management District (SMAQMD) and Placer County Air Pollution Control District (PCAPCD). According to the SMAQMD's CEQA Guide,[37] emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years. Thus, SMAQMD has ceased to recommend an analysis of localized CO emissions. The PCAPCD, which has jurisdiction over a portion of the SVAB, has a screening level for localized CO impacts. According to the PCAPCD screening level, a project could result in a significant impact if the project would result in CO emissions from vehicle operations in excess of 550 lbs/day.[38] Considering that the law has changed with respect to how transportation-related impacts may be addressed under CEQA such that unacceptable LOS has ceased to be considered a significant impact on the environment under CEQA, the analysis herein uses guidance from the nearby SMAQMD and PCAPCD.

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[36] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [p. 21]. July 11, 2007.
[37] Sacramento Metropolitan Air Quality Management District. *CEQA Guide*. April 2020.
[38] Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017.

TAC Emissions

For TAC emissions, if a project would introduce a new source of TAC or a new sensitive receptor near an existing source of TAC that would not meet CARB's minimum recommended setback, a detailed HRA may be required. As such, in addition to the thresholds of significance presented above for criteria air pollutants, YSAQMD has also developed thresholds for potential exposure of the public to TACs from new stationary sources. Exposure of the public to TACs from new stationary sources in excess of the following thresholds would be considered a significant impact:

- Probability of contracting cancer for the Maximally Exposed Individual (MEI) equals 10 in one million or more; and
- Ground-level concentrations of non-carcinogenic TACs would result in a Hazard Index equal to 1.0 for the MEI or greater.

Although YSAQMD has established thresholds for exposure to TACs from new stationary sources, a threshold for exposure of the public to mobile TAC emissions, such as emissions associated with DPM from heavy-duty diesel trucks or off-road construction equipment, does not currently exist. In the absence of a specified threshold for assessing impacts of mobile sources of TACs on a sensitive land use, the industry standard is to use the stationary source threshold of an increase in cancer risk of 10 in one million and a Hazard Index greater than one, which is the standard that has been used throughout the State for similar health risk analyses.

GHG Emissions

With respect to establishing significance thresholds for GHG emissions, CEQA Guidelines Section 15064.4 states:

> (a) The determination of the significance of GHG emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project.
> (b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:
> (1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
> (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
> (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Thus, one threshold that is commonly used to analyze a project's GHG emissions is whether the project would conflict with or obstruct the goals, strategies, or governing regulation (Health & Safety Code, Sections 38500-38599) of the California Global Warming Solutions Act of 2006 (AB 32) and the GHG reduction targets in SB 32. In addition, Appendix D to the CARB 2022 Scoping Plan Update provides examples of key project attributes that could be considered to assess a project's compliance with the State's 2030 GHG emissions reductions goals. Thus, the general

implementation of the suggested project attributes within the 2022 Scoping Plan would demonstrate the project's compliance with SB 32. However, Appendix D of the 2022 Scoping Plan states that the 2022 Scoping Plan primarily focuses on residential and mixed-use development and does not address other land use types (e.g., industrial).[39] Thus, an analysis of the proposed project's compliance with the 2022 Scoping Plan would not be required herein, as the 2022 Scoping Plan is not applicable to industrial uses.

YSAQMD, in its Handbook for Assessing and Mitigating Air Quality Impacts, acknowledges that new emissions generated by development projects could potentially conflict with existing GHG emissions reductions targets, and, thus, a need for development of GHG emissions thresholds exists. However, YSAQMD has not yet established or adopted any GHG emissions thresholds. YSAQMD is currently recommending GHG analysis consistent with the neighboring SMAQMD's adopted thresholds of significance. While SMAQMD recognizes that emissions from a single project cannot be determined to substantially impact overall GHG emissions levels in the atmosphere, an emissions threshold is useful to trigger further project review and assess mitigation. As such, SMAQMD designed emissions thresholds to ensure that 90 percent of new GHG emissions related to land use projects and new stationary sources would be reviewed and assessed for mitigation. Thus, projects exceeding SMAQMD's thresholds would constitute the vast majority of GHG emissions, and exceedance of the thresholds would allow for further project review contributing to the emissions reductions goals of AB 32, SB 32, the Scoping Plan, and relevant Executive Orders.

For construction-related GHG emissions, SMAQMD has adopted a threshold of significance of 1,100 $MTCO_2e$/yr. If construction of the proposed project would result in emissions that exceed 1,100 $MTCO_2e$/yr, then construction of the project could be considered to result in a potentially significant impact and mitigation measures would be required.

For evaluating operational GHG emissions of stationary sources, SMAQMD has adopted a threshold of significance of 10,000 $MTCO_2e$/yr. If operation of the proposed project would result in emissions that exceed 10,000 $MTCO_2e$/yr, then operation of the proposed project could be considered to result in a potentially significant impact and mitigation measures would be required.

In addition, as discussed above, Yolo County adopted the County's CAP in March 2011, which is a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5. Thus, the analysis included herein also includes an analysis of the proposed project's consistency with the applicable GHG reduction measures included in the County's 2011 CAP. If the proposed project would not comply with the measures included in the 2011 CAP, the proposed project would be considered to result in a cumulatively considerable contribution to global climate change.

Additionally, Yolo County adopted the Yolo County CAAP in December 2024; however, Yolo County's CAAP is not considered a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5 and, therefore, while this chapter includes a discussion of the proposed project's consistency with the CAAP, such analysis is included for informational purposes only.

[39] California Air Resources Board. *Final 2022 Scoping Plan Update and Appendices* [Appendix D]. Adopted December 15, 2022.

Energy

Quantitative thresholds for the analysis of potential impacts related to energy consumption have not been adopted by any local, regional, or statewide entities. Consequently, potential impacts of the project related to energy will be determined based on whether the project would result in wasteful, inefficient, or unnecessary use of energy. In addition, the potential for the project to conflict with or obstruct a State or local plan for renewable energy generation or energy efficiency is considered. The analysis of energy consumption includes consideration of energy demand during both construction and operations of the proposed project.

Method of Analysis

A comparison of project-related emissions to the thresholds discussed above shall determine the significance of the potential impacts to air quality and climate change resulting from the proposed project. Emissions attributable to the proposed project which exceed the significance thresholds could have a significant effect on regional air quality and the attainment of the federal and State AAQS, global climate change, and energy. Where potentially significant impacts are identified, mitigation measures are described that would reduce or eliminate the impact.

The analysis protocol and guidance provided by YSAQMD's Handbook for Assessing and Mitigating Air Quality Impacts, as well as SMAQMD guidance documents, were used to analyze the proposed project's air quality and GHG emissions impacts, including screening criteria and pollutant thresholds of significance. Details regarding the methodology and assumptions used for the proposed project's air quality and GHG impact analysis are provided below.

Construction Emissions

The proposed project's short-term construction emissions were estimated using the CalEEMod version 2022.1.1.30 web-based software, which is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix (i.e., the proportion of diesel, gasoline, electric, natural gas, and plug-in hybrid vehicle types), trip length, average speed, etc. However, where project-specific data was available, such data was input into the model.

Accordingly, the construction modeling for the proposed project assumed the following:

- Construction would commence in June of 2026 and would occur over an approximately seven-year and two-month period;
- Based on typical construction practices, the architectural coating phase of construction was assumed to begin two weeks after the commencement of the building construction phase and occur over a similar number of days.

The results of the construction emissions modeling were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix C to this EIR.

In addition, as discussed in Chapter 4.3, Hydrology and Water Quality, of this EIR, the project site's base flood elevation (BFE) ranges from 54 to 56 feet. All new construction within the project site is assumed to be raised at least one foot above the existing 100-year floodplain with fill. Thus, to provide a conservative analysis for the proposed project, an approximate amount of soil import

was calculated assuming all buildings would be raised to 57 feet for the entire 500,000 sf of building area assumed for the site. As a result, the construction modeling assumed a total of 55,556 cubic yards (CY) of soil would be imported to the project site during grading.

Operational Criteria Pollutant and GHG Emissions

Operational emissions associated with the proposed project were estimated using CalEEMod. Based on the construction schedule assumed in the CalEEMod model, the proposed project is anticipated to be fully operational by 2033. In addition, the project-specific trip generation provided by Fehr & Peers for the proposed project was applied to the project modeling.[40]

The results of emissions estimations were compared to the standards of significance discussed above in order to determine the associated level of impact. All CalEEMod modeling results are included in Appendix C to this EIR.

As discussed in Chapter 3, Project Description, of this EIR, the project applicant has developed project objectives related to the commitment to sustainable operations. Such objectives include expanding use of sustainable products and assemblies with increased application of Clark Pacific's proprietary CARBONSHIELD™ technology to a wider range of construction projects, thereby reducing embodied carbon in the concrete mix to meet customer demands for sustainable prefabricated assemblies for housing, commercial and public buildings, and infrastructure projects throughout California and the United States. However, the GHG savings from the use of proprietary CARBONSHIELDTM technology in off-site development supported by the project were not accounted for within the project modeling. Therefore, the emissions presented below provide a conservative analysis of the proposed project.

Stationary Source Emissions

As discussed above, the existing Clark Pacific facility maintains Permits to Operate that allow unconfined abrasive blasting, foam insulation spray application, steam generated boiler use, concrete batch plant processes, and other operational related processes. As described within Chapter 3, Project Description, because the proposed Clark Pacific expansion does not include specific development plans, the future stationary sources of the proposed project are estimated to be similar to the existing Clark Pacific facility, with a few exceptions (as described below).

Thus, the stationary source emissions assumed to occur at the proposed project were based on the total maximum allowable emissions currently permitted for the existing facility. Additionally, the stationary source GHG emissions for the proposed project were calculated from the permitted natural gas usage, using emissions factors to convert natural gas emissions into $MTCO_2e$. It should be noted, however, that the project applicant has confirmed the proposed project would not involve unconfined abrasive blasting, which includes sandblasting and steel mesh blasting, or foam insulation spray application. Thus, such operations would not occur as part of the proposed facility expansion and such currently permitted emissions were not assumed to occur on the proposed project site.

Assuming that the proposed project would result in stationary source emissions similar to the existing permitted emissions of the Clark Pacific Facility provides a conservative, worst-case analysis, as such emissions represent the maximum allowable emissions currently permitted for

[40] Fehr & Peers. *Transportation Impact Study for the Proposed Clark Pacific Facility Expansion in Yolo County, CA*. August 2025.

the existing facility, and a doubling of such emissions is not likely to occur as a result of the proposed project.

All off-model calculations (i.e., calculations completed not using the CalEEMod modeling software) associated with the stationary source emissions are also included in Appendix C to this EIR.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison with the standards of significance identified above. GHG emissions are inherently cumulative; thus, the discussion of GHG impacts is included under the Cumulative Impacts and Mitigation Measures section below.

4.2-1 Conflict with or obstruct implementation of the applicable air quality plan during project construction. Based on the analysis below the impact is *less than significant*.

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction-related emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate emissions of criteria air pollutants, including ROG, NO_X, and PM_{10}, intermittently within the site and in the vicinity of the site, until all construction has been completed, construction is a potential concern, as the proposed project is located in a nonattainment area for ozone and PM.

The maximum unmitigated construction emissions associated with construction of the proposed project and have been estimated using CalEEMod and are presented in Table 4.2-7. The construction modeling assumptions are described in the Method of Analysis section above.

Table 4.2-7
Maximum Unmitigated Construction-Related Emissions

	ROG	NO_X	PM_{10}
Project Emissions	0.50 tons/yr	2.30 tons/yr	21.00 lbs/day
YSAQMD Threshold of Significance	*10.00 tons/yr*	*10.00 tons/yr*	*80.00 lbs/day*
Exceeds Threshold?	**NO**	**NO**	**NO**

Source: CalEEMod, November 2025 (see Appendix C).

As shown in the table, the proposed project's maximum short-term construction-related emissions would be below the applicable YSAQMD thresholds of significance. Therefore, construction-related emissions resulting from implementation of the proposed project would not result in a contribution to the region's nonattainment status of ozone or PM and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

In addition, while all projects within the YSAQMD, including the proposed project, are required to comply with all YSAQMD rules and regulations for construction, including Rule 2.1 (Control of Emissions), Rule 2.28 (Cutback and Emulsified Asphalts), Rule 2.5 (Nuisance), Rule 2.14 (Architectural Coatings), and Rule 2.11 (Particulate Matter Concentration), the proposed project was modeled without the inclusion of such rules and regulations to provide a conservative, worst-case emissions scenario. Even under the conservative assumptions used for this analysis, emissions of PM_{10} would remain below YSAQMD's thresholds of significance.

According to YSAQMD Guidance, even projects not exceeding YSAQMD construction-related PM thresholds should implement best management practices to reduce dust emissions and avoid localized health impacts. YSAQMD's best management practices for dust include, but are not necessarily limited to, the following:

- Watering of all active construction sites at least twice daily;
- Maintenance of at least two feet of freeboard in haul trucks;
- Covering of all trucks hauling dirt, sand, or loose materials;
- Application of non-toxic binders to exposed areas after cut and fill operations and hydroseeding of area, as applicable and/or necessary;
- Application of chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days), as applicable and/or necessary;
- Planting of vegetative ground cover in disturbed areas as soon as possible;
- Covering of inactive storage piles;
- Sweeping of streets if visible soil material is carried out from the construction site; and
- Treatment of accesses to distance of 100 feet from the paved road with a six- to 12-inch layer of wood chips, mulch, or gravel.

Compliance with the aforementioned rules and regulations related to construction, as well as implementation of best management practices for dust, would help to minimize emissions generated during construction activities.

For conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the future installation of a traffic signal at the SR 113/CR 18C intersection, located west of the southern boundary of the project site. Because signalization would occur within the existing right-of-way of the roadways, existing facilities would not be expanded, and only minor ground disturbance would occur associated with the intersection signalization. Thus, the future signalization of the SR 113/CR 18C intersection would not result in considerable construction-related emissions.

Because implementation of the proposed project would result in construction-related emissions below the applicable thresholds of significance and would comply with applicable YSAQMD rules, regulations, and best management practices for dust, construction activities associated with development of the proposed project would result in a ***less-than-significant*** impact.

Mitigation Measure(s)
None required.

4.2-2 Conflict with or obstruct implementation of the applicable air quality plan during project operation. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and PM. The currently applicable air quality plan is the Ozone Attainment Plan. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with the applicable air quality plan. Thus, if a project's operational emissions exceed YSAQMD's mass emissions thresholds for operational emissions of ROG, NO_X, or PM_{10}, a project would be considered to conflict with or obstruct implementation of YSAQMD's air quality planning efforts.

Emissions of ROG, NO_X, and PM_{10} would be generated during operations of the proposed project from stationary sources such as architectural coatings, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, detergents, hair spray, cleaning products, spray paint, insecticides, floor finishes, polishes, etc.). In addition, a significant source of emissions related to the proposed project would be from mobile sources. As discussed in the Method of Analysis section above, to capture the potential emissions related to mobile sources from the proposed project, the project-specific trip generation rates prepared by Fehr & Peers were applied to the project modeling.

The maximum unmitigated operational emissions for the proposed project have been estimated using CalEEMod and are presented in Table 4.2-8. The operational modeling assumptions are described in the Method of Analysis section above. As shown in the table, unmitigated operational emissions would be below YSAQMD's thresholds of significance for ROG, NO_X, and PM_{10}. Accordingly, operations of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation.

Table 4.2-8
Maximum Unmitigated Operational Emissions

	ROG	NO_X	PM_{10}
Project Emissions*	8.88 tons/yr	4.24 tons/yr	49.10 lbs/day
YSAQMD Significance Threshold	*10.00 tons/yr*	*10.00 tons/yr*	*80.00 lbs/day*
Exceeds Threshold?	**NO**	**NO**	**NO**

Note:
* Project Emissions include stationary source emissions, as discussed in the Method of Analysis section above.

Source: CalEEMod, November 2025 (see Appendix C).

The expansion of the existing Clark Pacific facility would result in an increase in production, which, as shown above, would result in an increase in operational emissions. However, as discussed above, the project applicant has confirmed that unconfined abrasive blasting, which includes sandblasting and steel mesh blasting, and foam insulation spray application would not occur on the proposed project site during operations. In addition, as confirmed by the project applicant, the existing Permits to Operate would have adequate capacity to accommodate an increase in operational emissions associated with unconfined abrasive blasting and foam insulation spray application.[41] Therefore, it is unlikely that the existing Clark Pacific Facility would exceed the currently permitted emission limits for unconfined abrasive blasting and foam insulation spray application. Additionally, YSAQMD heavily regulates Permits to Operate and requires Permits to Operate to be renewed annually; thus, any emissions associated with the proposed facility expansion would also be regulated by YSAQMD.

However, in the event unconfined abrasive blasting and foam insulation spray application occurs during future operations, the proposed project could result in PM_{10} emissions which could exceed operational thresholds of significance. Therefore, because the restriction on abrasive blasting and foam insulation spray application cannot be guaranteed at this time, the proposed project could be considered to conflict with or obstruct implementation of regional air quality plans during project operation due to the potential exceedance of the YSAQMD's PM_{10} threshold of significance, and a ***significant*** impact could occur.

Mitigation Measure(s)

Implementation of Mitigation Measure 4.2-2 would ensure that unconfined abrasive blasting, which includes sandblasting and steel mesh blasting, and foam insulation spray application would not occur on the proposed project site. Therefore, implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.2-2 *The County shall condition the project to restrict unconfined abrasive blasting and foam insulation spray application from occurring on-site.*

4.2-3 Expose sensitive receptors to substantial pollutant concentrations. Based on the analysis below the impact is *less than significant.*

The major pollutant concentrations of concern are localized CO emissions, TAC emissions, and criteria pollutant emissions, which are addressed below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Concentrations of CO approaching the AAQS are only expected where background levels are high, and traffic volumes and congestion levels are high. Implementation of the proposed project would increase traffic volumes on

[41] Winje, Erik, Pre-Construction Manager. Personal Communication [email] with Angela DaRosa, Division Manager/Air Quality Specialist of Raney Planning & Management, Inc. January 15, 2026.

streets near the project site; therefore, the proposed project would be expected to increase local CO concentrations.

As discussed in the Method of Analysis section above, considering that the law has changed with respect to how transportation-related impacts may be addressed under CEQA such that unacceptable LOS has ceased to be considered a significant impact on the environment under CEQA, the analysis herein uses guidance from the nearby SMAQMD and PCAPCD. According to the SMAQMD's CEQA Guidelines, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years. Additionally, the PCAPCD, which has jurisdiction over a portion of the SVAB, has a screening level for localized CO impacts. According to the PCAPCD screening levels, a project could result in a significant impact if the project would result in CO emissions from vehicle operations in excess of 550 lbs/day.

According to the modeling performed for the proposed project, operation of the proposed project would result in maximum unmitigated mobile source CO emissions of 50 lbs/day, (see Appendix C). Consequently, CO emissions related to mobile sources associated with operation of the proposed project would be below the 550 lbs/day screening threshold used by PCAPCD. Therefore, according to the PCAPCD's screening methodology for localized CO emissions, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS, and the proposed project would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The CARB Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, gasoline dispensing facilities, chrome plating operations, distribution centers, and rail yards. CARB has identified DPM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would involve components that would result in emissions of TACs. In particular, implementation of the proposed project would result in emissions of DPM during project construction, as well as emissions of DPM and concrete batch plant emissions during operations. Each source of TACs that would be generated during project construction and operations is discussed in further depth in the sections below.

Construction Emissions

Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater). As discussed above, construction of the proposed project is anticipated to occur over an approximately seven-year and two-month period.

All construction equipment and operation thereof would be regulated per CARB's In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable YSAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, construction equipment would operate intermittently throughout the day and only on portions of the sites at a time.

Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low. In addition, as discussed above, the nearest sensitive receptors to the project site are the farm dwellings to the southeast, across CR 18C, as well as the Happy Ranch Program care home to the west of the project site, across the CFNR tracks. DPM is a highly dispersive gas, and concentrations of DPM decline rapidly with distance.[42] Prevailing winds are from the south and southwest. As a result, construction-related emissions would primarily flow towards the north and northeast, away from the nearest sensitive receptors. Therefore, construction associated with the proposed project would not be expected to expose any sensitive receptors to substantial pollutant concentrations.

Furthermore, as discussed above, the proposed project's construction-related emissions would be below the applicable mass emissions thresholds of significance for PM_{10}. According to CARB, more than 90 percent of DPM is less than one micrometer in diameter,[43] and, thus, DPM is a subset of $PM_{2.5}$, which comprises a portion of PM_{10}. As a California statewide average, DPM comprises about eight percent of $PM_{2.5}$ in outdoor air,[44] and would represent an even smaller percentage of PM_{10} emissions. Considering that the proposed project's construction-related PM_{10} emissions, which include emissions of DPM, would be below YSAQMD's thresholds of significance, construction of the proposed project would not be expected to generate

[42] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
[43] California Air Resources Board. *Inhalable Particulate Matter and Health ($PM_{2.5}$ and PM_{10}).* Available at: https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health. Accessed September 2025.
[44] California Air Resources Board. *Overview: Diesel Exhaust & Health.* Available at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. Accessed September 2025.

substantial DPM emissions such that an increase in cancer risk levels of more than 10 in one million persons or a non-cancer hazard index greater than 1.0 would occur.

Operational Emissions

The proposed project could ultimately be developed with a maximum total building square footage of up to 500,000 square feet (sf) of industrial uses within the project site. Industrial uses are anticipated to involve the use of heavy-duty diesel trucks associated with the movement of goods to and from the sites. The operation of heavy-duty diesel-powered trucks would result in an increase in emissions of DPM within the project site and on the surrounding roadways. Based on CARB's Handbook, CARB considers a facility that experiences diesel truck traffic in excess of 100 trucks per day as a potential major source of DPM.[45] However, based on project information provided by the project applicant, the proposed project is estimated to result in the generation of up to 10 truck trips per day. Therefore, the proposed project would not result in the exposure of sensitive receptors to substantial concentrations of DPM, such that an increase in cancer risk levels of more than 10 in one million persons or a non-cancer hazard index greater than 1.0 would occur.

Operation of the proposed project could also include the process of creating pre-cast concrete panels. However, such process emits negligible amounts of TAC emissions, primarily through the combustion of natural gas in steam generators and fugitive dust emitted from the operation of the batch plant. Dried Portland cement is an irritant to the lungs if breathed when dry and an irritant to skin when wet. At the existing Clark Pacific facility, dried Portland cement is not exposed to the atmosphere. Rather, the cement is delivered through sealed tractor trailers, then pneumatically loaded into the cement storage silos. The exhaust is filtered through a baghouse on top of each silo, which has a 99.99 percent efficiency at capturing PM_{10}, per the manufacturer's rating. The dry cement then enters a fully enclosed mixing hopper where the cement is mixed with water, sand, and aggregate to form concrete. Once the cement is mixed with water, the cement is wet and cannot become airborne. Thus, the wet cement would not pose a threat to sensitive receptors.

Additionally, as discussed above in Impact 4.2-2, the proposed project would be restricted from conducting unconfined abrasive blasting, which includes sandblasting. Dust created from sandblasting can contain crystalline silica; a material identified as a TAC by the State. However, unconfined abrasive blasting would not occur on the project site during operations, as required by Mitigation Measure 4.2-2. Therefore, crystalline silica would not pose a threat to sensitive receptors.

YSAQMD heavily regulates TACs and limits public exposure to TACs through a number of programs and reviews the potential for TAC emissions from new and modified stationary sources through the permitting process. Facilities and equipment that require permits from YSAQMD are screened for risks from toxic emissions and are required to install Toxic Best Available Control Technology (TBACT) to reduce the risks to below significance. If a significant impact remains after TBACT is implemented, an air permit may not be issued unless the facility meets the discretionary approval criteria of YSAQMD's Rule 3.4, New Source Review, and Rule 3.13, Toxic New Source

[45] California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

Rule. Based on the information presented above, the operation of the proposed Clark Pacific project would not generate TAC emissions or create additional exposure to TAC emissions that would generate a health risk. Therefore, based on existing YSAQMD requirements this impact would be less than significant.

Naturally Occurring Asbestos (NOA)

Another concern related to air quality is NOA. Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. When rock containing asbestos is broken or crushed, asbestos fibers may be released and become airborne. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs). Because asbestos is a known carcinogen, NOA is considered a TAC. Sources of asbestos emissions include: unpaved roads or driveways surfaced with ultramafic rock; construction activities in ultramafic rock deposits; or rock quarrying activities where ultramafic rock is present.

According to mapping prepared by the California Geological Survey, Yolo County is not in an area likely to contain NOA.[46] Therefore, NOA is not expected to be present at the project site.

Criteria Pollutants

As discussed in the Existing Environmental Setting section and summarized in Table 4.2-1, criteria pollutant emissions can cause negative health effects. With regard to the proposed project, the principal criteria pollutants of concern are localized CO, ozone, and PM. The proposed project is not anticipated to result in impacts related to localized exposure of sensitive receptors to substantial concentrations of CO. Unlike CO and many TACs, due to atmospheric chemistry and dynamics, ozone and atmospheric PM typically act to impact public health on a cumulative and regional level, rather than a localized level. Due to the cumulative and regional nature of effects from criteria pollutants, the analysis of potential health effects of criteria pollutants is further discussed in Impact 4.2-6.

Conclusion

Based on the above, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

[46] California 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*. August 2000.

4.2-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Based on the analysis below, the impact is *less than significant*.

Pollutants of principal concern include emissions leading to odors, visible emissions (including dust), or emissions considered to constitute air pollutants. Air pollutants have been discussed in Impacts 4.2-1 through 4.2-3 above. Therefore, the following discussion focuses on emissions of odors and visible emissions.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact are difficult. Certain land uses such as wastewater treatment and conveyance facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project would involve the installation of new septic systems. However, the new septic systems would be subject to review and approval by YCEHD to ensure compliance with the Yolo County Onsite Wastewater Treatment System Program as well as the setback requirements within the Yolo County Onsite Wastewater Treatment Systems Manual.[47] Therefore, due to the setback distances and review and approval by YCEHD, the new septic tanks would not expose sensitive receptors to sustainable odors.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities would be temporary, and operation of construction equipment would be regulated in accordance with the In-Use Off-Road Diesel Vehicle Regulation, as discussed above. The proposed project would also be required to comply with all applicable YSAQMD rules and regulations, including, but not limited to, Rule 2.1, Rule 2.28, and Rule 2.5, which would help to control construction-related odorous emissions. Considering the large development area and buildout over four phases, construction equipment would operate at various locations throughout the project site intermittently, and the distances from the nearest sensitive receptors would allow for dispersal of diesel odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

YSAQMD also regulates objectionable odors through Rule 2.5 (Nuisance), which prohibits any person or source from emitting air contaminants or other material that result in any of the following: cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; endanger the comfort, repose, health, or safety of any such persons or the public; or have a natural tendency to cause injury or damage to business or property. Rule 2.5 is enforced based on complaints. If complaints are received, YSAQMD is required to investigate the complaint, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications. Thus, although not anticipated, if odor

[47] Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.

complaints are made after the proposed project is developed, YSAQMD would ensure that such odors are satisfactorily addressed.

Dust

As noted previously, the proposed project is required to comply with all applicable YSAQMD rules and regulations for construction, including, but not limited to, Rule 2.1 (Control of Emissions), Rule 2.5 (Nuisance), and Rule 2.11 (Particulate Matter Concentration). Furthermore, according to YSAQMD Guidance, even projects not exceeding YSAQMD construction-related PM thresholds should implement best management practices to reduce dust emissions and avoid localized health impacts, as described in Impact 4.2-1, above. The proposed project would also be subject to regular testing and would be required to undergo review by YSAQMD through their permitting process to ensure impacts related to silica dust emissions during operations would not occur. Compliance with YSAQMD rules and regulations and best management practices would help to ensure that dust is minimized during project construction and operations. In addition, following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions.

Based on the above, the proposed project would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the aforementioned reasons, project construction and operations would not result in emissions of other pollutants (such as those leading to odors) that could adversely affect a substantial number of people. Accordingly, implementation of the proposed project would result in a ***less-than-significant*** impact.

Mitigation Measure(s)

None required.

4.2-5 Result in the inefficient or wasteful use of energy, or conflict with a State or local plan for renewable energy or energy efficiency. Based on the analysis below, the impact is *less than significant*.

Energy use associated with construction of the proposed project, as well as building energy use and transportation energy use associated with operations of the proposed project, are discussed below.

Construction Energy Use

Construction of the proposed project would involve increased energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met

through a hookup to the existing electricity grid; however, grid power would be used as opposed to diesel generators, where feasible.

Typically, at construction sites, electricity from the existing grid is used to power portable and temporary lights or office trailers. Because grid electricity would be used primarily for steady sources such as lighting, not sudden, intermittent sources such as welding or other hand-held tools, the increase in electricity usage at the site during construction would not be expected to cause any substantial peaks in demand. Construction of the proposed project, which would result in temporary increases in electricity demand, would not cause a permanent or substantial increase in demand that would exceed PG&E's demand projections or exceed the ability of PG&E's existing infrastructure to handle such an increase. Therefore, construction of the proposed project would not result in any significant impacts on local or regional electricity supplies, the need for additional capacity, or on peak or base period electricity demands. In addition, standards or regulations specific to construction-related electricity usage do not currently exist.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing a five-minute limit on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Furthermore, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. Engine tiers are used to describe the emissions intensity and efficiency of an engine. Construction equipment with Tier 0 or Tier 1 engines is the least efficient, and Tier 4 is the most efficient. In November 2021, CARB began developing standards for Tier 5 engines. All fleets are currently prohibited from adding Tier 0, Tier 1, or Tier 2 vehicles to the fleet. In addition, starting January 1, 2024, fleets with a total horsepower over 2,501, excluding non-profit training centers, may not add any Tier 3 or Tier 4 Interim vehicles.[48] The In-Use Off-Road Diesel Vehicle Regulation would, therefore, help to improve fuel efficiency for equipment used in construction of the proposed project.

CARB enforces off-road equipment regulations through their reporting system, Diesel Off-road Online Reporting System (DOORS). Each construction fleet is required to update their DOORS account within 30 days of buying or selling a vehicle, and DOORS automatically calculates the fleet average index for each fleet. The fleet average index is an indicator of a fleet's overall emission rate, and is based on each vehicle's engine horsepower and model year, and whether it is equipped with a Verified Diesel Emission Control Strategy (VDECS). If a fleet cannot, or does not want to, meet the fleet average target in a given year, the fleet may instead choose to

[48] California Air Resources Board. *Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation*. August 29, 2023.

comply with the Best Available Control Technology (BACT) requirements. A fleet may meet the BACT requirements each year by turning over or installing VDECS on a certain percentage of the total fleet's horsepower. 'Turnover' means retiring a vehicle, designating a vehicle as permanent low-use (a vehicle used less than 200 hours per year), repowering a vehicle with a higher tier engine, or rebuilding the engine to a more stringent emission standard. By each compliance date (annually on January 1st), the fleet must either show that the fleet's average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the BACT requirements.[49] The project would be required to comply with such regulations, which would ensure that construction equipment meets all State efficiency requirements.

Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction. Over time, as technology progresses and more stringent emissions standards are put in place, construction equipment engines become increasingly efficient. Proposed project construction would also be required to comply with all applicable YSAQMD rules and regulations, which are indirectly related to energy efficiency, which would help to further reduce energy use associated with the proposed project.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Building Energy Demand

The proposed project would include a maximum total building square footage of up to 500,000 sf of new industrial uses. Energy use associated with operation of the proposed project would be typical of such uses, requiring electricity for production equipment, interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC) systems, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment.

The proposed project is required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, including the CBSC and CARB standards, which would ensure that the proposed project would be designed to be energy efficient to the maximum extent practicable. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed development on-site would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. In addition, pursuant to 2022 CBSC, new non-residential buildings are required to be solar ready. State regulations also promote

[49] California Air Resources Board. *Frequently Asked Questions, Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation)*. August 2014.

the generation of renewable energy and encourage energy efficiency through requirements placed on utility providers and strict development standards. For instance, RPS requires utilities, including PG&E, to procure an increasing proportion of electricity from renewable sources. Ultimately the RPS requirements mandate that all electricity produced within the State be renewably sourced by the year 2045.

Based on the air quality modeling prepared for the proposed project, the proposed project is anticipated to result in increased electricity consumption of approximately 5.22 GWh annually during operations. It is noted that, compared to the electricity consumption for all of Yolo County, the proposed project's contribution would represent a 0.01 percent increase in annual electricity demand, which would not be considered substantial. Although the project would increase electricity demand in the project area, given the relatively small increase as compared to energy usage in the region, the increased demand is not anticipated to conflict with PG&E's ability to meet the RPS requirements, or exceed PG&E's capacity such that the proposed project's energy demands would not be met.

With regard to landscaping and maintenance equipment, AB 1346 requires all new small off-road engines sold after January 1, 2024, to be all-electric. By the time the proposed project is operational, a reasonable assumption can be made that at least a portion of the landscaping and maintenance equipment that would be used on-site would be electric. Given that electricity from PG&E is partially generated from renewable sources, the use of electric landscaping and maintenance equipment would be considered more energy efficient than diesel- or gas-powered landscaping and maintenance equipment.

Transportation Energy Demand

In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by the proposed industrial uses.

The average fuel economy for the U.S. passenger vehicle fleet was 24.7 miles per gallon (mpg) in 2023, the most recent year such data is available.[50] In addition, petroleum refineries in the U.S. typically produce approximately 20 gallons of gasoline from one 42-gallon barrel of crude oil. Using an average of 24.7 mpg and an annual VMT of approximately 6,076,371[51] the proposed project would result in the consumption of approximately 12,300 barrels of crude oil per year.

California is estimated to consume approximately 605 million barrels of petroleum per year.[52] Based on the annual consumption within the State, vehicle trips generated by the Project would result in an approximately 0.0019 percent increase in the State's current consumption of gasoline.

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50 U.S. Energy Information Administration. *Total Energy, Table 1.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy*. Available at: https://www.eia.gov/totalenergy/data/browser/?tbl=T01.08#/?f=A&start=200001. Accessed June 2025.

51 The annual VMT estimate presented herein is based on the default VMT assumptions calculated by the CalEEMod modeling prepared for the proposed project (see Appendix C).

52 U.S. Energy Information Administration. *California: State Profile and Energy Estimates*. Available at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA. Accessed June 2025.

The calculation above is likely an overestimate, as the estimate does not account for future project employees who already own vehicles and are currently driving, or the increasing ownership of electric vehicles. California leads the nation in registered alternatively-fueled and hybrid vehicles. In fact, under SB 500, the State has required that, to the extent allowed by federal law, all cars sold shall be zero-emission/electric vehicles starting in the year 2030. In addition, State-specific regulations encourage fuel efficiency and reduction of dependence on oil. Improvements in vehicle efficiency and fuel economy standards help to reduce consumption of gasoline and reduce the State's dependence on petroleum products. In addition, A total of 135 vehicle parking stalls would be provided on-site. Based on the 2022 CBSC, for non-residential projects that include 101 to 150 parking spaces, 25 of the parking spaces are required to be EV capable, and six of the EV capable spaces are required to include electric vehicle supply equipment (EVSE), which is installed charging receptacles or permanently installed chargers. The proposed project would be required to comply with the 2022 CBSC. As a result, a total of 35 EV capable spaces, and nine EVSE spaces would be required within the site. Therefore, the actual consumption of gasoline associated with the proposed project is anticipated to be even lower than the 0.0019 percent statewide contribution noted above. Additionally, the proposed project would be required to comply with all applicable regulations associated with vehicle efficiency and fuel economy.

Conclusion

Based on the above, the proposed project would not result in a wasteful, inefficient, or unnecessary use of energy, and the proposed project is not anticipated to conflict with a State or local plan for renewable energy or energy efficiency. Thus, impacts would be considered ***less than significant***.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The geographic context for the cumulative air quality analysis includes Yolo County and surrounding areas within the portion of the SVAB that is designated nonattainment for ozone and PM_{10}.

As discussed previously, climate change occurs on a global scale, and emissions of GHGs, even from a single project, contribute to the global impact. However, because of the global nature of climate change, any one project's contribution is unlikely to be significant by itself. Due to the existing regulations within the State, for the purposes of this analysis, the geographic context for the analysis of GHG emissions presented in this EIR is the State of California.

Finally, a project's impacts related to energy use may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The following discussion of air quality, GHG, and energy impacts is based on the implementation of the proposed project in combination with buildout of the adopted County's General Plan. Additional detail regarding the cumulative project setting can be found in Chapter 5, Statutorily Required Sections, of this EIR.

4.2-6 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.

Buildout of the proposed project would lead to the release of emissions that would contribute to the cumulative regional air quality setting. The following section includes a discussion of both the proposed project's contribution to the cumulative operational emissions, and the cumulative health effects of exposure to criteria pollutants. Because construction would occur over a relatively short time period as compared to the operational lifetime of the proposed project, construction emissions are not considered to be cumulative in nature.

Cumulative Emissions

The proposed project is within an area currently designated as nonattainment for ozone and PM AAQS. By nature, air pollution is largely a cumulative impact. Thus, the proposed project, in combination with other proposed and pending projects in the region, would significantly contribute to air quality effects within the SVAB, resulting in an overall significant cumulative impact. However, any single project is not sufficient enough in size to, alone, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's incremental impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, YSAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the project-level significance thresholds, as identified by YSAQMD and shown in Table 4.2-6 above, that project's emissions would be cumulatively considerable, resulting in a significant adverse air quality impact to the region's existing air quality conditions.[53] In other words, the project-level and cumulative criteria pollutant significance thresholds established by the YSAQMD are the same.

[53] Yolo-Solano Air Quality Management District. *Handbook for Assessing and Mitigating Air Quality Impacts* [pg. 7]. July 11, 2007.

Accordingly, if the proposed project would result in an increase of ROG, NO_X, or PM_{10} in excess of YSAQMD's operational phase cumulative-level emissions thresholds, which are equivalent to YSAQMD's project-level operational emissions thresholds, as discussed above, the project could potentially result in a significant incremental contribution towards cumulative air quality impacts. Therefore, the proposed project's unmitigated cumulative contribution to regional emissions is equivalent to the proposed project's unmitigated operational emissions, as presented in Table 4.2-8.

As shown in Table 4.2-8, unmitigated operational emissions of ROG, NO_X, and PM_{10} associated with the proposed project would be below YSAQMD's thresholds of significance. Therefore, the proposed project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is in non-attainment.

Cumulative Health Effects of Criteria Pollutants

The AAQS presented in Table 4.2-2 are health-based standards designed to ensure safe levels of criteria pollutants that avoid specific adverse health effects. Because YSAQMD is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$, YSAQMD, along with other air districts in the SVAB region, has adopted federal and State attainment plans to demonstrate progress towards attainment of the AAQS. Full implementation of the attainment plans would ensure that the AAQS are attained and sensitive receptors within the SVAB are not exposed to excess concentrations of criteria pollutants. YSAQMD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS and are designed to aid the district in implementing the applicable attainment plans to achieve attainment of the AAQS. Thus, if a project's criteria pollutant emissions exceed YSAQMD's mass emission thresholds of significance, a project would be considered to conflict with or obstruct implementation of YSAQMD's air quality planning efforts, thereby delaying attainment of the AAQS. Because the AAQSs are representative of safe levels that avoid specific adverse health effects, a project's hinderance of attainment of the AAQS could be considered to contribute towards regional health effects associated with the existing nonattainment status of ozone and PM standards. However, as noted above, ascertaining cancer risk, or similar measurements of health effects from air pollutants, is very difficult for regional pollutants such as the ozone precursors ROG and NO_X, as there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies. For example, ozone concentrations depend upon various complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground level ozone concentrations related to the NAAQS and CAAQS, linking health risks to the magnitude of emissions exceeding the significance thresholds is not possible.

As discussed in Impacts 4.2-1 and 4.2-2, the proposed project would not result in emissions that exceed YSAQMD's thresholds of significance. Consequently, implementation of the proposed project would not conflict with YSAQMD's adopted attainment plans or inhibit attainment of regional AAQS. Therefore, implementation of

the proposed project would not contribute towards regional health effects associated with the existing nonattainment status of ozone and PM standards.

Conclusion

Based on the above analysis, the proposed project's incremental contribution to the significant cumulative effect could be considered ***less than cumulatively considerable.***

Mitigation Measure(s)

None required.

4.2-7 Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below and with implementation of mitigation, the project's incremental contribution to this significant cumulative impact is *cumulatively considerable* and *significant and unavoidable*.

An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change.. As discussed above, from the standpoint of CEQA, GHG emissions and the subsequent impacts to global climate change are inherently cumulative and, because of the global nature of climate change, any one project's contribution is unlikely to be significant by itself. Thus, on a project-level, the proposed project would not be anticipated to generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. However, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, in accordance with CEQA Guidance, impacts related to GHG emissions are inherently considered cumulative impacts and are assessed on a cumulative level in further detail below.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO_2 and, to a lesser extent, other GHG pollutants, such as CH_4 and N_2O. Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste.

As discussed in the Standards of Significance section above, YSAQMD has not formally adopted thresholds for evaluating GHG emissions but has recommended the use of thresholds of significance adopted by the SMAQMD. As such, this GHG analysis has been prepared based on the SMAQMD's GHG thresholds of significance of 1,100 $MTCO_2e$/yr for construction and 10,000 $MTCO_2e$/yr for operations, as well as consistency with the 2011 CAP.

Additionally, as discussed above, Yolo County's 2024 CAAP is not considered a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5.

However, for informational purposes, the proposed project's consistency with the CAAP is discussed below.

Construction GHG Emissions

The construction GHG emissions for the proposed project have been estimated and compared to the applicable SMAQMD threshold of significance. The estimated unmitigated maximum annual construction-related GHG emissions associated with the proposed project are presented in Table 4.2-9.

Table 4.2-9
Maximum Annual Unmitigated Construction GHG Emissions ($MTCO_2e$/yr)

Project GHG Emissions	Threshold of Significance	Exceeds Threshold?
862	1,100	**NO**

Source: CalEEMod, November 2025 (see Appendix C).

As shown in Table 4.2-9, the maximum annual unmitigated construction emissions associated with the proposed project would not exceed the SMAQMD threshold of significance of 1,100 $MTCO_2e$/yr. As a result, based on the applicable SMAQMD threshold of significance being applied for this analysis, as recommended by YSAQMD, construction of the proposed project would not be considered to result in a cumulatively considerable contribution to global climate change.

Additionally, as discussed throughout this EIR, the proposed project would be required to include the future signalization of the SR 113/CR 18C intersection, located west of the southern boundary of the project site. Because signalization would occur within the existing right-of-way of the roadways, existing facilities would not be expanded, and only minor ground disturbance would occur associated with the intersection signalization. The GHG emissions associated with these activities would be minimal. Thus, the future signalization of the SR 113/CR 18C intersection would not result in considerable construction-related GHG emissions.

Operational GHG Emissions

As discussed above, the proposed project would expand production of high-quality prefabricated assemblies and products. Prefabricated building materials generally reduce overall construction waste, require fewer construction deliveries, require fewer construction workers, and shorten the period of construction. Therefore, prefabricated building materials generally reduce the carbon life cycle as compared to standard building materials and are generally beneficial regarding GHG emissions. In addition, the proposed project would use Clark Pacific's proprietary CARBONSHIELD™ technology during operation, which would reduce the embodied carbon by 20 percent compared to traditional concrete. As a result, operation of the proposed project, by nature, would reduce construction GHG emissions and embodied GHG emissions from other development projects by their use of Clark Pacific's prefabricated building materials.

However, as discussed above in the Method of Analysis section, to provide a conservative estimate of project emissions, the GHG savings from the use of

proprietary CARBONSHIELD™ technology in off-site development supported by the project were not accounted for within the project modeling.

To analyze the proposed project's stationary source emissions as compared to the SMAQMD 10,000 $MTCO_2e$ per year threshold for stationary sources, the stationary source GHG emissions for the proposed project were calculated based on the permitted natural gas usage for the existing Clark Pacific facility, using emissions factors to convert natural gas emissions into $MTCO_2e$.

The stationary source GHG emissions associated with the operation of the proposed project were calculated as presented in Table 4.2-10.

Table 4.2-10
Operational Stationary Source GHG Emissions ($MTCO_2e$/yr)

Source	Annual GHG Emissions
Stationary Source Emissions	1,310.38
SMAQMD Stationary Source Threshold of Significance	10,000.00
Exceeds Thresholds?	**NO**
Source: Stationary Source Emissions Calculations (see Appendix C).	

As shown in Table 4.2-10, the proposed project would result in stationary source GHG emissions below the applicable SMAQMD threshold of significance during operations.

Additionally, the total unmitigated maximum annual operational GHG emissions were estimated for the proposed project and are presented in Table 4.2-11 in combination with the stationary source GHG emissions presented above.

Table 4.2-11
Maximum Annual Unmitigated Project Operational GHG Emissions ($MTCO_2e$/yr)

Source	Annual GHG Emissions
Mobile (on-road and off-road vehicle emissions)	2,067.00
Area (consumer products and maintenance equipment)	7.33
Energy (electricity and natural gas)	1,591.00
Water	192.00
Waste	194.00
Refrigerants	22.00
Stationary Source Emissions	1,310.38
Total Annual Operational GHG Emissions	**5,383.71**
SMAQMD Stationary Source Threshold of Significance	**10,000.00**
Exceeds Thresholds?	**NO**
Source: CalEEMod, November 2025 (see Appendix C).	

As shown in Table 4.2-11, even if total the total unmitigated maximum annual operational GHG emissions are considered, the proposed project would still result in GHG emissions below the SMAQMD 10,000 $MTCO_2e$ per year threshold for stationary sources.

Consistency with Yolo County CAP

The following discussion includes an analysis of the proposed project's consistency with Yolo County's 2011 CAP.

The CAP contains 15 primary measures which would provide actions aimed at reducing GHG emissions from five sectors, Energy, Transportation, Agriculture, and Building Energy. Many of the measures would support the reduction of GHG emissions on a County scale and would not directly apply to the proposed project. However, certain measures related to new development would be applicable to the proposed project.

CAP Measure E-3 is intended to reduce energy consumption in new development through the implementation of CalGreen Code and Building Code. The Yolo County CAP identifies increased energy efficiency within the industrial sector as a supporting means of achieving the CAP's reduction goals. Furthermore, the County's CAP seeks to reduce embodied energy content of construction materials as a means of reducing life cycle emissions related to development within the County. As discussed above, prefabricated building materials generally reduce the carbon life cycle as compared to standard building materials. Thus, the proposed project would be generally consistent with Measure E-3. In addition, Measure E-4 is intended to increase on-site renewable energy generation. However, the proposed project has not confirmed the use of on-site renewable energy, consistent with the goals of Measure E-4. Thus, the proposed project could conflict with the overall goals of CAP measure E-4.

Measure T-1 is intended to reduce VMT in new development. As discussed in Chapter 4.5, Transportation, of this EIR, the proposed project would exceed 150 percent of the regional VMT average of 21.3. Thus, the proposed project would exceed the VMT impact threshold of 18.1, and VMT impacts associated with the proposed project would be significant. Consequently, the proposed project would not be consistent with CAP Measure T-1.

Consistency with Yolo County CAAP

The following discussion includes an analysis of the proposed project's consistency with Yolo County's 2024 CAAP. However, it should be noted that Yolo County's CAAP is not a qualified plan for GHG emission reductions under CEQA Guidelines Section 15183.5. Therefore, the following analysis is provided for informational purposes only.

The goal of the Yolo County CAAP is to provide a plan for reducing GHG emissions. The Yolo County CAAP provides reduction actions intended to reduce future GHG emissions to net negative carbon emissions by 2030. Additionally, the majority of the reduction measures set forth in the CAAP are countywide efforts in support of reducing overall countywide emissions of GHG and are not applicable to individual development projects. However, various measures related to new development within the County

would directly apply to the proposed project. The project's general consistency with the applicable CAAP measures is discussed below.

CAAP Action EB 3d is intended to "continue to require new residential and commercial development to install solar PV systems capable of providing a proportion of the development's total projected electricity consumption and consider opportunities to amend County Code to go above and beyond existing regulation." The proposed project is not a residential or commercial facility; however, the project applicant has not confirmed the use of solar PV systems for the proposed project or committed to the use of renewable energy on-site. Thus, the proposed project could conflict with the general goals of Action EB 3d.

CAAP Action SW 2a intends to "continue the diversion and recycling of construction and demolition waste." The proposed project would be subject to the CALGreen Code which would require all new construction projects to recycle and/or salvage for reuse a minimum of 65 percent of all non-hazardous construction and demolition waste. Thus, compliance with the CALGreen Code standards would ensure the proposed project's consistency with Action SW 2a.

Conclusion

Based on the above, the proposed project would result in GHG emissions during construction and operation below the applicable SMAQMD thresholds of significance. However, the proposed project would not be consistent with CAP Measure T-1, as the proposed project would exceed approximately 150 percent of the regional VMT average of 21.3. In addition, the proposed project could conflict with the general goals of CAP measure E-4 and CAAP Action EB 3d. Therefore, implementation of the proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and the proposed project's incremental contribution to this significant cumulative impact would be ***cumulatively considerable***.

Mitigation Measure(s)

With regard to CAP Measure T-1, as discussed further in Chapter 4.5, Transportation, of this EIR, implementation of the measures required by Mitigation Measure 4.5-4 would reduce project VMT; however, without identifying feasible programs, knowing the number of employees participating in the programs, and other details required in the California Air Pollution Control Officers Association (CAPCOA) Handbook, quantification of the applicable VMT reduction measures is not possible at this time. Therefore, due to uncertainties regarding the ability for the mitigation measure to reduce the impact to a less-than-significant level, VMT impacts would be considered significant and unavoidable. Consequently, even with implementation of Mitigation Measure 4.2-7(a), the proposed project would still be considered inconsistent with CAP Measure T-1.

With regard to CAP Measure E-4 and CAAP Action EB 3d, implementation of Mitigation Measure 4.2-7(b) would require the electricity for the proposed project to be powered by Valley Clean Energy UltraGreen energy or sourced from an equivalent 100 percent renewable/100 percent carbon-free electricity ensure the proposed

project would use renewable energy on-site. Thus, implementation of Mitigation Measure 4.2-7(b) would ensure the proposed project would be consistent with CAP Measure E-4 and CAAP Action EB 3d. The reduction in GHG emissions associated with electricity usage on-site would be approximately 447 $MTCO_2e$, which would offset emissions resulting from the overall proposed project.

However, as discussed above, the VMT emission reductions resulting from the measures included in Mitigation Measure 4.2-7(a) cannot be quantified and are unknown at this time. Therefore, the proposed project would still be considered inconsistent with CAP Measure T-1. Thus, the proposed project's incremental contribution to the cumulatively significant effects of GHG emissions and global climate change would remain *cumulatively considerable* and *significant and unavoidable*.

4.2-7(a) Implement Mitigation Measure 4.5-4.

4.2-7(b) Prior to occupancy of the proposed project, the components of the project which require electricity shall be fully powered by Valley Clean Energy UltraGreen energy or an equivalent 100 percent renewable/100 percent carbon-free electricity source. Proof of compliance with the above restrictions shall be submitted to the County Department of Community Services for review and approval. Thereafter, the project shall continue to be powered by 100 percent renewable/100 percent carbon-free electricity. The Applicant shall provide any authorizations necessary for the Department of Community Services to confirm compliance with this condition with Valley Clean Energy and/or the energy provider.

4.2-8 Result in a cumulatively considerable inefficient or wasteful use of energy or conflict with a State or local plan for renewable energy or energy efficiency. Based on the analysis below, the impact is *less than cumulatively considerable.*

Impact 4.2-5 discusses the consumption of energy on a project level, within the context of existing State plans and regulations. As discussed previously, the project would involve consumption of diesel, gasoline, natural gas, and electricity throughout construction and operations. All proposed structures would be built in compliance with existing statewide mandatory energy efficiency standards, such as those contained in the California Building Energy Efficiency Standards and the CALGreen Code. Compliance with the energy efficiency standards would reduce the amount of electricity consumed by the proposed development. State regulations would also help to reduce the amount of energy consumed by on-road vehicles over time. For instance, State and federal emissions standards and fuel economy standards result in increased fuel efficiency for on-road vehicles. Overall, as concluded above, the proposed project would result in a less-than-significant impact related to the inefficient or wasteful use of energy or conflicting with a State or local plan for renewable energy or energy efficiency.

Similar to development of the proposed project, all future development within Yolo County would be required to comply with applicable State and local regulations related

to energy efficiency. Increased efficiency would be ensured in the future as cumulative development occurs due to compliance with the State's robust energy efficiency requirements. For example, pursuant to 2022 CBSC, new non-residential buildings associated with cumulative development would be required to be solar ready. Furthermore, energy efficiency regulations have been getting progressively more stringent over time. Thus, as cumulative development occurs under the increasingly stringent regulations, the energy use associated with such cumulative development is anticipated to be increasingly energy efficient over time as well.

Based on the above, implementation of the project in combination with other cumulative development in the project region would not result in the wasteful or inefficient use of energy. Because the project would not conflict with a local plan to increase energy efficiency and reduce energy consumption, a ***less-than-cumulatively-considerable*** impact would occur.

Mitigation Measure(s)

None required.

4.3 Hydrology and Water Quality

4.3 HYDROLOGY AND WATER QUALITY

4.3.1 INTRODUCTION

The Hydrology and Water Quality chapter of the EIR describes existing drainage patterns on the project site, current stormwater flows, and stormwater infrastructure. The chapter also evaluates potential impacts of the proposed project with respect to increases in impervious surface area and associated stormwater flows, degradation of water quality, increases in on- and off-site flooding, and water supply availability. Information used for the chapter was primarily drawn from the Water Supply Evaluation prepared for the proposed project by West Yost (see Appendix D)[1] and the Storm Water Pollution Prevention Plan (SWPPP) prepared by Brown and Caldwell for the existing Clark Pacific prefabricated building materials manufacturing facility located immediately to the east of the project site.[2] Further information was drawn from the Yolo County General Plan,[3] the Yolo County General Plan EIR,[4] and the County's Integrated Regional Water Management Plan (IRWMP).[5]

4.3.2 EXISTING ENVIRONMENTAL SETTING

The section below describes regional hydrology, the existing drainage patterns within the project site, including peak flows, existing water quality, and groundwater conditions, as well as water supply, including groundwater, surface water, and water demand.

Regional Environment

The project region is characterized primarily by continuous agricultural lands within a broad, alluvial valley surrounded by distant rolling hills. Cache Creek generally meanders west to east and runs into the Sacramento Valley, ending in a settling basin east of Woodland, eventually flowing into the Sacramento River. Regional topography is generally flat. Vegetation, excluding agricultural crops, is primarily limited to grasslands and ornamental landscaping.

The region is rural and sparsely populated, with urban development being primarily concentrated within small towns such as Yolo, Knights Landing, and Dunnigan, with the City of Woodland being the nearest community to the project site. Rural residences, farm dwellings with various accessory and agricultural structures, and commercial uses sparsely dot the landscape. Roads provide interconnections between agricultural properties having various crops, such as row crops, orchards, and vineyards. Telephone and electricity poles frequently parallel the roadways throughout the region. Aggregate mining operations, inclusive of above-ground structures and equipment, are prevalent throughout the region, in particular, along the banks of Cache Creek, within the Cache Creek Area Plan (CCAP) boundaries.

1 West Yost. *Clark Pacific Facility Expansion Project Water Supply Evaluation*. March 12, 2025.
2 Brown and Caldwell. *Industrial Activities Storm Water Pollution Prevention Plan.* July 1, 2020.
3 Yolo County. *2030 Countywide General Plan.* Adopted November 10, 2009.
4 Yolo County. *Yolo County 2030 Countywide General Plan EIR*. Certified November 10, 2009.
5 Water Resources Association of Yolo County. *Integrated Regional Water Management Plan*. April 2007.

Yolo County has a Mediterranean climate characterized by hot, dry summers and temperate, wet winters.[6] Much of the precipitation received in Yolo County falls on the Vaca Mountains to the west of the County. The highest elevation in the County is Berryessa Peak which is 3,046 feet above mean sea level (amsl), the lowest elevation is approximately five feet amsl near the Sacramento River on the eastern edge of the County. The average annual precipitation is 17 inches per year in the northeast portion of the County, increasing to 34 inches along the western edge of the County.

Regional Hydrology

The 76.76-acre project site is located at 40307 Best Ranch Road in unincorporated Yolo County, California. According to the General Plan EIR, the Sacramento River and the Yolo Bypass drain waters throughout Yolo County, which is part of the Sacramento River Flood Control Project. Four major watersheds and associated drainages are located in Yolo County: the Sacramento River, Cache Creek, Putah Creek, and Willow Slough watersheds. Surface water supplies primarily originate from the Cache Creek and Putah Creek watersheds, and the Sacramento River. The largest surface waterway in the region is Putah Creek, which drains approximately 600 square miles.

The soils in the eastern portion of Yolo County contain high amounts of clay, which limits infiltration rates and consequently causes high runoff rates. Flooding has frequently occurred in Willow Slough, Dry Slough, and Davis area watersheds north of Putah Creek. Yolo County has been mapped by the Federal Emergency Management Agency (FEMA) as being part of the National Flood Insurance Program (NFIP), which identifies areas of potential flooding and their associated risks.

Much of Yolo County is a natural floodplain, with five primary watersheds with the potential for flooding: Cache Creek Basin/Woodland; the Sacramento River corridor (including the Yolo Bypass, Clarksburg, and Knights Landing); Willow Slough, (including Madison and Esparto), Colusa Basin Drain (including Knights Landing) and Dry Slough (including Winters, Yolo County Airport, and Davis). Areas within a designated 100-year floodplain in the County include residential and agricultural areas along Cache Creek, the Colusa Basin Drainage Canal, the Sacramento River, and the majority of the lower eastern portion of the County. The 500-year floodplain is most extensive north of the City of Woodland, the region west of the City of Davis and east of the Yolo Bypass, and through the City of West Sacramento south to Clarksburg.

Flood protection from the Sacramento River is provided by storage and flood control projects upstream on the Sacramento River and on tributaries to the Sacramento River. As discussed in the General Plan EIR, the lower portion of the Cache Creek system is an integral component of the Sacramento River Flood Control System. The flow capacity in the lower reach of Cache Creek is approximately 36,000 cubic feet per second (cfs). The Cache Creek Settling Basin, located east of the City of Woodland, is essential to preserving the integrity of the flood control function of the Yolo Bypass, a flood bypass system that protects Sacramento and other California Central Valley communities from flooding. The Settling Basin traps a large portion of the sediment load from Cache Creek that otherwise would be deposited in the Yolo Bypass, reducing flood carrying capacity. A levee system extends upstream from the Settling Basin to the communities of Yolo and Woodland. The current design capacity of the levee is 30,000 cfs, while modeled 100-year flows at Capay are estimated to be 61,000 cfs.

[6] Yolo County. *Yolo County General Plan Update Background Report.* January 2005.

Project Site and Surrounding Area Drainage

The project site currently consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane road, occurs on-site generally parallel to the northern and western site boundaries. County Road (CR) 18C bounds the southern site boundary. A California Northern Railroad (CFNR) spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Additionally, overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers. The site is relatively flat with an elevation of approximately 55 to 65 feet amsl. As discussed in further detail in Chapter 3, Project Description, of this EIR, this analysis assumes that the proposed project would include future installation of a traffic signal at the State Route (SR) 113/CR 18C intersection. The intersection consists of existing impervious area within the right-of-way of the roadways.

The project site is located within the Cache Creek watershed, approximately 0.29-mile to the south of Cache Creek. Stormwater runoff from the project site currently flows to a channel along CR 18C parallel to the southern site boundary, where the channel then discharges stormwater to a basin located in the southwestern portion of the existing Clark Pacific facility.

Flooding

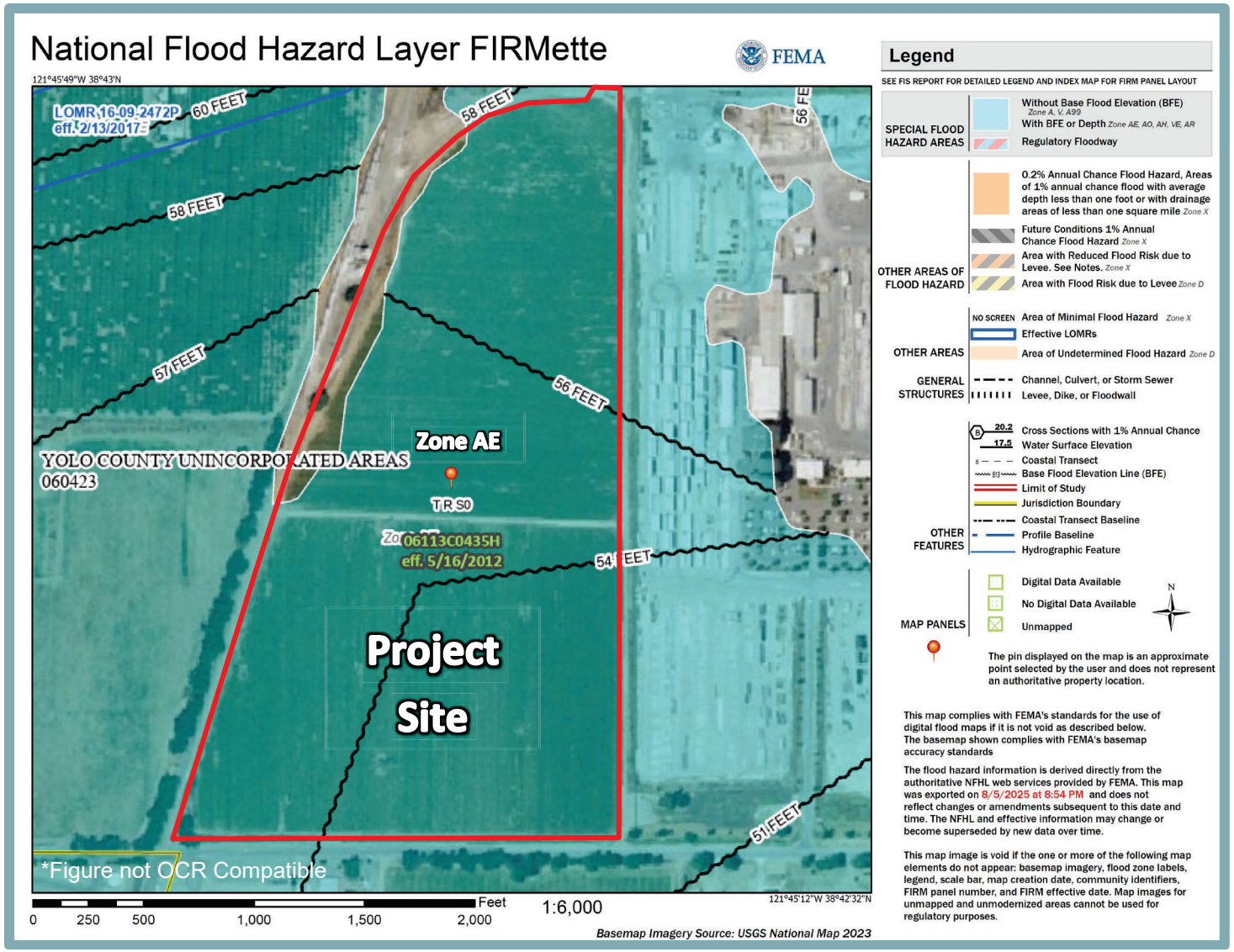
The project site is located within FEMA Flood Insurance Rate Map (FIRM) 06113C0435H, effective May 16, 2012. The FIRM shows that while a small northwestern portion of the site is located within Zone X, an Area of Minimal Flood Hazard, the majority of the project site is located within Zone AE, which is defined as a Special Flood Hazard Area (SFHA) determined to flood during the one percent annual flood event (see Figure 4.3-1). The base flood elevation (BFE) ranges from 54 to 56 feet amsl.

Water Quality

Activities and/or conditions that could degrade water quality include, but are not limited to, construction activities and urban stormwater runoff. Construction activities have the potential to cause erosion and sedimentation associated with ground-disturbing and clearing activities, which could cause unstabilized soil to be washed or wind-blown into nearby surface water. In addition, the use of heavy equipment during construction activities, especially during rainfall events, has the potential to cause petroleum products and other pollutants to enter nearby drainages.

Water quality degradation from urban stormwater runoff is primarily the result of runoff carrying pollutants from the land surface (i.e., streets, parking lots, etc.) to the receiving waters (i.e., streams and lakes). Pollutants typically found in urban runoff include facility maintenance and lawn-care/landscaping chemicals (insecticides, herbicides, fungicides and rodenticides), heavy metals (such as copper, zinc and cadmium), oils and greases from automobiles and other mechanical equipment, and nutrients (nitrogen and phosphorus).

Figure 4.3-1
FEMA FIRM 06113C0435H



Surface Water Quality

The project site is located within the Cache Creek watershed, approximately 0.29-mile to the south of Cache Creek. According to the Cache Creek Resources Management Plan (CCRMP), Cache Creek is known to be impaired by mercury under Section 303(d) of the Clean Water Act (CWA), originating from historic mining practices upstream.[7] Boron, nitrogen, orthophosphate, and fecal coliforms are also elevated in Cache Creek and likely originate from agricultural sources in the watershed.

The CCRMP water quality monitoring program has involved sampling in the creek since 1999, and few spatial or temporal trends are evident. The CCRMP water quality sampling program has identified Gordon Slough as a major contributor of many of the agriculturally-originating pollutants detected, most notably fecal coliforms and orthophosphate.

Groundwater Quality

The project site is located within the Yolo Subbasin, which is a portion of the larger Sacramento Valley groundwater basin, and the jurisdiction of the Yolo Subbasin Groundwater Authority (YSGA). The YSGA was formed in 2017 in order to comply with the Sustainable Groundwater Management Act (SGMA). The goal of the YSGA is to manage the entire Yolo Subbasin by protecting against overdraft and creating sustainable water supplies.

According to the Yolo Subbasin Groundwater Sustainability Plan (GSP), the local aquifer system can be delineated into three zones. The shallow zone extends from the surface to a depth of approximately 220 feet and is predominantly alluvium (and the top of the upper Tehama Formation). The intermediate zone extends from depths of approximately 220 to 600 feet and is entirely within the upper Tehama Formation, believed to be largely alluvial plains with distributary channel and sheet flood sands interbedded in silts and clays. The deposits are believed to be slightly more consolidated than the shallow zone, although the coarser beds may remain loose. The deep zone extends from depths of approximately 600 to 1,500 feet within the upper Tehama Formation. The lower Tehama Formation (generally below a depth of 1,500 feet) is not typically utilized for groundwater extraction.[8]

According to the County's General Plan EIR, groundwater in the Yolo Subbasin is characterized by presence of sodium magnesium, calcium magnesium, or magnesium bicarbonate. The groundwater quality is generally good for agricultural and municipal uses, though the water is "hard" to "very hard" overall. Elevated concentrations of selenium, nitrate, and boron have been detected in groundwater along Cache Creek and the Cache Creek Settling Basin area.

Water Supply

Yolo County relies on many different water supply sources, such as the Sacramento River, Cache Creek, and groundwater. Many water-related administrative bodies within the County also distribute water. Yolo County overlies the Sacramento Valley groundwater basin, which provides most of the domestic water supply for the County. Individual users and private and public systems draw domestic water supplies from the basin, which supplies approximately 34 percent of total water supply in the County in non-drought years. Oversight of the groundwater source is coordinated through the Yolo County Water Resources Association. For management purposes,

[7] Yolo County. *Cache Creek Resources Management Plan (CCRMP) for Lower Cache Creek.* Updated December 17, 2019.
[8] Yolo Subbasin Groundwater Agency. *2022 Groundwater Sustainability Plan*. Adopted January 24, 2022.

the Water Resources Association divides the basin into six subbasins that coincide with political boundaries. The project site is located within the Yolo Subbasin. Aquifers beneath Yolo County are contained within either the older thick alluvial and river sediments of the Tehama formation, or the younger sediments of the Red Bluff formation, floodplain deposits, and stream channel deposits that overlie the Tehama formation. The aquifers are recharged by runoff and groundwater from the east-facing foothills, by percolation of precipitation, and by infiltration of surface water. Surface water infiltration is provided by the creeks and streams that flow from the Coast Ranges into the County from delivered and applied irrigation water, from Sacramento and Feather River flood waters diverted to the Yolo Bypass, from the Sacramento River, and from the Sacramento River Deep Water Ship Channel that extends south from West Sacramento.

According to the Yolo Subbasin GSP, the Yolo Subbasin is a relatively stable basin, with groundwater levels maintaining a relatively consistent long-term average elevation or depth to water. While groundwater levels decline during dry conditions due to reduced recharge from precipitation, local runoff, and seepage, and continued reliance on groundwater for agricultural and municipal demands, groundwater levels substantially recover during wet years. The GSP estimates that the sustainable yield of the Yolo Subbasin is 346,000 acre-feet per year (AFY) based on the average annual pumping from Water Year (WY) 1971 to WY 2018. The Yolo Subbasin is not identified by the Department of Water Resources (DWR) as being in a state of overdraft.[9] Groundwater overdraft is a condition within a developed groundwater basin in which the amount of water pumped from the basin exceeds the sustainable yield of the basin over the long term.

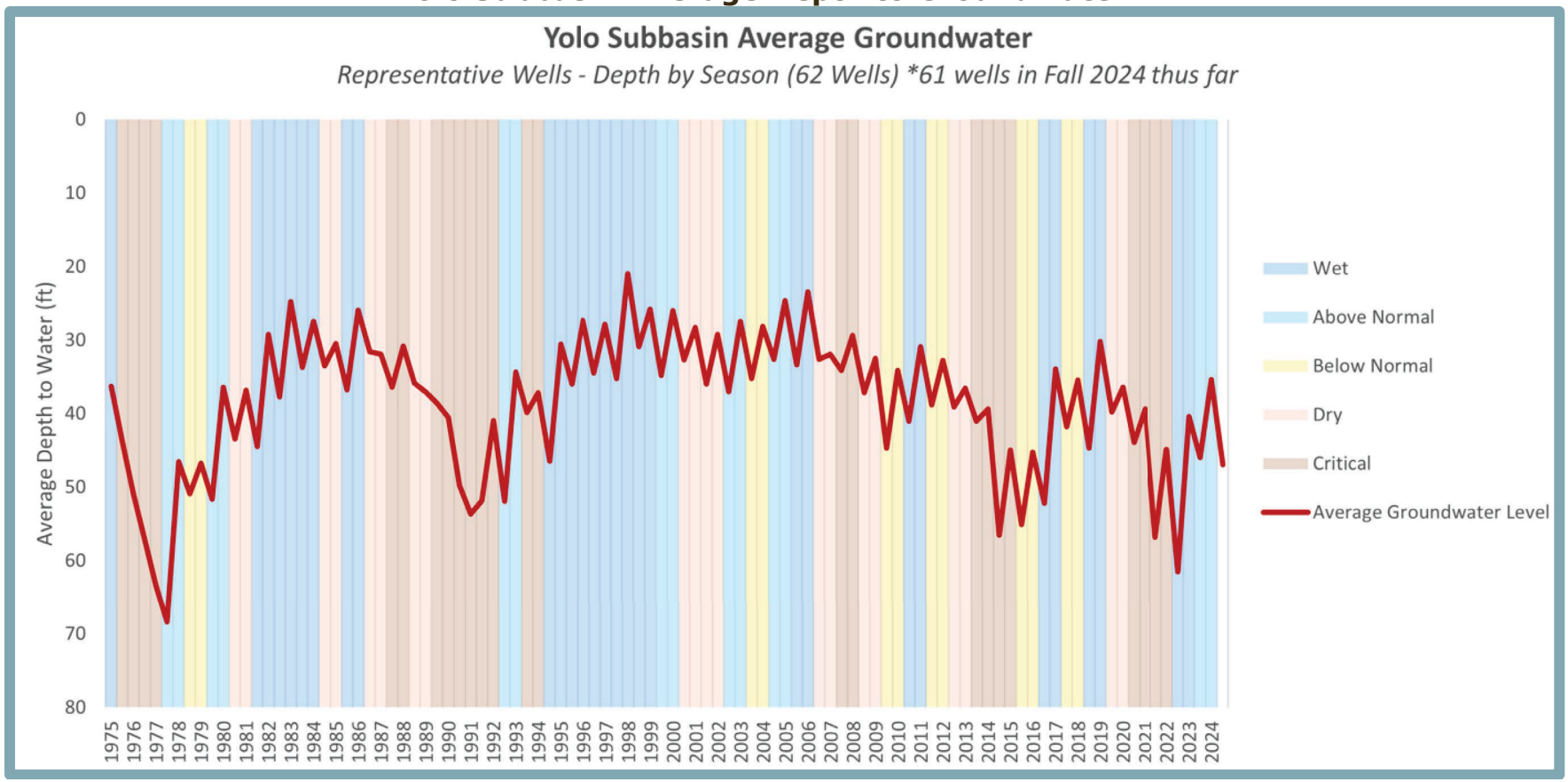
The YSGA monitors groundwater levels throughout the Yolo Subbasin. The YSGA's 62 Representative Monitoring Wells throughout the subbasin are each measured at least twice per year. Figure 4.3-2 shows the average water depth among all 62 wells and represents the general condition of the subbasin through Fall 2024. As shown therein, Fall 2024 water levels were similar to levels in Fall 2023. However, 2024's seasonal drawdown from spring to fall was much larger than that of 2023. While conditions have improved significantly, full recovery of the groundwater from the drought that occurred from 2020 to 2022 will take several years. Average groundwater levels in Fall 2024 are still approximately seven feet lower than that of Fall 2019.

The Yolo Subbasin GSP states that the Yolo Subbasin has historically been sustainable for the 48 years between WY 1971 and WY 2018. Groundwater observations and the YSGA model results between WY 1971 and WY 2018 show that while groundwater is lost from storage in drought years, groundwater is replenished in wet years.

Groundwater storage and observed elevations had almost recovered by end of WY 2018 to initial storage and elevations. Such results show that the Yolo Subbasin has not been overdrafted. The conjunctive use of surface water and groundwater, improved irrigation practices toward low-volume irrigation methods, and improved urban water conservation practices in the past decade have all contributed to recovering groundwater elevations. The recovered groundwater elevations appear to be a marked improvement from groundwater conditions in the decades before 1971, when the Yolo Subbasin was estimated to be in a state of overdraft.

[9] California Department of Water Resources. *California's Critically Overdrafted Groundwater Basins.* January 2020.

Figure 4.3-2
Yolo Subbasin Average Depth to Groundwater



Six management areas have been established in the Yolo Subbasin for management of the SGMA sustainability indicators. Each management area is unique in either its level of groundwater use, land uses, overlying jurisdictions, or access to surface waters. The project site is located in the northern portion of the Central Yolo management area, which consists of a well-developed agricultural and municipal landscape with a heavy reliance on groundwater.

Groundwater below the site varied from less than 20 feet to approximately 45 feet with flow direction to the west from 2011 to 2023 at monitoring wells located approximately 0.49-mile to the northwest and 0.58-mile to the east of the project site.[10] Depth to groundwater at the site may vary due to seasonal fluctuations in rainfall, temperature, localized pumping and irrigation practices, and other factors.

Groundwater Recharge

According to the Yolo Subbasin GSP, recharge to the shallow zone (surface level to 200 feet below ground surface [bgs]) of the Subbasin occurs from infiltration along Cache and Putah creeks and unlined canals and laterals. Recharge from the Sacramento River may occur along the northeastern boundary of the Subbasin, but the river could be a discharge area along the southeastern boundary. Additional recharge occurs by deep percolation of precipitation and irrigation waters. Recharge to the intermediate zone (220 to 600 feet bgs) of the Subbasin occurs generally through precipitation recharge at outcrop areas and by interconnection and leakage from the overlying shallow zone, including possibly from the Sacramento River, Cache Creek, and Putah Creek by way of the shallow alluvium. The Coast Range may transmit a limited amount of recharge to the intermediate aquifer along the interface between the fractured rock and the sedimentary basin. Recharge to the deep zone (600 to 1,500 feet bgs) of the Subbasin beneath the eastern alluvial plain is from leakage from overlying aquifers sourced from Sacramento River and Cache Creek to the north. The western alluvial plain deep zone is recharged from the overlying units and Tehama Formation outcrops to the west, especially those units associated with Cache and Putah creeks. The deep zone is an increasingly confined system due to the presence of extensive overlying clay units and its overall depth.

Soils throughout the eastern portion of Yolo County have very slow infiltration rates with high runoff potential during storm events. As identified in Figure CO-7 of the General Plan, the project site is located in an area mapped as having very slow groundwater infiltration. Thus, the project site would not be considered an area of substantial contribution to groundwater recharge in the region.

4.3.3 REGULATORY CONTEXT

A number of federal, State, and local policies provide the regulatory framework that guides the protection of water resources. The following discussion summarizes those laws that are most relevant to hydrology and water quality in the vicinity of the project site.

Federal Regulations

The following are the federal environmental laws and policies relevant to hydrology and water quality.

[10] California Department of Water Resources. *SGMA Data Viewer*. Available at: https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels. Accessed August 2025.

Safe Drinking Water Act

The federal Safe Drinking Water Act (SDWA), which was enacted in 1974, gives the United States Environmental Protection Agency (USEPA) the authority to set standards for contaminants in drinking water supplies. The EPA was required to establish primary regulations for the control of contaminants that affected public health and secondary regulations for compounds that affect the taste, odor, and aesthetics of drinking water. Accordingly, the EPA set a maximum contaminant level or treatment technique for each of the 83 contaminants in drinking water listed in the SDWA. Under the provisions of SDWA, the California Department of Health Services (DHS) has the primary enforcement responsibility. Title 22 of the California Administrative Code establishes DHS authority, and stipulates State drinking water quality and monitoring standards.

Federal Emergency Management Agency

FEMA is responsible for determining flood elevations and floodplain boundaries based on U.S. Army Corps of Engineers (USACE) studies. FEMA is also responsible for distributing the FIRMs, which are used in the NFIP. The FIRMs identify the locations of special flood hazard areas, including the 100-year floodplains.

FEMA allows non-residential development in the floodplain; however, construction activities are restricted within flood hazard areas, depending upon the potential for flooding within each area. Federal regulations governing development in a floodplain are set forth in Title 44, Part 60 of the Code of Federal Regulations (CFR). These standards are implemented at the State level through construction codes and local ordinances; however, these regulations only apply to residential and non-residential structure improvements. Although roadway construction or modification is not explicitly addressed in the FEMA regulations, the California Department of Transportation (Caltrans) has also adopted criteria and standards for roadway drainage systems and projects situated within designated floodplains. Standards that apply to floodplain issues are based on federal regulations (Title 23, Part 650 of the CFR). At the State level, roadway design must comply with drainage standards included in Chapters 800-890 of the Caltrans Highway Design Manual. CFR Section 60.3(c)(10) restricts cumulative development from increasing the water surface elevation of the base flood by more than one foot within the floodplain.

Federal Clean Water Act

The National Pollutant Discharge Elimination System (NPDES) permit system was established in the federal CWA to regulate municipal and industrial discharges to surface waters of the U.S. Each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. Sections 401 and 402 of the CWA contain general requirements regarding NPDES permits. Section 307 of the CWA describes the factors that the USEPA must consider in setting effluent limits for priority pollutants.

Nonpoint sources are diffuse and originate over a wide area rather than from a definable point. Nonpoint pollution often enters receiving water in the form of surface runoff but is not conveyed by way of pipelines or discrete conveyances. As defined in the federal regulations, such nonpoint sources are generally exempt from federal NPDES permit program requirements. However, two types of nonpoint source discharges are controlled by the NPDES program – nonpoint source discharge caused by general construction activities, and the general quality of stormwater in municipal stormwater systems. The 1987 amendments to the CWA directed the USEPA to implement the stormwater program in two phases. Phase I addresses discharges from large (population 250,000 or above) and medium (population 100,000 to 250,000) municipalities and

certain industrial activities. Phase II addresses all other discharges defined by USEPA that are not included in Phase I.

Section 402 of the CWA mandates that certain types of construction activities comply with the requirements of the NPDES stormwater program. The Phase II Rule, issued in 1999, requires that construction activities that disturb land equal to or greater than one acre require permitting under the NPDES program. In California, permitting occurs under the General Permit for Stormwater Discharges Associated with Construction Activity, issued to the State Water Resources Control Board (SWRCB), implemented and enforced by the nine Regional Water Quality Control Boards (RWQCBs).

Currently, all dischargers with projects that include clearing, grading or stockpiling activities expected to disturb one or more acres of soil are required to obtain compliance under the NPDES Construction General Permit Order 2009-0009-DWQ. In addition, as of July 1, 2015, covered industrial facilities are required to obtain compliance under NPDES Industrial General Permit Order 2014-0057-DWQ. The Construction General Permit and the Industrial General Permit requires all dischargers, where construction activity disturbs one or more acres, to take the following measures:

1. Develop and implement a SWPPP to include a site map(s) of existing and proposed building and roadway footprints, drainage patterns and stormwater collection and discharge points, and pre- and post- project topography;
2. Describe types and placement of Best Management Practices (BMPs) in the SWPPP that will be used to protect stormwater quality;
3. Provide a visual and chemical (if non-visible pollutants are expected) monitoring program for implementation upon BMP failure; and
4. Provide a sediment monitoring plan if the area discharges directly to a water body listed on the 303(d) list for sediment.

To obtain coverage, a SWPPP must be submitted to the RWQCB electronically and a copy of the SWPPP must be submitted to Yolo County. When ground-disturbing activity is completed, the landowner must file a Notice of Termination (NOT).

State Regulations

The following are the State regulations relevant to hydrology and water quality.

State Water Resources Control Board

The SWRCB and the RWQCBs are responsible for ensuring implementation and compliance with the provisions of the federal CWA and California's Porter-Cologne Water Quality Control Act. The project site is situated within the jurisdictional boundaries of the Central Valley RWQCB (CVRWQCB) (Region 5). The CVRWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters at locations within their jurisdiction.

Industrial Stormwater Program

The Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order 2014-0057-DWQ (Industrial General Permit) regulates industrial storm water discharges and authorized non-storm water discharges from industrial facilities in California. The SWRCB

and the RWQCBs implement and enforce the Industrial General Permit. The Industrial General Permit regulates discharges associated with nine federally defined categories of industrial activities including:

- Facilities subject to federal Storm Water Effluent Limitations Guidelines, New Source Performance Standards, or Toxic Pollutant Effluent Standards;
- Manufacturing Facilities;
- Oil and Gas/Mining Facilities;
- Hazardous Waste Treatment, Storage, and Disposal Facilities
- Landfills, Land Application Sites, and Open Dumps;
- Recycling Facilities;
- Steam Electric Power Generating Facilities;
- Transportation Facilities; and
- Sewage or Wastewater Treatment Facilities.

Industrial facilities are required to submit permit registration documents using the Storm Water Multiple Application and Report Tracking System (SMARTS) program at least seven days prior to the commencement of industrial activities in order to obtain coverage under the Industrial General Permit.

Central Valley Regional Water Quality Control Board

As authorized by the Porter-Cologne Water Quality Control Act, the CVRWQCB's primary function is to protect the quality of the waters within its jurisdiction for all beneficial uses. State law defines beneficial uses of California's waters that may be protected against quality degradation to include, but not be limited to, the following: domestic; municipal; agricultural and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves.

The CVRWQCB implements water quality protection measures by formulating and adopting water quality control plans (referred to as basin plans, as discussed below) for specific groundwater and surface water basins, and by prescribing and enforcing requirements on all agricultural, domestic, and industrial waste discharges. The CVRWQCB oversees many programs to support and provide benefit to water quality, including the following major programs: Agricultural Regulatory; Above-Ground Tanks; Basin Planning; CALFED; Confined Animal Facilities; Landfills and Mining; Non-Point Source; Spills, Leaks, Investigations, and Cleanups (SLIC); Stormwater; Total Maximum Daily Load (TMDL); Underground Storage Tanks (UST), Wastewater Discharges (including the NPDES); Water Quality Certification; and Watershed Management.

The CVRWQCB is responsible for issuing permits for a number of varying activities. Activities subject to the CVRWQCB permitting requirements include stormwater, wastewater, and industrial water discharge, disturbance of wetlands, and dewatering. Permits issued and/or enforced by the CVRWQCB include, but are not limited to, the NPDES Construction General Permit, NPDES Municipal Stormwater Permits, Industrial Stormwater General Permits, CWA Section 401 and 404 Permits, and Dewatering Permits.

Basin Plans and Water Quality Objectives

The Porter-Cologne Water Quality Control Act provides for the development and periodic review of water quality control plans (basin plans) that are prepared by the RWQCBs. Basin plans

designate beneficial uses of California's major rivers and groundwater basins, and establish narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a water body (i.e., the reasons why the water body is considered valuable), while water quality objectives represent the standards necessary to protect and support those beneficial uses. Basin plans are primarily implemented through the NPDES permitting system and by issuing waste discharge regulations to ensure that water quality objectives are met.

Basin plans provide the technical basis for determining waste discharge requirements and taking regulatory enforcement actions if deemed necessary. The project site is located within the jurisdiction of the CVRWQCB. A basin plan has been adopted for the Sacramento and San Joaquin River Basin (Basin Plan), which covers all of the project area.[11]

The Basin Plan sets water quality objectives for the surface waters in its region for the following substances and parameters: bacteria, bioaccumulation, biostimulatory substances, color, dissolved oxygen, floating material, oil and grease, population and community ecology, pH, radioactivity, salinity, sediment, settleable material, suspended material, sulfide, taste and odor, temperature, toxicity, turbidity, and un-ionized ammonia. For groundwater, water quality objectives applicable to all groundwater have been set for bacteria, chemical constituents, radioactivity, taste, odors, and toxicity.

Senate Bill 5

In 2007, the State of California set the 200-year storm event as the Urban Level of Flood Protection (ULOP) for the State through a series of laws included Senate Bill (SB) 5. Along with other related legislation, SB 5 established a mandate for local governments to amend their general plans and zoning codes to be consistent with State law on floodplain management. Specifically, SB 5 requires all cities and counties within the Sacramento-San Joaquin Valley, as defined in California Government Code Sections 65007(h) and (j), to make findings related to an ULOP or the national FEMA standard of flood protection before: (1) entering into a development agreement for any property that is located within a flood hazard zone; (2) approving a discretionary permit or other discretionary entitlement, or a ministerial permit that would result in the construction of a new residence, for a project that is located within a flood hazard zone; or (3) approving a tentative map, or a parcel map for which a tentative map was not required, for any subdivision that is located within a flood hazard zone. The primary purpose of the law is to ensure that appropriate flood protection is provided in urban and urbanizing areas.

A project would be subject to the requirements of SB 5 if the project meets the following criteria:

1. Located within an urban area that is a developed area, as defined by CFR Title 44, Section 59.1, with 10,000 residents or more, or an urbanizing area that is a developed area or an area outside a developed area that is planned or anticipated to have 10,000 residents or more within the next 10 years.
2. Located within a flood hazard zone that is mapped as either a special hazard area or an area of moderate hazard on FEMA's official (i.e., effective) FIRM for the NFIP.
3. Located within the Sacramento-San Joaquin Valley.

[11] Central Valley Regional Water Quality Control Board. *The Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin.* Revised February 2019.

4. Located within an area with a potential flood depth above 3.0 feet, from sources of flooding other than localized conditions that may occur anywhere in a community, such as localized rainfall, water from stormwater and drainage problems, and water from temporary water and wastewater distribution system failure.
5. Located within a watershed with a contributing area of more than 10 square miles.

The project site is located approximately 0.75-mile north of the City of Woodland, which has a population of approximately 61,000 people, and is located within a U.S Census Bureau designated urban area.[12]Therefore, because the project site is located within an urban developed area, the project would meet Criteria 1. With respect to Criteria 2, as shown in Figure 4.3-1, the majority of the site is located within Zone AE, and is also located within the Sacramento Valley, consistent with Criteria 3. With respect to Criteria 4, the majority of the site is located within an area with a potential flood depth ranging from 54 to 56 feet amsl. Because the flood depth is above three feet, the project would meet Criteria 4. Finally, consistent with Criteria 5, the site is located within the Cache Creek watershed, which has a contributing area of more than 10 square miles. Overall, because the proposed project would meet the above criteria, the requirements of SB 5 would apply and the project would be required to make findings related to flooding associated with the 200-year storm.

Sustainable Groundwater Management Act

DWR has developed a Strategic Plan for its Sustainable Groundwater Management (SGM) Program. DWR's SGM Program will implement the new and expanded responsibilities identified in the 2014 SGMA. The expanded responsibilities include the following:

1) Developing regulations to revise groundwater basin boundaries;
2) Adopting regulations for evaluating and implementing GSPs and coordination agreements;
3) Identifying basins subject to critical conditions of overdraft;
4) Identifying water available for groundwater replenishment; and
5) Publishing best management practices for the sustainable management of groundwater.

The SGMA applies to the 127 High and Medium Priority groundwater basins, which account for approximately 96 percent of groundwater use in California. The Yolo Subbasin is designated as High Priority under the SGMA. The SGMA requires High and Medium Priority basins under the California Statewide Groundwater Elevation Monitoring (CASGEM) program subject to critical conditions of overdraft to be managed under a groundwater sustainability plan by January 31, 2020 (Water Code Section 10720.7(a) (1)), and requires all other groundwater basins designated as High or Medium Priority basins to be managed under a groundwater sustainability plan by January 31, 2022 (Water Code § 10720.7 (a) (2)). According to Bulletin 118,[13] the Yolo Subbasin is not subject to critical conditions of overdraft. The SGMA requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. The SGMA provides substantial time (20 years) for GSAs to implement plans and achieve long-term groundwater sustainability. The SGMA protects existing surface water and groundwater rights and does not impact current drought

[12] U.S. Census Bureau. *2020 Census Urban Area Map*. Available at: https://www.arcgis.com/apps/mapviewer/index.html?layers=10551da8fcd24062b1857473252b3df8. Accessed November 2025.
[13] Department of Water Resources. *Bulletin 118* [pg. 98]. 2003.

response measures. Yolo County has partnered with various other local agencies to form the YSGA, which prepared the Yolo Subbasin GSP in compliance with the SGMA.[14]

Senate Bill 610 and Senate Bill 210

California SB 610 and SB 221 amended State law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 were companion measures which sought to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. The purpose of such coordination is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet existing demands, anticipated demands from approved projects and tentative maps, and the demands of proposed projects. SB 610 amended California Water Code sections 10910 through 10915 (inclusive) to require land use lead agencies to identify any public water purveyor that may supply water for a proposed development project; and request a water supply assessment from the identified water purveyor. The purpose of the water supply assessment is to demonstrate the sufficiency of the purveyor's water supplies to satisfy the water demands of the proposed development project, while still meeting the water purveyor's existing and planned future uses. Water Code sections 10910 through 10915 delineate the specific information that must be included in the water supply assessment. The proposed project would meet the SB 610 definition of a "project" based on the proposed industrial acreage of over 40 acres, and a Water Supply Evaluation was prepared and is referenced herein.

In 2001, SB 221 amended State law to require that approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. Per California Government Code section 66473.7(a)(1), a subdivision means a proposed residential development of more than 500 dwelling units. The proposed project would not include residential development, and, therefore, the requirements of SB 221 would not apply to the proposed project.

Local Regulations

The following are the local environmental laws and policies relevant to hydrology and water quality.

Yolo County General Plan

The following goals and policies from the Yolo County General Plan related to hydrology and water quality are applicable to the proposed project:

Goal AG-2 Natural Resources for Agriculture. Protect the natural resources needed to ensure that agriculture remains an essential part of Yolo County's future.

Policy AG-2.1 Protect areas identified as significantly contributing to groundwater recharge from uses that would reduce their ability to recharge or would threaten the quality of the underlying aquifers.

Goal CO-2 Biological Resources. Protect and enhance biological resources through the conservation, maintenance, and restoration of key habitat areas and

[14] Yolo Subbasin Groundwater Agency. *2022 Groundwater Sustainability Plan*. Adopted January 24, 2022.

corresponding connections that represent the diverse geography, topography, biological communities, and ecological integrity of the landscape.

Policy CO-2.31 Protect wetland ecosystems by minimizing erosion and pollution from grading, especially during grading and construction projects.

Goal CO-5 Water Resources. Ensure an abundant, safe, and sustainable water supply to support the needs of existing and future generations.

Policy CO-5.14 Require that proposals to convert land to uses other than agriculture, open space, or habitat demonstrate that groundwater recharge will not be significantly diminished.

Policy CO-5.15 Encourage new development and redevelopment to use reclaimed wastewater, where feasible, to augment water supplies and to conserve potable water for domestic purposes.

Policy CO-5.16 Require all development to have an adequate water supply. Require significant discretionary projects to demonstrate adequate long-term and sustainable water supplies by preparing a verified water supply assessment. The assessment shall demonstrate a long-term, reliable water supply satisfactory under normal and above normal rainfall conditions, as well as drought conditions. Satisfy the requirements of CEQA Guidelines Section 15155 to consult with water agencies regarding water supply assessments.

Policy CO-5.17 Require new development to be designed such that nitrates, lawn chemicals, oil, and other pollutants of concern do not impair groundwater quality.

Policy CO-5.19 Strive for "water-neutral" development with new water demand offset by efficiency improvements elsewhere in the system. Require all new developments to offset new water demands to the greatest extent feasible.

Goal HS-2 Flood Hazards. Protect the public and reduce damage to property from flood hazards.

Policy HS-2.7 Manage the floodplain to improve the reliability and quality of water supplies.

Yolo County Code

Yolo County Code Title 10, Chapter 9, Stormwater Management and Discharge Control, includes requirements to protect and enhance the water quality of watercourses and water bodies within the unincorporated areas of the County in a manner consistent with the CWA, the Porter-Cologne Water Quality Control Act, and the County Stormwater Management Program, by reducing pollutants in stormwater discharges to the maximum extent practicable and by prohibiting non-

stormwater discharges from entering the storm drain system. In addition, Section 10-9.303 requires that construction activities for which a building permit has been issued to implement appropriate BMPs to prevent the discharge of pollutants, to the maximum extent practicable. Pollutants may include, but are not limited to, soils, construction wastes or debris, contaminants from construction materials, tools, and equipment. New development and redevelopment projects are required to implement postconstruction BMPs to control the volume, rate, and potential pollutant load of stormwater runoff, including, but not limited to, requirements to minimize the generation, transport and discharge of pollutants. The owners or operators of facilities required to implement postconstruction BMPs shall enter into a maintenance agreement with the County for maintenance of such features.

Yolo County Flood Control and Water Conservation District

In 2000, the Yolo County Flood Control and Water Conservation District (YCFCWCD) prepared a Water Management Plan to outline strategies for improving water resource management to address agricultural, urban, and environmental needs within the County. The plan focused on optimizing the use of surface and groundwater resources, enhancing water supply reliability, improving flood control, and ensuring sustainable water practices. Key components included improving water delivery systems, promoting conservation, and enhancing partnerships with local stakeholders and State agencies. The plan emphasized balancing water demand with ecological preservation while preparing for future challenges related to growth and climate variability.

In 2006, the YCFCWCD prepared a Groundwater Management Plan in accordance with Assembly Bill (AB) 3030 and SB 1938 (Water Code sections 10750 through 10756). The goal of the Groundwater Management Plan was to ensure the sustainable use and long-term reliability of groundwater resources within the County. The plan outlined strategies for monitoring groundwater levels, improving groundwater recharge, protecting water quality, and mitigating overdraft risks. The plan emphasized collaboration with local agencies and stakeholders to create a comprehensive approach to managing groundwater, addressing the needs of agricultural, urban, and environmental users. The plan also focused on data collection and analysis to support adaptive management and ensure groundwater sustainability in the face of future demands and climate change impacts.

The most recent evaluation of the Yolo Subbasin was conducted for the GSP, which was completed in 2022. The GSP was prepared in response to the 2014 SGMA, which was a three-bill legislative package composed of AB 1939 (Dickinson), SB 1168 (Pavley) and SB 1319 (Pavley) signed into law by Governor Jerry Brown on September 16, 2014. The legislation provides for the local control of groundwater while requiring the sustainable management of the groundwater resource. Under SGMA, groundwater basins throughout California were classified as “high”, “medium, or “low” priority by the California DWR. The Yolo Subbasin is classified as a “high” priority basin, which required the GSA to prepare, adopt and submit a GSP to DWR by January 31, 2022.

GSPs must document conditions and establish management criteria to avoid undesirable results and identify potential actions that will maintain and/or achieve sustainable groundwater management by 2042, or 20 years from the date of the adoption of the GSP. Through a Joint Powers Agreement (JPA), the YSGA is the recognized GSA for the entire Yolo Subbasin and responsible for developing and implementing a GSP.

4.3.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to hydrology and water quality. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, a significant impact would occur if the proposed project would result in any of the following:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin or have sufficient water supplies available to serve 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:
    - Result in substantial erosion or siltation on- or off-site;
    - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
    - 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 either during construction or in the post-construction condition; or
    - Impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

Method of Analysis

Evaluation of potential impacts of the proposed project on hydrology and water quality were based on the following: the Yolo County General Plan; the Yolo County General Plan EIR; the FEMA National Flood Hazard Layer (NFHL) Viewer; and applicable State and federal regulations, as described above in the Regulatory Context section. In particular, the FEMA NFHL Viewer was used to identify any on-site SFHAs. Because the site currently consists of undeveloped agricultural land planted with row crops and would be developed with industrial uses, the foregoing information was used to calculate the potential impacts to the Project associated with SFHAs and/or floodplains.

In addition, information related to water supply was primarily drawn from the project-specific Water Supply Evaluation prepared for the proposed project by West Yost (see Appendix D). The method of analysis used in the Water Supply Evaluation is discussed further below.

Water Supply Evaluation

Pursuant to SB 610, the Water Supply Evaluation prepared for the proposed project provides a review of the projected water demand for the proposed project and the availability and reliability of available water supplies to meet the project's projected water demand. The estimated water

demand of the proposed project was calculated based on the existing water use at the adjacent Clark Pacific facility, as the proposed project is anticipated to be similar to the adjacent facility, and the water usage is anticipated to be proportional. The water demand estimate was determined according to the sf of the proposed project and water demand per sf, using the adjacent facility as reference.

Existing water use for the adjacent Clark Pacific facility is supplied from one private well located at the Clark Pacific facility. The existing well has a pumping capacity of 1,000 gallons per minute (gpm). Six of the existing buildings currently have individual reverse osmosis (RO) treatment systems for the potable water supply, although the RO systems are planned for removal because the existing well currently produces water which meets drinking water standards.

Existing water demands on the adjacent Clark Pacific facility are estimated to be approximately one million gallons per month, of which approximately 140,000 gallons per month is for potable uses and 860,000 gallons per month is for process uses. Based on such monthly water demand, the annual water demand is estimated to be about 37 AFY. The adjacent Clark Pacific facility includes 271,067 sf of buildings, indicating that existing water demands equate to approximately 3.7 gallons per month per sf of building. The proposed project is anticipated to be similar to the adjacent existing Clark Pacific facility, so the proposed facility is assumed to use a proportional amount of water. In order to conduct a conservative analysis, maximum buildout of the project site with a maximum total building square footage of up to 500,000 sf is assumed. Thus, with water demands at 3.7 gallons per month per sf of the 500,000 sf of buildings planned for the proposed project, the proposed project would use 1.8 million gallons per month, or approximately 68 AFY.

The applicant is currently engaged with the City of Woodland to potentially connect its facilities to the City's municipal water and sewer system. The water connection project is currently undergoing environmental review and could require approval from the City's voters. The applicant has indicated that the project is not dependent on the water connection project. Accordingly, the analysis herein assumes that the project will continue to rely on groundwater for any water needs and septic for any wastewater disposal.

Project Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance identified above.

As discussed in Chapter 3, Project Description, of this EIR, this analysis assumes that the proposed project would include future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within the existing impervious right-of-way, would disturb less than one acre of land, and would not create additional impervious area. Therefore, future off-site roadway improvements associated with the proposed project would not impact hydrology or water quality and are not discussed further herein.

4.3-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Construction of the proposed project would include grading, excavation, trenching for utilities, and other construction-related activities that could cause soil erosion at an accelerated rate during storm events. Such activities have the potential to affect water quality and contribute to localized violations of water quality standards if impacted stormwater runoff from construction activities enters Cache Creek in the project area, which eventually drains to the Yolo Bypass.

Soils exposed by the aforementioned types of construction activities have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2) sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants should enter receiving waters in sufficient quantities. Discharge of polluted stormwater or non-stormwater runoff could violate waste discharge requirements. However, impacts from construction-related activities would generally be short-term and of limited duration.

Development of the proposed project would include the expansion of the adjacent existing Clark Pacific facility. Although the proposed project does not include specific development plans at this time, the proposed project's facilities would generally mirror the existing Clark Pacific facility, which manufactures, processes, and stores prefabricated building materials. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping. Such new land uses could result in new stormwater pollutants being introduced to the project area.

During project operations, the proposed project would generate multiple vehicle and truck trips to and from the project site. Vehicles and other urban activities release contaminants onto the impervious surfaces. Pollutants associated with the project operation could include nutrients, oil and grease, metals, organics, pesticides, bacteria, sediment, trash, and other debris. Nutrients that could be present in post-construction stormwater include nitrogen and phosphorous resulting from fertilizers applied to landscaping. Excess nutrients could affect water quality by promoting excessive and/or a rapid growth of aquatic vegetation, which reduces water clarity and results in oxygen depletion. Pesticides, which are toxic to aquatic organisms and can bioaccumulate in larger species, such as birds and fish, can potentially enter stormwater after application to landscaped areas within the project site. Oil and grease could enter stormwater from vehicle leaks, traffic, and maintenance activities. Metals could enter stormwater as surfaces corrode, decay, or leach. Clippings associated with landscape maintenance and street litter could be carried into storm drainage systems. Pathogens (from pets, wildlife, and human activities) have the potential to affect downstream water quality.

NPDES permits are required for the discharge of pollutants to waters of the United States, which includes any discharge to surface waters, including lakes, rivers, streams, bays, dry stream beds, wetlands, and storm sewers. The RWQCB issues permits in lieu of direct issuance by the USEPA. The terms of the NPDES permits implement pertinent provisions of the CWA. Pursuant to Yolo County Code of Ordinances Section 10-9.503, because the proposed project would require construction activities that would result in a land disturbance of greater than one acre, and because operation of the project would include manufacturing activities, the project applicant would be required to comply with the requirements of both the Construction General Permit and the most current Industrial General Permit. Pursuant to the Construction General Permit and the Industrial General Permit requirements, the project applicant must file a Notice of Intent (NOI) with the SWRCB and prepare a SWPPP. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. BMPs include, but are not limited to, tracking controls, perimeter sediment controls, drain inlet protection, wind erosion/dust controls, and waste management control.

Non-stormwater management and material management controls reduce non-sediment-related pollutants from potentially leaving the construction site to the extent practicable. The Construction General Permit prohibits the discharge of materials other than stormwater and authorized non-stormwater discharges (such as irrigation and pipe flushing and testing). Non-stormwater BMPs tend to be management practices with the purpose of preventing stormwater from coming into contact with potential pollutants. Examples of non-stormwater BMPs include preventing illicit discharges, and implementing good practices for vehicle and equipment maintenance, cleaning, and fueling operations, such as using drip pans under vehicles. Waste and materials management BMPs include implementing practices and procedures to prevent pollution from materials used on construction sites. Examples of materials management BMPs include the following:

- Good housekeeping activities, such as storing of materials covered and elevated off the ground, in a central location;
- Securely locating portable toilets away from the storm drainage system and performing routine maintenance;
- Providing a central location for concrete washout and performing routine maintenance;
- Providing several dumpsters and trash cans throughout the construction site for litter/floatable management; and
- Covering and/or containing stockpiled materials and overall good housekeeping on the site.

Furthermore, in accordance with the Construction General Permit, the project site would also be inspected during construction before and after storm events and every 24 hours during extended storm events in order to identify maintenance requirements for the implemented BMPs and to determine the effectiveness of the implemented BMPs. As a “living document,” the site-specific SWPPP that would be prepared for the proposed project would be modified as construction activities progress. A Qualified SWPPP Practitioner (QSP) would ensure compliance with the SWPPP through regular

monitoring and visual inspections during construction activities. The QSP would amend the SWPPP and revise project BMPs, as determined necessary through field inspections, to protect against substantial erosion or siltation on- or off-site.

Following completion of construction, the proposed project would result in an increase in impervious surface area on the project site, which would result in increased potential for runoff. However, stormwater runoff from the project site currently flows to a channel along CR 18C parallel to the southern site boundary, where the channel then discharges stormwater to a basin located in the southwestern portion of the existing Clark Pacific facility. Following development of the proposed project, it is anticipated that runoff from new impervious surfaces within the project site would continue to be directed to the adjacent stormwater basin at the existing Clark Pacific facility.

Development of the proposed project could also increase polluted non-stormwater runoff. Such non-stormwater runoff could flow down sidewalks, parking areas, and drive aisles, and pick up additional pollutants deposited on impervious surfaces prior to discharge into the storm drain system and surface waters. Discharge of polluted stormwater or non-stormwater runoff could violate waste discharge requirements.

The existing Clark Pacific facility was required to install post-construction stormwater pollution controls, consistent with the design standards set forth in Section 11-5.2 of the Yolo County Stormwater Quality, Erosion and Sediment Control Improvement Standards.[15] Any new storm drain and/or channel replacements installed as part of the proposed project would be required to be similarly consistent with the applicable design standards established by the Yolo County Stormwater Quality, Erosion and Sediment Control Improvement Standards. For example, the SWPPP prepared for the existing Clark Pacific facility located immediately to the east of the project site includes detailed mandated BMPs, such as good housekeeping measures, preventative maintenance measures, spill and leak prevention and response measures, material handling and waste management measures, erosion and sediment control measures, an employee training program, and quality assurance and record keeping activities. Furthermore, the SWPPP prepared for the existing Clark Pacific facility includes advanced BMPs intended to prevent the contact of storm water with industrial activities and material; divert, reuse, contain, or reduce the volume of storm water runoff; and provide treatment control. Such advanced BMPs include storm resistant shelters, infiltration trenches and basins, detention basins, vegetated swales and buffer strips, water quality inlets, drain inlet inserts, process water recycling, and filter media waddles. The proposed project would be anticipated to include similar BMPs, which would ensure that project runoff is properly treated prior to discharging off-site during project operations.

While the final materials management BMPs to be used are currently unknown, the proposed project would likely include a combination of the BMP examples listed above. Final BMPs for project construction and operation would be chosen in consultation with the applicable California Stormwater Quality Association (CASQA) Stormwater BMP Handbooks and implemented by the project contractor.

[15] Yolo County Department of Planning and Public Works. *County of Yolo Improvement Standards, Stormwater Quality, Erosion and Sediment Control.* August 5, 2008.

Based on the above, compliance with the State NPDES Construction General Permit and the Industrial General Permit would ensure preparation of a SWPPP, subject to review and approval by the Central Valley RWQCB, as well as the County Public Works Division, which would minimize the potential degradation of stormwater quality and downstream surface water associated with the proposed project. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.3-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin or have sufficient water supplies available to serve the project, or have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Based on the analysis below, the impact is *less than significant*.

Assuming that the entire project site would be paved, the proposed project could conservatively result in approximately 76.76 acres of new on-site impervious surfaces. The new on-site impervious surfaces would reduce the infiltration of groundwater as compared to existing conditions. In addition, as discussed above, this analysis assumes that the proposed project would include future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within the existing impervious right-of-way, would disturb less than one acre of land, and would not create additional impervious area. Therefore, off-site roadway improvements associated with the proposed project would not decrease groundwater supplies or interfere with groundwater recharge.

Groundwater relies on annual rainfall and percolation through pervious soils to recharge the system. As discussed in the Existing Environmental Setting section above, however, soils throughout the eastern portion of Yolo County have very slow infiltration rates with high runoff potential during storm events. Thus, the project site would not be considered an area of substantial contribution to groundwater recharge in the region. Given the limited recharge potential of the portions of the site that would be developed with impervious surfaces, the proposed project would not interfere substantially with groundwater recharge.

In addition, the project site is located within the Yolo Subbasin, which is a portion of the larger Sacramento Valley groundwater basin. According to the County's General Plan EIR, groundwater storage for all of the County is estimated to be 14,038,000 acre-feet and is located between 20 and 420 feet below the surface. To ensure that

Yolo Subbasin levels are managed sustainably, the YSGA prepared the Yolo Subbasin GSP. The GSP was formally adopted by the YSGA Board of Directors on January 24, 2022. The basin is not currently in overdraft conditions and levels continue to be monitored by the YSGA.

According to the Water Supply Evaluation conducted for the proposed project, the Yolo Subbasin is a relatively stable basin with groundwater levels maintaining a relatively consistent long-term average elevation or depth to water. While groundwater levels decline during dry conditions due to reduced recharge from precipitation, local runoff, and seepage, and continued reliance on groundwater for agricultural and municipal demands, groundwater levels substantially recover during wet years. As shown above in Figure 4.3-2, the Yolo Subbasin exhibits continued groundwater level recovery after normal, dry, and multiple dry years.

As the proposed project is anticipated to be similar to the adjacent Clark Pacific facility, it is assumed that the proposed facility will utilize a proportional amount of water to the adjacent Clark Pacific facility (3.7 gallons per month per sf of the 500,000 sf of buildings planned for the proposed project, or 1.8 million gallons per month, or approximately 68 AFY). The GSP estimates that the sustainable yield of the Yolo Subbasin is 346,000 AFY. Therefore, the water demand for the proposed project (68 AFY) represents less than 0.02 percent of the sustainable yield of the Yolo Subbasin. In addition, the project site is currently subject to existing agricultural uses, which include irrigation using groundwater from the on-site pump. For a conservative analysis, the Water Supply Evaluation prepared for the proposed project did not consider such existing on-site water demand or account for a reduced net demand associated with development of industrial uses, compared to demand of existing agricultural uses. Therefore, the net new water demand associated with the proposed project would be significantly less than the conservative water demand estimate of 68 AFY. Thus, considering the relatively small water demand for the proposed project compared to the sustainable yield of the Yolo Subbasin and the exhibited groundwater level recovery of the subbasin, the Yolo Subbasin would have adequate water supply to handle the increase in water demand resulting from the proposed project during normal, dry, and multiple dry years. Furthermore, while development of the project site would include installation of private wells to establish water service, because the water demand associated with proposed project would represent less than 0.02 percent of the sustainable yield of the subbasin, development of the private well would not impede sustainable groundwater management of the basin.

Conclusion

Because the project site is not considered a site of substantial groundwater recharge and the proposed project would not involve increased demand on groundwater supplies within an area in a state of overdraft, the proposed project would not create a conflict with, or impede the implementation of, a sustainable groundwater plan. In addition, as the proposed project's water demands represent less than 0.02 percent of the sustainable yield of the Yolo Subbasin, the proposed project would not create an impact related to water supply. Thus, impacts related to groundwater would be ***less than significant***.

Mitigation Measure(s)
None required.

4.3-3 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: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or 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. Based on the analysis below, and with implementation of mitigation, the impact is *less than significant*.

The potential for the proposed project to result in substantial additional sources of polluted runoff, including erosion, is addressed under Impacts 4.3-1 and 4.3-2 above.

Existing impervious surfaces are not located within the project site, which is currently used for agricultural activities. Assuming that the entire project site would be paved, the proposed project could conservatively result in approximately 76.76 acres of new on-site impervious surfaces. Increases to peak runoff rates resulting from alterations to the existing drainage pattern of the site have the potential to result in exceedance of existing or planned stormwater drainage systems or flooding on- or off-site.

However, as discussed in the Existing Environmental Setting section above, soils throughout the eastern portion of Yolo County have very slow infiltration rates with high runoff potential during storm events. Thus, the project site would produce surface runoff with or without the proposed project. Stormwater runoff from the project site currently flows to a channel along CR 18C parallel to the southern site boundary, where the channel then discharges stormwater to a basin located in the southwestern portion of the existing Clark Pacific facility. Following development of the proposed project, runoff from new impervious surfaces within the project site would continue to be directed to the adjacent stormwater basin at the existing Clark Pacific facility. Given the limited drainage potential of the site even before development of the proposed project, and the already existing stormwater basin at the existing Clark Pacific facility, the proposed project would not be anticipated to substantially increase the rate or amount of surface runoff or exceed the capacity of existing or planned stormwater drainage systems. Nevertheless, a Final Drainage Study would be required with the project Improvement Plans to substantiate the drainage design. Without approval of a Final Drainage Study, a ***significant*** impact could occur.

Mitigation Measure(s)
Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.3-3 *Prior to approval of project improvement plans, the applicant shall prepare and submit an acceptable Final Drainage Study for review and approval to the County's Community Services Department. The Final Drainage Study shall demonstrate the project's compliance with all State stormwater standards and requirements. The Final Drainage Study shall identify the water quality treatment and source control measures needed to ensure that stormwater runoff from the proposed project is adequately treated and peak flows do not exceed the capacity of the receiving storm drainage system. A Post-Construction Stormwater Control Plan identifying the maintenance entity for the project's storm drainage system and maintenance requirements shall be incorporated into the project's improvement plans.*

4.3-4 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 impede or redirect flood flows, or in flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation. Based on the analysis below, and with implementation of mitigation, the impact is *less than significant*.

The project site is located approximately 72.87 miles from the coast and is not located near any lakes. Therefore, the proposed project would not be subject to potential impacts related to tsunamis or seiches and the following analysis relates to flood hazard zones only.

The project site is located within FEMA FIRM 06113C0435H, effective May 16, 2012. The FIRM shows that while a small northwestern portion of the site is located within Zone X, an Area of Minimal Flood Hazard, the majority of the project site is located within Zone AE, which is defined as a SFHA determined to flood during the one percent annual flood event (see Figure 4.3-1). The BFE on the site ranges from 54 to 56 feet. However, compliance with Section 8-4.501 of the County's Code of Ordinances would ensure that the project would not result in impacts related to flooding. Pursuant to Section 8-4.501 of the Code of Ordinances, all new non-residential construction shall either ensure that all structures are elevated at least one foot above the BFE, or that all structures are floodproofed below the BFE so that the structure is watertight with walls substantially impermeable to the passage of water. For analysis purposes, all new construction within the project site is assumed to be raised at least one foot above the existing 100-year floodplain with fill. Thus, to provide a conservative analysis for the proposed project, an approximate amount of soil import was calculated assuming all buildings would be raised to 57 feet for the entire 500,000 sf of building area assumed for the site. Accordingly, a conservative total of 55,556 cubic yards (CY) of soil are assumed to be imported to the project site during grading to raise the entire 500,000-sf building area above the BFE and out of the floodplain.

As noted above, the site is relatively flat with an elevation of approximately 55 to 65 feet amsl; thus, some portions of the site would not require soil import to raise the

buildings above the BFE. Due to the minimal amount of elevation gain associated with the raised building pads, any displaced flood flows would be anticipated to remain on-site, and flood waters would not be expected to be displaced off-site. Therefore, the required fill would not be anticipated to substantially alter the existing drainage pattern of the site or area. Nonetheless, calculations demonstrating such and submittal of a CLOMR to FEMA would be required to ensure the proposed project would not result in impacts related to flooding, such as resulting in a rise in the flood level downstream or exceeding the capacity of existing stormwater drainage systems in the project vicinity.

With respect to risking release of pollutants due to project inundation, because the proposed project consists of an expansion of the adjacent existing Clark Pacific facility to the east, project operation is assumed to include prefabrication of building materials. While not currently anticipated, in the event that future operations associated with the proposed project involve the routine use, transport, or disposal of hazardous materials, such materials would be safely managed in accordance with all applicable local, State, and federal regulations and would be required to notify the Yolo County Environmental Health Division (YCEHD) in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Furthermore, all stormwater exiting the project site would be directed to on-site stormwater quality features to ensure that any pollutants entrained within stormwater from the project site are removed prior to discharge.

Based on the above, the proposed project is not anticipated to result in the impediment or redirection of flood flows such that on- or off-site structures would be exposed to flood risk. However, specific development plans are not available at this time and, as such, it is not feasible to conclude with certainty that project buildout would not affect flood flows. As such, compliance with the County's Code of Ordinances Flood Hazard Reduction requirements and a CLOMR would be required prior to improvement and/or grading plan approval to ensure the project's compliance with existing regulations. Therefore, without compliance with the applicable County Code and a CLOMR submitted to FEMA, a ***significant*** impact could occur related to alteration of the existing drainage pattern of the site or area, including through alteration of a course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

4.3-4(a) *With the submittal of the improvement plans and prior to the initiation of any site grading or construction, the applicant shall submit for the review and approval of the Yolo County Building Division, verification that all new construction would be designed in compliance with Section 8-4.501 of the County's Code of Ordinances related to flood hazard reduction requirements, which include, but are not limited to, the use of anchoring, flood resistant construction materials, and elevation and floodproofing requirements, subject to review and approval by the Chief Building Official/Floodplain Administrator.. In addition, the applicant*

shall provide a "No-Rise" Certification consistent with Section 60.3(d)(3) of the NFIP from a California registered civil engineer or licensed land surveyor to the Chief Building Official/Floodplain Administrator for review and approval demonstrating that the improvements will not result in any increase in the base flood elevation (BFE). The No-Rise Certification shall be supported by technical data, including hydraulic modeling and calculations.

4.3-4(b) *With the submittal of the improvement plans and prior to approval of any grading permits, the applicant shall obtain from the Federal Emergency Management Agency (FEMA), a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F) for fill within a Special Flood Hazard Area. A copy of the letter shall be provided to the Yolo County Building Division. A Letter of Map Revision (LOMR), or a Letter of Map Revision based on Fill (LOMR-F) from FEMA shall be provided to the Chief Building Official/Floodplain Administrator prior to acceptance of grading permits as complete.*

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

The cumulative setting for impacts related to hydrology and water quality encompasses the Cache Creek watershed and the overall Yolo Subbasin.

4.3-5 Cumulative impacts related to the violation of water quality standards or waste discharge requirements, groundwater quality, management, and recharge, and impacts resulting from the alteration of existing drainage patterns. Based on the analysis below, the project's incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.

Potentially cumulative impacts related to stormwater quality, groundwater, and drainage patterns are discussed separately below.

Stormwater Quality

Construction activities have the potential to affect water quality and contribute to localized violations of water quality standards if stormwater runoff from construction activities enters receiving waters. Runoff from additional construction sites within the project area could carry sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products, which could result in water quality degradation if runoff containing such sediment or

contaminants should enter receiving waters in sufficient quantities. Thus, construction activities associated with the proposed project, in combination with construction activities associated with other reasonably foreseeable projects in the Cache Creek watershed, could result in cumulative impacts related to water quality. However, all construction projects resulting in disturbance of more than one acre of land are required to comply with the most current NPDES Construction General Permit requirements, and industrial uses would be required to comply with the most current NPDES Industrial General Permit requirements. Conformance with the NPDES Construction General Permit or the Industrial General Permit would require preparation of SWPPPs for all such projects, and subsequent implementation of BMPs to prevent the discharge of pollutants. Considering the existing permitting requirements for construction and industrial activity in the project area, cumulative construction within the Cache Creek watershed would be heavily regulated and impacts related to the degradation of water quality would be minimized to the extent feasible.

In addition, cumulative development within Yolo County that would connect to a small municipal separate storm sewer system (MS4), including privately owned stormwater systems that connect to a public system, would be subject to NPDES Phase II MS4 stormwater requirements, including source control and treatment control features. Specifically, regulated projects are required to divide the project area into drain management areas (DMAs) and implement and direct water to appropriately sized site design measures (SDMs) and Baseline Hydromodification Measures to each DMA. Source control measures must be designed for pollutant-generating activities or sources consistent with recommendations from the CASQA Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and must be shown on improvement plans.

Compliance with the foregoing regulations would ensure that potential cumulative impacts that could occur as a result of reasonably foreseeable future development within the Cache Creek watershed related to stormwater quality would be minimized to the maximum extent feasible.

Groundwater

Although cumulative development would increase the amount of impervious surfaces in the project region, thus reducing the infiltration of groundwater, stormwater would continue to be discharged to local waterways, where stormwater could partially infiltrate into the soil and recharge groundwater. Furthermore, the project site itself is not considered a site of substantial groundwater recharge; thus, development of the proposed project would not result in a significant cumulative loss of groundwater recharge.

Groundwater in the project region is managed on a subbasin level. The Yolo Subbasin, within which the project is located, is not in a state of overdraft, and the Yolo Subbasin GSP will continue to manage groundwater in the region.

Because groundwater is managed on a subbasin level, and the proposed project would not result in a substantial site-specific loss of groundwater recharge, the

proposed project, in combination with cumulative development within the region, would not result in a significant cumulative impact related to groundwater recharge.

Drainage Patterns

Cumulative development within the Cache Creek watershed, in combination with the proposed project, would introduce new impervious surfaces that could alter the existing drainage pattern of the area. However, all new storm drain and detention infrastructure installed as part of cumulative development would be required to be designed in accordance with the applicable provisions of the County's MS4 Standards Plan. In addition, with incorporation of the LID features designed and installed in compliance with applicable standards set forth by the CASQA Stormwater BMP Handbook for New Development and Redevelopment, peak flows exiting future development sites would not increase in the post-project condition. While cumulative development would introduce new impervious surfaces that would alter the existing drainage pattern of the Cache Creek watershed, through compliance with the aforementioned requirements, post-development peak flows would be attenuated to equal or less than that of pre-development flows. Furthermore, the proposed project would be designed such that raised building pads above the BFE would not result in displaced flooding off-site, and all other future development within the SFHA would similarly be required to comply with the County's Code of Ordinances Flood Hazard Reduction requirements, such as raising buildings above the BFE and ensuring improvements do not result in any increase in the BFE. Therefore, cumulative development within the watersheds, in combination with the proposed project, would not create or contribute runoff water that would exceed the existing on-site storm drainage system's capacity, provide substantial sources of polluted runoff, or redirect flood flows.

Conclusion

Based on the above, the proposed project, in combination with cumulative development within the Cache Creek watershed, would be required to comply with applicable regulations that would ensure would cumulative development does not result in degradation of surface or groundwater quality, depletion of groundwater supplies, the substantial loss of groundwater recharge, or create or contribute runoff water that would exceed the existing off-site storm drainage system's capacity, provide substantial sources of polluted runoff, or redirect flood flows. Thus, with implementation of the Mitigation Measures included herein for project-level impacts, the project's incremental contribution to the significant cumulative impact would be ***less than cumulatively considerable***.

Mitigation Measure(s)

None required.

4.4 Noise

4.4 NOISE

4.4.1 INTRODUCTION

The Noise chapter of the EIR describes the existing noise environment in the project vicinity and identifies potential impacts and mitigation measures related to noise and vibration associated with construction and operation of the proposed project. The methods by which the potential impacts are analyzed are discussed, followed by the identification of potential impacts and the recommended mitigation measures designed to reduce significant noise and vibration impacts to less-than-significant levels, if required. The Noise chapter is primarily based on the Environmental Noise Assessment (Noise Assessment) prepared for the proposed project (see Appendix E of this EIR)[1] by Saxelby Acoustics (Saxelby), as well as the Yolo County General Plan[2] and the Yolo County General Plan EIR.[3]

4.4.2 EXISTING ENVIRONMENTAL SETTING

The Existing Environmental Setting section provides background information on noise and vibration, a discussion of acoustical terminology and the effects of noise on people, existing sensitive receptors in the project vicinity, existing sources and noise levels in the project vicinity, and groundborne vibration.

Fundamentals of Acoustics

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected, or undesired, and therefore, may be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

The decibel scale was devised to measure sound. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0.0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in dB correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. A strong correlation exists between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For such reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted

1 Saxelby Acoustics, LLC. *Environmental Noise Assessment, Clark Pacific Facility Expansion*. October 3, 2025.
2 Yolo County. *2030 Countywide General Plan.* Adopted November 10, 2009.
3 Yolo County. *Yolo County 2030 Countywide General Plan EIR*. Certified November 10, 2009.

sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, day/night average level (L_{dn}), and shows very good correlation with community response to noise.

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dBA weighting applied to noise occurring during nighttime hours (10:00 PM to 7:00 AM). The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, the noise measurement tends to disguise short-term variations in the noise environment.

The Community Noise Equivalent Level (CNEL) is defined as the 24-hour average noise level with noise occurring during evening hours (7:00 PM to 10:00 PM) weighted by +5.0 dBA, and nighttime hours weighted by +10.0 dBA. The L_{max} is defined as the highest root-mean-square (RMS) sound level measured over a given period of time. The Sound Exposure Level (SEL) is a rating, in decibels, of a discrete event, such as aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.

Table 4.4-1 below lists several examples of the noise levels associated with common situations.

Table 4.4-1
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
N/A	110	Rock Band
Jet Fly-over at 300 meters (1,000 feet)	100	N/A
Gas Lawn Mower at 1 meter (3 feet)	90	N/A
Diesel Truck at 15 meters (50 feet), at 80 km/hr (50 mph)	80	Food Blender at 1 meter (3 feet) Garbage Disposal at 1 meter (3 feet)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 meters (100 feet)	70	Vacuum Cleaner at 3 meters (10 feet)
Commercial Area Heavy Traffic at 90 meters (300 feet)	60	Normal Speech at 1 meter (3 feet)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
N/A	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation, Technical Noise Supplement, Traffic Noise Analysis Protocol. September 2013.

Stationary sources of noise, including construction equipment, attenuate at a rate of approximately 6.0 dB per doubling of distance from the source depending on ground absorption. Physical barriers located between a noise source and the noise receptor, such as berms or sound walls, increase the efficacy of noise attenuation that occurs by distance alone. Widely distributed

noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

Surrounding Land Uses and Existing Sensitive Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. Action HS-A62 of the Yolo County General Plan provides a County-specific definition of sensitive receptors using the following criteria: residentially designated land uses; hospitals, nursing/convalescent homes, and similar board and care facilities; hotels and lodgings; schools and day care centers; and neighborhood parks. Considering Yolo County's definition of sensitive receptors, the nearest sensitive receptor in the vicinity of the project site is the Happy Ranch Program care home to the west of the project site, across the California Northern Railroad (CFNR) tracks. Various farm dwellings exist within areas designated for agricultural uses by Yolo County, which are in close proximity to the project site. For instance, the nearest farm dwellings are approximately 320 feet and 420 feet southeast of the project site, respectively. Though not defined as a sensitive receptor in the Yolo County General Plan, all such farm dwellings are considered other sensitive land uses for the purpose of this analysis.

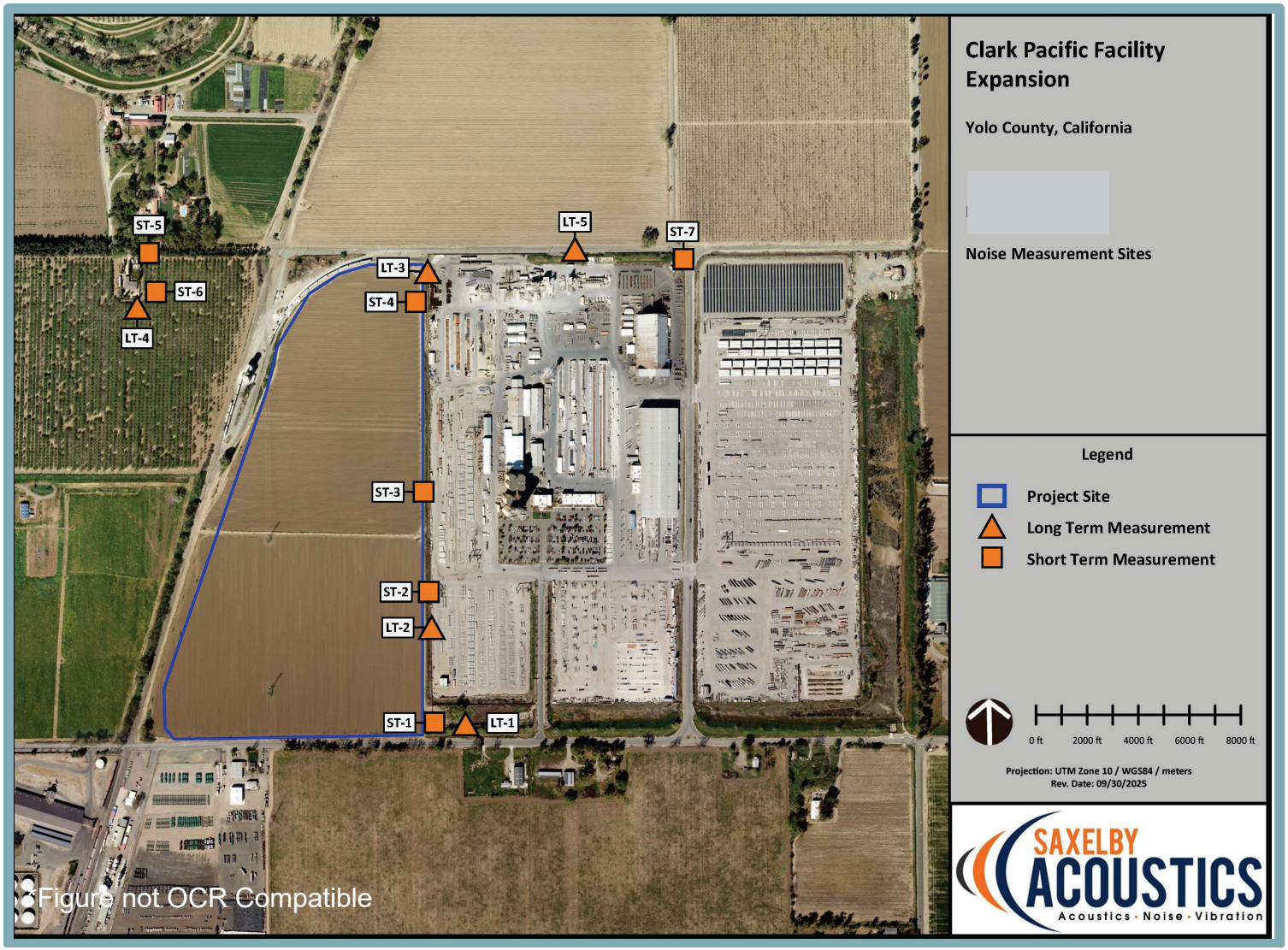
Existing Ambient Noise Environment

The existing ambient noise environment in the project vicinity is primarily defined by traffic on State Route (SR) 113 and the CFNR tracks. To quantify the existing ambient noise environment in the project vicinity, Saxelby conducted continuous (24-hour) noise level measurements at five locations and short-term noise measurements at seven locations nearby the project site, as shown in Figure 4.4-1. According to Saxelby, trains were observed departing from the site when noise level measurements were taken, and an average of four trains access the site every day. The sound level meters were programmed to record the maximum, median, and average noise levels at each measurement location during the survey. The maximum value, denoted as L_{max}, represents the highest noise level measured. The average value, denoted as L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted as L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period. A summary of the noise level measurement survey results is provided in Table 4.4-2.

Existing Traffic Noise Levels

The Federal Highway Administration (FHWA) Traffic Noise Model (FHWA-RD-77-108) was used to calculate existing noise levels due to traffic, expressed in L_{dn}, for roadways within the project vicinity. The approach used to evaluate existing traffic noise levels is discussed in the Method of Analysis section of this chapter. Existing and "baseline" traffic volumes and trip generation was obtained from the transportation consultant, Fehr & Peers. The Baseline conditions represent existing conditions with the addition of vehicle trips generated by approved projects in the study area vicinity and vehicle trips associated with increased production at the existing Clark Pacific facility. The term "baseline" used in this chapter related to traffic and associated noise level conditions is dissimilar to the CEQA definition of baseline and is more accurately defined as the Existing Plus Approved Projects condition. The only approved project added to the "baseline" condition is the California Compass Logistics Center (CCLC), an approved industrial project located within the City of Woodland.

Figure 4.4-1
Noise Measurement Locations



Source: Saxelby Acoustics, LLC, 2025.

Table 4.4-2
Existing Background Noise Measurement Data

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	4/25/24	62	58	46	79	55	46	74
LT-2	4/25/24	54	47	44	63	49	45	57
LT-3	4/25/24	53	49	46	67	47	42	60
LT-4	4/25/24	61	56	48	69	55	45	59
LT-5	4/25/24	61	60	53	80	52	49	72
ST-1	4/24/24	N/A	65	50	77	N/A	N/A	N/A
ST-2	4/24/24	N/A	47	45	58	N/A	N/A	N/A
ST-3	4/24/24	N/A	41	41	53	N/A	N/A	N/A
ST-4	4/24/24	N/A	47	47	56	N/A	N/A	N/A
ST-5	4/24/24	N/A	47	46	56	N/A	N/A	N/A
ST-6	4/24/24	N/A	51	50	60	N/A	N/A	N/A
ST-7	4/24/24	N/A	53	52	62	N/A	N/A	N/A

Notes:
- All values are shown in dBA.
- Daytime hours: 7:00 AM to 10:00 PM.
- Nighttime hours: 10:00 PM to 7:00 AM.

Source: Saxelby Acoustics, LLC, 2025.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project vicinity roadway segment, as summarized in Table 4.4-3. In some locations, sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Table 4.4-3
Existing Traffic Noise Levels

Roadway	Segment	Existing Noise Level (dBA L_{dn})	Baseline Noise Level (dBA L_{dn})
Best Ranch Road	SR 113 to Clark Junction	45.6	45.7
CR 18	Clark Junction to Clark Pacific Driveway	46.9	47.5
CR 18	Clark Pacific Driveway to CR 101	54.8	55.4
North East Street	Interstate 5 (I-5) Southbound Ramps to East Beamer Street	57.3	57.5
SR 113	CR 18C to I-5 Northbound Ramps	56.8	57.0
SR 113	CR 17A to Best Ranch Road	55.6	55.7

Source: Saxelby Acoustics, LLC, 2025.

Fundamentals of Vibration

Vibration is similar to noise in that both involve a source, a transmission path, and a receiver. However, while noise is generally considered to be pressure waves transmitted through air, vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration depends on their individual sensitivity, as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second (in/sec) peak particle velocity (PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception, as well as damage to structures, have been developed for vibration in terms of PPV and RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes decrease with increasing distance.

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. Operation of construction equipment and construction techniques generate ground vibration. Roadway traffic can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

Existing Ambient Vibration Environment

The project site is currently undeveloped and the existing residential and agricultural uses in the project vicinity are not typical sources of vibration. Overall, while the existing Clark Pacific facility, east of the project site, as well as the existing CFNR tracks west of the site could constitute

existing sources of vibration, substantial sources of existing vibration do not exist in the project site vicinity.

Off-Site Roadway Improvement

As discussed in further detail in Chapter 3, Project Description, of this EIR, the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers (see Appendix F of this EIR)[4] determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the SR 113/CR 18C intersection during the PM peak hour. Whether installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, is required and would be subject to further review, analysis, and coordination with the California Department of Transportation (Caltrans) and the County. For conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within the existing right-of-way.

4.4.3 REGULATORY CONTEXT

In order to limit exposure to physically and/or psychologically damaging noise levels, the State of California, various county governments, and most municipalities in the State have established standards and ordinances to control noise. Applicable federal laws or regulations pertaining to noise or vibration that would directly apply to the proposed project do not exist. The following provides a general overview of the existing State and local regulations that are relevant to the proposed project.

State Regulations

The following are the State environmental laws and policies relevant to noise and vibration.

California Building Code

The California Building Code (Title 24, Part 2 of the California Code of Regulations [CCR]) establishes uniform minimum noise insulation performance standards to protect persons within new buildings that house people, including hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources cannot exceed 45 dB L_{dn} or CNEL in any habitable room. Title 24 also requires that for structures containing noise-sensitive uses to be located where the L_{dn} or CNEL exceeds 60 dB, an acoustical analysis must be prepared to identify mechanisms for limiting exterior noise to the prescribed allowable interior levels. If the allowable interior noise levels are met by requiring that windows be kept closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment.

Local Regulations

The following are the local environmental goals and policies relevant to noise and vibration.

Yolo County General Plan

The relevant goals and policies from the Yolo County General Plan related to noise are presented below.

[4] Fehr & Peers. *Transportation Impact Study for the Proposed Clark Pacific Facility Expansion in Yolo County, CA*. August 20, 2025.

Goal HS-7 Noise Compatibility. Protect people from the harmful effects of excessive noise.

Policy HS-7.1 Ensure that existing and planned land uses are compatible with the current and projected noise environment. However, urban development generally experiences greater ambient (background) noise than rural areas. Increased density, as supported by the County in this General Plan, generally results in even greater ambient noise levels. It is the County's intent to meet specified indoor noise thresholds, and to create peaceful backyard living spaces where possible, but particular ambient outdoor thresholds may not always be achievable. Where residential growth is allowed pursuant to this general plan, these greater noise levels are acknowledged and accepted, notwithstanding the guidelines in Figure HS-7 [of the General Plan, include as Figure 4.4-2, below].

Policy HS-7.3 Protect important agricultural, commercial, industrial, and transportation uses from encroachment by land uses sensitive to noise and air quality impacts.

Policy HS-7.5 Minimize the impact of noise from transportation sources including roads, rail lines, and airports on nearby sensitive land uses.

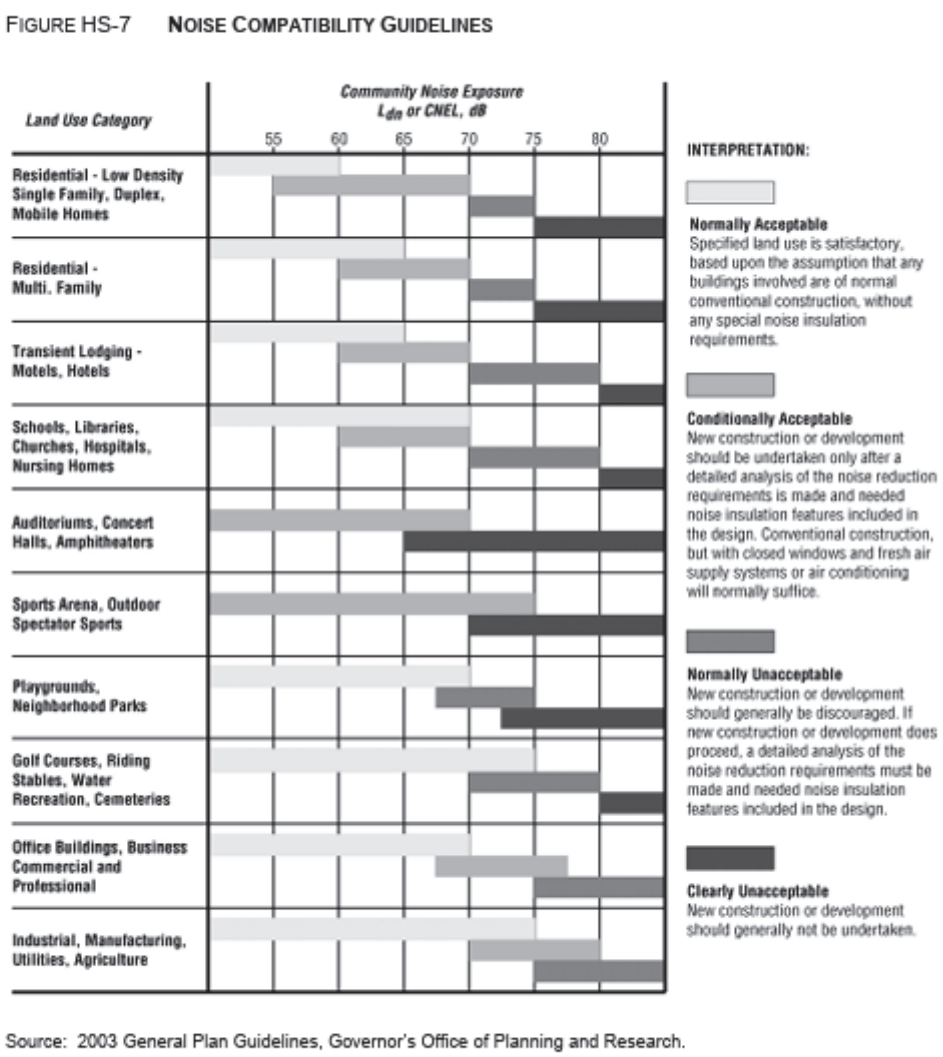
Policy HS-7.8 Encourage local businesses to reduce vehicle and equipment noise through fleet and equipment modernization and retrofits, use of alternative fuel vehicles, and installation of mufflers or other noise reducing equipment.

4.4.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology used to analyze and determine the potential impacts of the proposed project related to noise and vibration. In addition, a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. City of Los Angeles,* [2011] 201 Cal.App.4th 455, 473 [*Ballona*]). The California Supreme Court has held that "CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project's future users or residents. What CEQA does mandate is an analysis of how a project might exacerbate existing environmental hazards." (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* [2015] 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* [2016] 6 Cal.App.5th 160, 197 ["identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA's legislative purpose nor required by the CEQA statutes"], quoting *Ballona*, *supra*, 201 Cal.App.4th at p. 474).

Figure 4.4-2
Noise Compatibility Guidelines



Source: 2003 General Plan Guidelines, Governor's Office of Planning and Research.

Therefore, for the purposes of the CEQA analysis, the relevant inquiry is not whether the future employees of the proposed project will be exposed to pre-existing environmental noise-related hazards, but instead whether project-generated noise would exacerbate the pre-existing conditions.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, an impact related to noise is considered significant if the proposed project would result in any of the following:

- 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;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Issues Not Discussed Further

The Initial Study prepared for the proposed project (see Appendix A) determined that development of the proposed project would result in no impact related to the following:

- 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.

For the reasons cited in the Initial Study (Section XIII, Noise), the potential impacts associated with the above are not analyzed further in this EIR.

Summary of Applicable Noise Standards

Noise level standards applicable to the proposed project are summarized below.

Temporary Construction Noise

With temporary construction noise impacts, identification of “substantial increases” depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. The County has not adopted any formal standard for evaluating temporary construction noise. For short-term noise associated with project construction, the following analysis uses the Caltrans increase criteria of 12 dBA, applied to existing residential receptors in the project vicinity. Such a level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the State level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

Normally Acceptable Noise Level Standard

Yolo County General Plan Policy HS-7.1 establishes the noise level performance standards, as provided in Figure 4.4-2, to ensure that existing and planned land uses are compatible with the current and projected noise environment. Figure 4.4-2 establishes a “Normally Acceptable” noise level standard for backyard living spaces and indoor areas of single-family residential uses of 60

dBA L_{dn}. If the operational noise level created by the proposed project exceeds the "Normally Acceptable" noise level standard provided in Figure 4.4-2, a significant impact could occur.

Substantial Increase Criteria

Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. Yolo County, like many jurisdictions, does not have an adopted policy regarding significant increases in ambient noise. However, specific professional standards have been developed. The standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible;
- A 5-dB change is clearly perceptible; and
- A 10-dB increase is perceived as being twice as loud, and a 10-dB decrease is perceived as being half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. Table 4.4-4 is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that the recommendations are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

Table 4.4-4
Significance of Changes in Cumulative Noise Exposure

Existing Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60 – 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the Table 4.4-4 data, an increase in noise levels of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in noise levels of 1.5 dB or more may be significant where the pre-project noise levels exceed 65 dB L_{dn}. The rationale for the Table 4.4-4 criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Vibration

Yolo County does not have specific policies or standards pertaining to vibration levels. However, vibration levels associated with construction activities and project operations are addressed as potential vibration impacts associated with project implementation. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events.

Construction operations have the potential to result in varying degrees of temporary ground vibration depending on the specific construction equipment used and operations involved. Table 4.4-5 indicates that, pursuant to Caltrans standards, the threshold for architectural damage to structures is 0.2 in/sec PPV and continuous vibrations of 0.1 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 4.4-5
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 - 0.30	0.006 - 0.019	Threshold of perception; possibility of intrusion.	Vibrations unlikely to cause damage of any type.
2.0	0.08	Vibrations readily perceptible.	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected.
2.5	0.10	Level at which continuous vibrations begin to annoy people.	Virtually no risk of "architectural" damage to normal buildings.
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations).	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage.
10 - 15	0.4 - 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

Source: California Department of Transportation, 2002.

Method of Analysis

Below are descriptions of the methodologies used in the Noise Assessment (see Appendix E of this EIR) to measure temporary construction noise, existing and cumulative traffic noise levels, with and without the proposed project, as well as project operational noise. Further modeling details and calculations are provided in Appendix E to this EIR. The results of the noise and vibration impact analyses were compared to the standards of significance discussed above in order to determine the associated level of impact.

To quantify the existing ambient noise environment in the project vicinity, Saxelby conducted continuous (24-hour) noise level measurements at five locations and short-term noise level measurements at seven locations nearby the project site (see Table 4.4-2). The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. Larson Davis Laboratories (LDL) Model 820 and 831 precision integrating sound level meters were used for the ambient noise-level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment meets all pertinent specifications of the American National Standards Institute (ANSI) for Type 1 sound level meters (ANSI S1.4).

The FHWA Roadway Construction Noise Model (RCNM) was used to predict noise levels for standard construction equipment used for roadway improvement projects. The assessment of potential significant noise effects due to construction is based on the standards and procedures

described in the Federal Transit Authority (FTA) guidance manual and FHWA's RCNM. The RCNM is a Windows-based noise prediction model that enables the prediction of construction noise levels for a variety of construction equipment based on a compilation of empirical data and the application of acoustical propagation formulas. The RCNM enables the calculation of construction noise levels in more detail than the manual methods, which eliminates the need to collect extensive amounts of project-specific input data. RCNM allows for the modeling of multiple pieces of construction equipment working either independently or simultaneously, the character of noise emission, and the usage factors for each piece of equipment. Noise sources in the RCNM database include actual noise levels and equipment usage percentages.

To predict existing and project noise levels due to traffic, Saxelby used the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was used in conjunction with project-specific traffic volumes provided in the TIS prepared for the proposed project by Fehr & Peers (see Appendix F of this EIR). Existing and baseline traffic volumes and trip generation was obtained from the transportation consultant, Fehr & Peers. Baseline traffic conditions represent existing conditions with the addition of vehicle trips generated by approved projects in the study area vicinity and vehicle trips associated with production at the existing Clark Pacific facility.

Cumulative traffic conditions for SR 113 were obtained from the Yolo County General Plan EIR. While cumulative traffic conditions for Best Ranch Road and CR 18 were not available in the General Plan EIR, cumulative growth was estimated based on increases for similar nearby roads. Cumulative traffic conditions for North East Street were obtained from the City of Woodland General Plan EIR and were less than the Baseline volumes predicted by Fehr & Peers. Therefore, cumulative traffic conditions for North East Street were estimated to be 10 percent greater than the Baseline volumes. Truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for existing, baseline, and cumulative conditions resulting from the proposed project are provided in terms of L_{dn}.

While a site plan for the proposed project has not been developed, as described in Chapter 3, Project Description, of this EIR, the project site could ultimately be developed with a maximum total building square footage of up to 500,000 square feet (sf) of new industrial buildings. The proposed project could be comprised of a combination of a manufacturing building, concrete batch plant, and storage yards. The primary noise sources associated with operation of the storage yards include heavy truck movement, auto circulation, loading and unloading noise, and movement of support vehicles such as forklifts and Mi-Jacks. To predict noise levels from operational noise, Saxelby used the SoundPLAN noise prediction model to calculate noise levels at the nearest sensitive receptors. Inputs to the model included sound power levels for the proposed facilities, existing and proposed buildings, terrain type, and locations of sensitive receptors. In addition, operational noise predictions were based on long-term and short-term noise measurements of manufacturing building, concrete batch plant, and storage yards areas within the existing Clark Pacific facility over a period of 24 hours to determine future on-site operational noise exposure. Typical noise levels associated with manufacturing within the existing Clark Pacific facility produced noise levels of up to 53 dBA L_{eq} at 330 feet. Typical noise levels associated with the concrete batch plant produced noise levels of up to 59 dBA L_{eq} at 200 feet. Typical noise levels associated with the existing storage yards include noise levels of approximately 47 dBA at the boundary of the yards. Saxelby assumed that each of the proposed



buildings could be used simultaneously for manufacturing processes that would produce 53 dBA L_{eq} at 330 feet as measured at the existing site. While a new concrete batch plant may not be constructed as a part of the proposed project, Saxelby conservatively assumed that the proposed project could also contain a concrete batch plant which produces an average noise level of 59 dBA L_{eq} at 200 feet as measured at the existing facility. All noise sources were modeled as operating simultaneously from 4:00 AM to 3:00 PM.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison with the baseline and standards of significance identified above.

4.4-1 Generation of a substantial temporary 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. Based on the analysis below, the impact is *less than significant*.

Construction activities associated with the proposed project would require the use of numerous pieces of noise-generating equipment, such as excavating machinery (e.g., backhoes, bulldozers, excavators, front loaders) and other construction equipment (e.g., compactors, scrapers, graders). Construction worker traffic and construction-related material haul trips would raise ambient noise levels along local haul routes, depending on the number of haul trips made and types of vehicles used.

As discussed in further detail in Chapter 3, Project Description, of this EIR, this analysis assumes that the proposed project would include the future signalization of the SR 113/CR 18C intersection, located west of the southern boundary of the project site. Because signalization would occur within the existing right-of-way of the roadways, existing facilities would not be expanded, and new ground disturbance would not be required. As such, construction noise associated with the future signalization of the intersection would not involve activities requiring the use of significant noise-generating equipment. Therefore, the future signalization of the SR 113/CR 18C intersection would not contribute to a significant increase in noise levels.

As shown below in Table 4.4-6, the loudest phases of construction on the project site would be Site Preparation and Grading, with an average noise exposure of 88 dBA L_{eq} at 50 feet from the center of activity. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels. Saxelby used the Caltrans criterion to evaluate increases due to construction noise associated with the project. Construction noise levels were modeled using typical construction noise levels in Table 4.4-6 applied to existing residential receptors in the project vicinity. Figure 4.4-3 below shows the existing residential receptors and construction noise contours in the project vicinity, and Table 4.4-7 shows the construction noise level increases at the nearest residential receptors.

Table 4.4-6
Construction Equipment Noise Levels

Equipment	Quantity	Usage (Percent)	Maximum Noise Level at 50 Feet (dBA L_{max})	Hourly Average Noise Level at 50 Feet (dBA L_{eq})
Site Preparation				
Dozer	3	40	82	83
Tractor/Loader /Backhoe	4	40	84	86
Total	--	--	--	**88**
Grading				
Grader	1	40	85	81
Excavator	2	40	81	80
Tractor/Loader /Backhoe	2	40	84	83
Scraper	2	40	84	83
Dozer	1	40	82	78
Total	--	--	--	**88**
Building Construction				
Fork Lift	3	40	83	84
Generator	1	50	81	78
Crane	1	16	81	73
Welder/Torch	1	40	74	70
Tractor/Loader /Backhoe	3	40	84	85
Total	--	--	--	**85**
Paving				
Paver	2	50	77	77
Paving Equipment	2	50	77	77
Roller	2	20	80	76
Total	--	--	--	**81**
Architectural Coating				
Air Compressor	1	40	79	75
Total	--	--	--	75

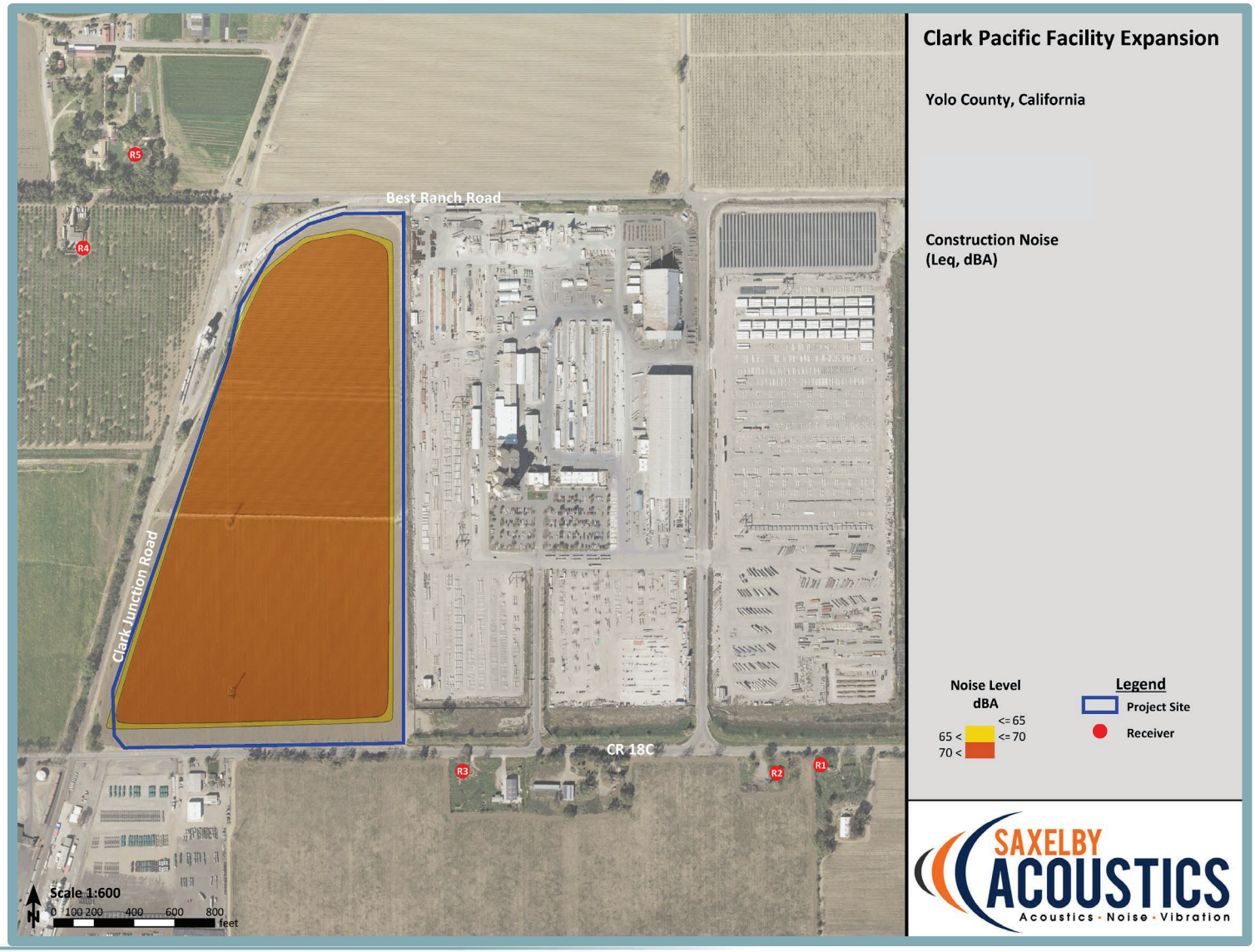
Source: FHWA, RCNM, January 2006.

Table 4.4-7
Construction Noise Level Increases

Receptor	Representative Noise Measurement Site	Existing Ambient (dBA L_{eq})	Construction Noise (dBA L_{eq})	Ambient Plus Construction (dBA L_{eq})	Difference (dBA L_{eq})	Exceeds 12 dB?
R1	LT-1	58.0	45.7	58.2	0.2	No
R2	LT-1	58.0	46.5	58.3	0.3	No
R3	LT-1	58.0	55.4	59.9	1.9	No
R4	LT-4	56.0	50.1	57.0	1.0	No
R5	LT-4	56.0	50.3	57.0	1.0	No

Source: Saxelby Acoustics, LLC, 2025.

Figure 4.4-3
Construction Noise



Based on the above, maximum noise levels associated with construction of the proposed project would result in a 1.9 dBA increase at residential receptors in the project vicinity, which is less than the applicable Caltrans significant increase criterion of 12 dBA. Therefore, construction of the proposed project would not result in potential noise impacts to nearby sensitive receptors. Thus, a ***less-than-significant*** impact would occur related to generation of a substantial 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.

Mitigation Measure(s)

None required.

4.4-2 Generation of a substantial 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. Based on the analysis below, the impact is *less than significant.*

The primary sources of operational noise associated with the proposed project would be traffic noise associated with traffic on local roadways, as well as on-site operational noise associated with the prefabricated building materials manufacturing.

Traffic Noise

Based on information provided by Fehr & Peers and using the methodology described in the Method of Analysis section above, traffic noise levels at roadway segments in the site vicinity adjacent to sensitive receptors under Existing, Existing Plus Project, Baseline, and Baseline Plus Project conditions were estimated as part of the Noise Assessment and are shown in Table 4.4-8 and Table 4.4-9 below. The tables also include an assessment of predicted traffic noise-level increases relative to existing ambient conditions in accordance with the FICON noise-level-increase significance criteria presented in Table 4.4-4.

As shown in Table 4.4-8 and Table 4.4-9, the increase in traffic noise levels attributable to the proposed project under Existing Plus Project and Baseline Plus Project conditions would be below the applicable FICON increase significance criteria shown in Table 4.4-4. Therefore, the proposed project, including future installation of a full traffic signal at the SR 113/CR 18C intersection, would not result in a substantial increase in noise levels due to project-generated traffic noise.

Operational Noise

Regarding compliance with County Standards during project operation, as shown in Figure 4.4-2, the Yolo County General Plan establishes a “Normally Acceptable” noise level standard for single-family residential uses of 60 dBA L_{dn}. To predict noise levels from operational noise, Saxelby used the SoundPLAN noise prediction model to calculate noise levels at the nearest sensitive receptors.

Table 4.4-8
Existing and Existing Plus Project Traffic Noise Increase Significance

Roadway	Segment	Existing (dBA L_{dn})	Significance Threshold	Existing + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	45.6	>60 or +5.0 dB	46.2	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	46.9	>60 or +5.0 dB	49.6	2.7	No
CR 18	Clark Pacific Driveway to CR 101	54.8	>60 or +5.0 dB	55.9	1.1	No
North East Street	I-5 Southbound Ramps to East Beamer Street	57.3	>60 or +5.0 dB	57.4	0.1	No
SR 113	County Road 18C to I-5 Northbound Ramps	56.8	>60 or +5.0 dB	57.5	0.7	No
SR 113	CR 17A to Best Ranch Road	55.6	>60 or +5.0 dB	55.7	0.1	No

Source: Saxelby Acoustics, LLC, 2025.

Table 4.4-9
Baseline and Baseline Plus Project Traffic Noise Increase Significance

Roadway	Segment	Baseline (dBA L_{dn})	Significance Threshold	Baseline + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	45.7	>60 or +5.0 dB	46.3	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	47.5	>60 or +5.0 dB	49.8	2.3	No
CR 18	Clark Pacific Driveway to CR 101	55.4	>60 or +5.0 dB	56.3	0.9	No
North East Street	I-5 Southbound Ramps to East Beamer Street	57.5	>60 or +5.0 dB	57.6	0.1	No
SR 113	County Road 18C to I-5 Northbound Ramps	57.0	>60 or +5.0 dB	57.7	0.7	No
SR 113	CR 17A to Best Ranch Road	55.7	>60 or +5.0 dB	55.7	0.0	No

Source: Saxelby Acoustics, LLC, 2025.

Figure 4.4-4 shows the predicted noise level contours resulting from operation of the proposed project. As shown therein, the proposed project is predicted to generate noise levels of up to 45 dBA L_{dn} at the residences to the south of the project site and 44 dBA L_{dn} at the Happy Ranch Program care home to the west of the project site. Therefore, operation of the proposed project would not generate noise levels in excess of 60 dBA L_{dn} and would comply with the Yolo County maximum noise level standard.

Furthermore, in regard to long-term project noise increases, Saxelby utilized the FICON significance criteria shown above in Table 4.4-4. As shown in Table 4.4-2, the existing ambient noise level is 62 dBA L_{dn} at the residences to the south of the project site and 61 dBA L_{dn} at the Happy Ranch Program care home to the west of the project site. At the existing noise level range of 60 to 65 dBA L_{dn}, a permanent +3.0 dBA increase in noise levels would be considered significant.

As shown in Figure 4.4-4 below, and based on the noise measurements from similar operational uses within the existing Clark Pacific facility, project operation is predicted to generate noise levels of up to 45 dBA L_{dn} at the residences to the south of the project site and 44 dBA L_{dn} at the Happy Ranch Program care home to the west of the project site. At the residences to the south of the project site, the logarithmic sum of the existing (62 dBA) plus project (45 dBA) noise levels would be 62.1 dBA L_{dn}, resulting in a long-term increase of 0.1 dBA L_{dn}. At the Happy Ranch Program care home to the west of the project site, the logarithmic sum of the existing (61 dBA) plus project (44 dBA) noise levels would be 61.1 dBA L_{dn}, resulting in a long-term increase of 0.1 dBA L_{dn}. Neither of the noise level increases would exceed the significance threshold of +3.0 dBA L_{dn} for noise environments of 60 to 65 dBA L_{dn}.

Conclusion

Based on the above, the proposed project, including the installation of a full traffic signal at the SR 113/CR 18C intersection, would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the Yolo County General Plan or applicable standards of other agencies, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

4.4-3 Generation of excessive groundborne vibration or groundborne noise levels. Based on the analysis below, the impact is *less than significant*.

According to the Environmental Noise Assessment, operations associated with the proposed project would not result in the generation of excessive groundborne vibration or groundborne noise levels. However, construction activity associated with the proposed project would have the potential to result in varying degrees of temporary ground vibration depending on the specific construction equipment used and operations involved. Project construction, including installation of a full traffic signal at the SR 113/CR 18C intersection, would use typical construction equipment and would not require significant sources of vibration such as pile driving or blasting.

Figure 4.4-4
Project Operational Noise Levels

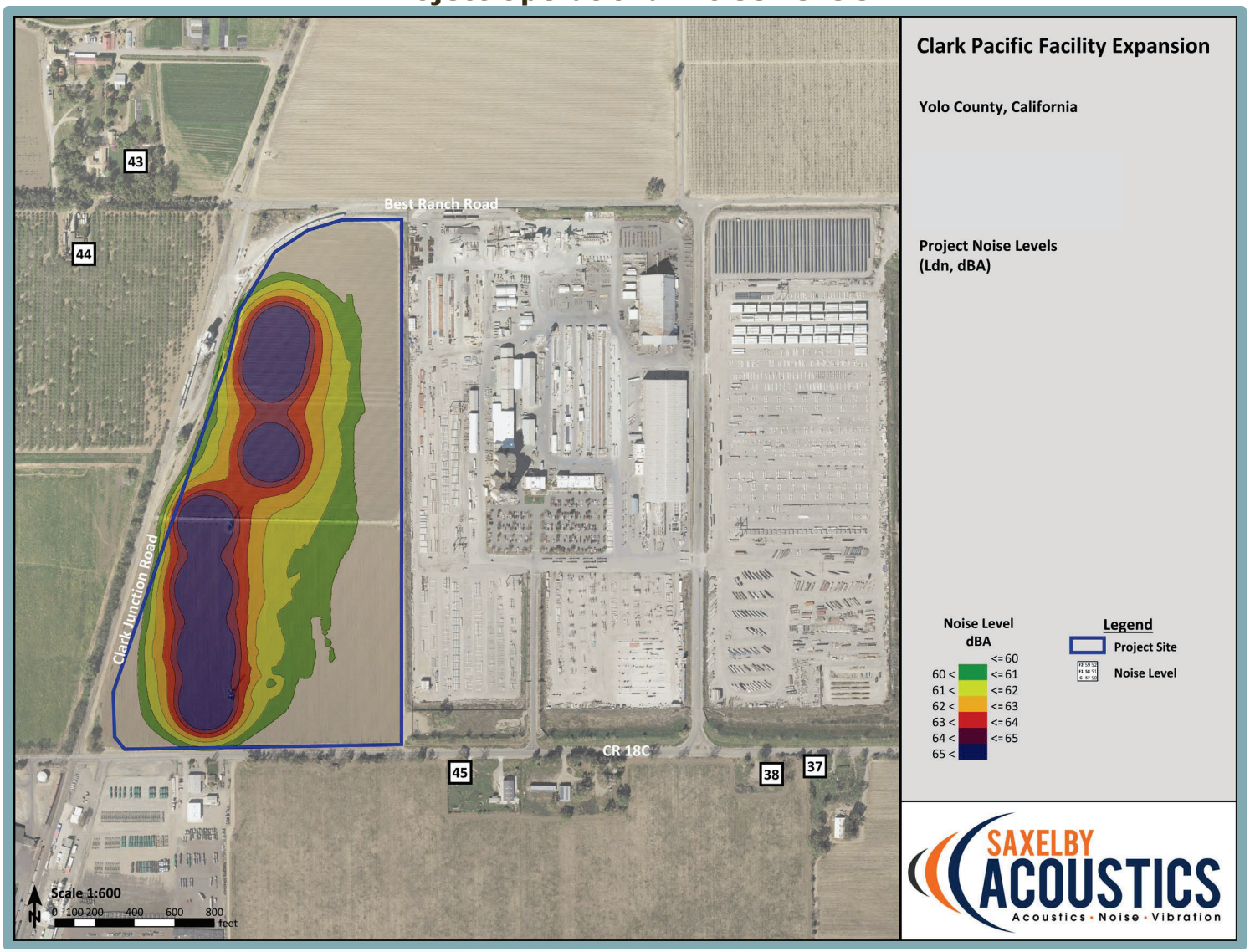


Table 4.4-10 below shows the typical vibration levels produced by construction equipment.

Table 4.4-10
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/Drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/Roller	0.210 (less than 0.2 at 26 feet)	0.074	0.026

Source: Saxelby Acoustics, LLC, 2025

Table 4.4-10 indicates that construction vibration levels anticipated for typical construction equipment are less than the 0.2 in/sec PPV threshold at distances of 26 feet. The nearest sensitive receptors that could be impacted by construction related vibrations, especially vibratory compactors/rollers, are residences located approximately 26 feet, or further, from the project site. At distances greater than 26 feet, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would occur during normal daytime working hours.

Based on the above, the proposed project would not result in generation of excessive groundborne vibration or groundborne noise levels, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

For further detail related to the cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this EIR.

4.4-4 Generation of a substantial permanent increase in ambient noise levels associated with cumulative development of the proposed project in combination with future buildout of Yolo County. Based on the analysis below, the project's incremental contribution to the significant cumulative impact is *less than cumulatively considerable*.

The cumulative setting for the proposed project consists of planned and future development within the County's General Plan policy area or areas within Yolo County in the project vicinity. As analyzed under Impact NOI-3 of the General Plan EIR, future development projects within the project area, including the proposed project, in combination with future development associated with buildout of the County's General Plan, would result in a significant and unavoidable impact related to a substantial or periodic increase in ambient noise levels. However, as discussed under Impact 4.4-1 of this chapter, the potential future developments are not expected to generate substantial noise levels during operations beyond the current noise levels generated by the existing uses in the project vicinity. Thus, operational noise resulting from the proposed project would not incrementally contribute to the existing significant impact related to periodic increase of ambient noise levels from buildout of the General Plan.

In addition, as discussed under Impact NOI-2 of the General Plan EIR, traffic noise generated by buildout of the General Plan could result in a potentially significant impact related to traffic noise levels in excess of the County's normally acceptable standards. However, such impacts would be reduced to a less-than-significant level with implementation of mitigation. Using the methodology described above in the Method of Analysis section, traffic noise levels under Cumulative and Cumulative Plus Project conditions were estimated as part of the Noise Assessment and are shown in Table 4.4-11. Traffic noise levels were predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. Predicted traffic noise levels were then compared to the noise level increase significance criteria presented in Table 4.4-4. As shown in Table 4.4-11, the proposed project would not result in a substantial increase in traffic noise levels under Cumulative Plus Project conditions and, as a result, impacts related to cumulative traffic noise would not occur. As such, traffic noise resulting from buildout of the General Plan, including the proposed project, would not incrementally contribute to the potentially significant impact related to traffic noise levels in excess of the County's normally acceptable standards resulting from buildout of the General Plan.

Conclusion

Based on the above, the proposed project, including the installation of a full traffic signal at the SR 113/CR 18C intersection, would not result in a substantial 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. Therefore, the proposed project's incremental contribution to cumulative noise impacts would be ***less than cumulatively considerable***.

Mitigation Measure(s)

None required.

Table 4.4-11
Predicted Cumulative and Cumulative Plus Proposed Project Traffic Noise Levels

Roadway	Segment	Cumulative (dBA L_{dn})	Significance Threshold	Cumulative + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	46.1	>60 or +5.0 dB	46.7	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	47.8	>60 or +5.0 dB	50.0	2.2	No
CR 18	Clark Pacific Driveway to CR 101	55.8	>60 or +5.0 dB	56.5	0.7	No
North East Street	I-5 Southbound Ramps to East Beamer Street	58.0	>60 or +5.0 dB	58.0	0.0	No
SR 113	County Road 18C to I-5 Northbound Ramps	60.7	+3.0 dB	61.0	0.3	No
SR 113	CR 17A to Best Ranch Road	61.1	+3.0 dB	61.1	0.0	No

Source: Saxelby Acoustics, LLC, 2025.

4.5 Transportation

4.5 TRANSPORTATION

4.5.1 INTRODUCTION

The Transportation chapter of the EIR discusses the existing transportation facilities within the vicinity of the project site, focusing on pedestrian, bicycle, and transit facilities, as well as applicable policies and guidelines used to evaluate operation of such facilities. Where development of the proposed project would conflict with applicable policies or guidelines, mitigation measures are identified. The information contained within this chapter is primarily based on the Transportation Impact Study (TIS) prepared for the proposed project by Fehr & Peers (see Appendix F),[1] as well as the Yolo County General Plan[2] and the Yolo County General Plan EIR.[3]

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, environmental documents must use vehicle miles traveled (VMT) rather than level of service (LOS) as the metric to analyze transportation impacts. Therefore, the analysis included in this chapter focuses on VMT. The State's requirement to transition from LOS to VMT is aimed at promoting infill development, public health through active transportation, and a reduction in greenhouse gas (GHG) emissions. However, the County's General Plan still includes requirements as to LOS. Accordingly, an analysis of LOS is available separately in the project-specific Traffic Operations Analysis prepared by Fehr & Peers as part of the TIS and would be used by the County in the project review process for determining consistency with General Plan goals and policies.

4.5.2 EXISTING ENVIRONMENTAL SETTING

The sections below describe the physical and operational characteristics of the existing transportation system within the project site vicinity, including the surrounding roadway network, transit, bicycle, and pedestrian facilities.

Existing Roadways

The following sections provide a summary of the existing roadways in the project site vicinity, as shown in Figure 4.5-1.

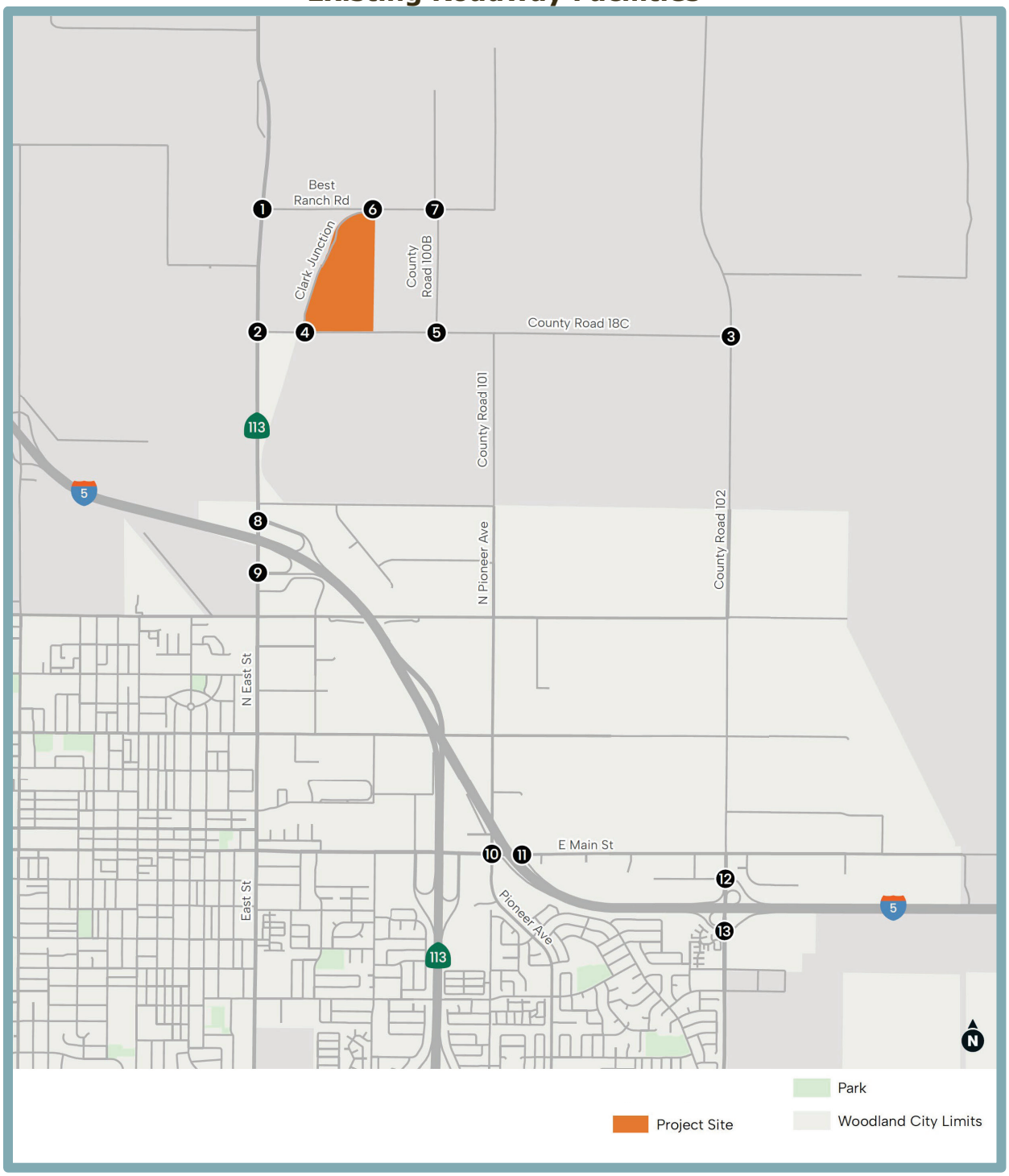
State Route 113

State Route (SR) 113 is a north-south highway between SR 99 in Sutter County and SR 12 near Rio Vista, California. Near the project site, SR 113 is a two-lane road. Between Churchill Downs Avenue and the SR113/Interstate 5 (I-5)/North East Street interchange, SR 113 transitions to a four-lane roadway with turn lanes. Within the vicinity of the project site, SR 113 has a posted speed limit of 55 miles per hour (mph).

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1 Fehr & Peers. Transportation Impact Study for the Proposed Clark Pacific Facility Expansion in Yolo County, CA. August 20, 2025.
2 Yolo County. *2030 Countywide General Plan*. Adopted November 10, 2009.
3 Yolo County. *Yolo County 2030 Countywide General Plan EIR*. Adopted November 10, 2009.

Figure 4.5-1
Existing Roadway Facilities



Source: Fehr & Peers, 2025.

North East Street
North East Street begins as a four-lane roadway on the south side of the SR 113/I-5 Southbound ramps/North East Street intersection located south of the project site. North East Street has a posted speed limit of 40 mph south of the I-5 Southbound Ramps.

Clark Junction
Clark Junction is a two-lane private road located between County Road (CR) 18C south of the project site and Best Ranch Road north of the site. Access to the project site would be provided by way of Clark Junction along the western border of the proposed project. The posted speed limit on Clark Junction is 15 mph.

County Road 18C
CR 18C is a two-lane east to west road that provides local access to businesses and rural residences between SR 113 and CR 102. CR 18 provides access to the existing Clark Pacific facility by way of two existing driveways southeast of the project site. The posted speed limit along CR 18C is generally 55 mph. However, several advisory speed limits ranging from 25 mph to 45 mph are also located along CR 18C.

Best Ranch Road
Best Ranch Road is a two-lane, approximately one-mile-long road, east of SR 113 that bounds the project site to the north. According to the TIS prepared for the proposed project, Best Ranch Road does not have a posted speed limit.

County Road 102
CR 102 is a major two-lane County road connecting Knights Landing to the City of Woodland and the City of Davis. CR 102 is located east of the project site at the east terminus of CR 18C. In the vicinity of the project site, CR 102 runs north to south with a posted speed limit of 55 mph. South of the project site, CR 102 intersects I-5. As such, CR 102 provides alternative access between the project site and I-5, as opposed to the use of SR 113, as well as access to other destinations further south. As discussed in Chapter 3, Project Description of this EIR, trucks used to transport products from the existing Clark Pacific facility are required to follow a route prescribed by Condition #62 within the existing conditional use permit (CUP), which prohibits trucks associated with the Clark Pacific facility to use CR 102.

County Road 101/North Pioneer Avenue
CR 101 is a north to south arterial road in the unincorporated County between CR 18C and Churchill Downs Avenue. Between Churchill Downs Avenue and East Beamer Street, within the City of Woodland, CR 101 becomes North Pioneer Avenue. From East Beamer Street, North Pioneer Avenue becomes Pioneer Avenue and continues south, under I-5, through the City, until the intersection of Farmers Central Road in the southern portion of the City. CR 101/North Pioneer Avenue is located southeast of the project site and intersects with East Main Street where East Main Street runs east to west, south of I-5, and east of SR 113.

East Main Street
East Main Street is an east to west arterial road located in the City of Woodland between East Street and CR 102. East Main Street is located south of the project site and intersects with Pioneer Avenue where Pioneer Avenue runs north to south, west of I-5, and south of CR 101.

Anticipated Roadway Improvements

It should be noted that within the project site vicinity, the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) identifies several planned projects before 2040, including pavement rehabilitation on sections of SR 113, and reconstruction of the CR 102/I-5 interchange and the I-5/SR 113 freeway to freeway connector, among others. Roadway improvement projects are not planned along the proposed project frontages.

Pedestrian, Bicycle, and Transit Facilities

The sections below describe the existing pedestrian, bicycle, and transit facilities located within the vicinity of the site.

Pedestrian Facilities

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access the destinations such as institutions, businesses, public transportation, and recreation facilities. Pedestrian facilities are generally limited in the vicinity of the project site. Sidewalks do not exist along CR 18C or Best Ranch Road, nor do pedestrian facilities exist along the existing Clark Pacific facility frontages. The nearest sidewalk to the site is located on the east side of SR 113, at the SR 113/I-5 interchange within the City of Woodland. The nearest marked crosswalk to the project site is located at the SR 113/I-5 Southbound Ramps/North East Street intersection, located approximately 1.2 miles south of the project site within the City of Woodland. According to the TIS, although pedestrian crossings were not identified at any intersections in the vicinity of the project site, during supplemental field observations, a small number of pedestrians were observed walking on the roadway shoulder along Best Ranch Road and SR 113 near the project site.

According to the TIS, the ongoing Yolo Active Transportation Corridors Plan (YATC), led by the Yolo Transportation District, recently published draft recommendations that would include a planned off-street trail corridor on SR 113, north of Churchill Downs Avenue. Additionally, the Woodland Active Transportation Plan, led by the City of Woodland, includes a planned sidewalk extension on the east side of SR 113 from south of the I-5 Northbound Ramps to Churchill Downs Avenue, which could provide future connectivity to the aforementioned off-street trail corridor. However, the YATC does not currently include any planned pedestrian facility improvements along the project site frontages.

Bicycle Facilities

Yolo County includes the following bicycle system classifications:

- **Class I Off-Street Bike Paths** (also known as shared-use paths) are paved trails that are separated from roadways, and allow for shared use by both cyclists and pedestrians;
- **Class II On-Street Bike Lanes** are designated for use by bicycles by striping, pavement legends, and signs. In agricultural areas, designation of Class II facilities are recommended to consider movement of agricultural equipment;
- **Class III On-Street Bike Routes** are designated by signage for shared bicycle use with vehicles but do not necessarily include any additional pavement width for cyclists.

Bicycle facilities do not currently exist along the project site frontages on CR18C and Best Ranch Road. The nearest existing bicycle route is a Class II bike lane located approximately 1.6 miles east of the site, along CR 102. However, as discussed above, the ongoing YATC recently



published draft recommendations that would include a planned off-street trail corridor on SR 113, north of Churchill Downs Avenue. The Woodland Active Transportation Plan includes a planned Class I shared-use path on SR 113 south of Churchill Downs Avenue, which would presumably connect to the off-street trail corridor north of Churchill Downs Avenue. In addition, the Woodland Active Transportation Plan and the Yolo County Bicycle Transportation Plan show a planned Class II bike lane on CR 102 from East Main Street in the City of Woodland north to Knights Landing. Currently, none of the aforementioned documents contain planned bicycle facilities on the project frontages.

Transit System

Transit service in Yolo County is provided by Yolobus, which is operated by the Yolo Transportation District (YoloTD). Yolobus provides fixed-route bus and paratransit service throughout Yolo County, as well as commuter bus service to downtown Sacramento. Single rides are available for local, intercity, and express services. Discounted daily and monthly passes are also available. Yolobus also provides the BeeLine, an app-based on-demand rideshare service with several service zones in Yolo County. BeeLine rides are available to/from Woodland to/from the communities of Knights Landing and Yolo, and also within the City of Woodland.

Yolobus transit stops do not exist adjacent to the project site. The nearest bus stops to the site, located approximately 1.9 miles south of the project site near the East Street/Beamer Street intersection, serve Routes 211 and 212, which are fixed-route bus services. Similarly, the nearest BeeLine pick-up area to the project site within the Woodland service zone would be located west of the SR 113/Churchill Downs Avenue intersection, approximately one mile southwest the project site. Sidewalks do not exist between the project site and the nearest bus stops or BeeLine pick-up areas.

Vehicle Miles Traveled

VMT is a measure of the total amount of vehicle travel resulting from a project. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For analysis purposes, VMT refers to automobile VMT, specifically passenger vehicles and light trucks; heavy truck traffic is typically excluded. VMT does not directly measure traffic operations; instead, VMT is a measure of transportation network use and efficiency, especially when expressed as a function of population (i.e., VMT per capita). The key VMT metric used for the following analysis is workplace VMT per job, which is defined as all work-place tours and subtours at a workplace. Generally, a tour consists of an automobile trip that starts and ends at the same primary destination and a subtour consists of automobile travel to intermediate stops on the way to or from the same primary destination. For the project-specific VMT analysis, the primary destination would be the project site.

As a result of Senate Bill (SB) 743, passed in 2013, local jurisdictions may not rely on vehicle LOS and similar measures related to delay as the basis for determining the significance of transportation impacts under CEQA. Thus, consistent with the CEQA Guidelines, VMT is the primary metric used to identify transportation impacts to roadway systems within this chapter. Yolo County has not yet adopted VMT procedures or standards.

As discussed in further detail in the Method of Analysis section of this Chapter, the VMT estimates and forecasts contained in this analysis were obtained from screening maps and “HEX” geography. HEX geography consists of a series of six-sided polygons, or hexagon areas, that are used to apply a uniform grid on a map. SACOG uses HEX geography to organize VMT data for



both residential and employment-generating projects within the six-County Sacramento Region.[4] Organizing such data using HEX geography allows for comparison between the data contained in each hexagon area. Based on results produced by SACOG, in the proposed project area, existing regional work VMT per job is 21.3. For reference, the hexagon areas containing industrial/manufacturing businesses, such as the proposed project, show an average work VMT per job that exceeds 150 percent of the regional average of 21.3. The hexagon areas in the City of Woodland's "industrial area" (i.e., north of I-5) show the area exhibiting an average work VMT per job between 115 percent and 150 percent of the regional average.

4.5.3 REGULATORY CONTEXT

The following is a description of the regulatory context under which transportation issues are managed at the State and local levels.

State Regulations

The following are the State environmental laws and policies relevant to transportation.

Assembly Bill 32

Assembly Bill (AB) 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that "(a) the statewide GHG emissions limit shall remain in effect unless otherwise amended or repealed; (b) the intent of the Legislature is that the statewide GHG emissions limit continues in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020; and (c) the California Air Resources Board (CARB) shall make recommendations to the Governor and the Legislature on how to continue reductions of GHG emissions beyond 2020."

While AB 32 does not contain specific expectations related to individual land use projects, AB 32 does set statewide expectations for GHG reduction that have influenced VMT reduction expectations from land development projects as part of SB 375 and SB 743.

Senate Bill 375

SB 375 requires metropolitan planning organizations (MPO) to prepare a sustainable communities strategy (SCS) as part of their regional transportation plans (RTP). The SCS demonstrates how the region could meet its GHG reduction targets through integrated land use, housing, and transportation planning. Specifically, the SCS must identify land use and transportation strategies that, combined with the RTP project list, reduce GHG emissions from automobiles and light trucks in accordance with targets set by CARB.

Senate Bill 743

SB 743 creates or encourages several statewide changes to the evaluation of transportation and traffic impacts under CEQA. First, SB 743 directs the Governor's Office of Planning and Research (OPR), which has been renamed to the Governor's Office of Land Use and Climate Innovation (LCI), to amend the CEQA Guidelines to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPA) and allows LCI to extend use of the new metrics beyond TPAs. In the amended CEQA Guidelines, LCI selected automobile VMT as the preferred transportation impact metric and applied their discretion to recommend its

[4] Sacramento Area Council of Governments. *Senate Bill SB743.* Available at: https://sb743-sacog.opendata.arcgis.com/. Accessed December 2025.

use statewide. The California Natural Resources Agency certified and adopted the amended CEQA Guidelines in December 2018. The amended CEQA Guidelines state that "generally, VMT is the most appropriate measure of transportation impacts" and the provisions requiring the use of VMT apply statewide as of July 1, 2020. The amended CEQA Guidelines further state that land use "projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less-than-significant transportation impact."

SB 743 establishes that aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a TPA are not considered significant impacts on the environment. SB 743 added Section 21099 to the California Public Resources Code (PRC), which states that automobile delay, as described by LOS or similar measures of vehicular capacity or traffic congestion, is not considered a significant impact on the environment upon certification of the CEQA Guidelines by the California Natural Resources Agency. Following certification of the amended CEQA Guidelines in December 2018, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment.

Finally, SB 743 establishes a CEQA exemption for residential, mixed-use, and employment center projects that are: a) within transit priority areas; b) consistent with a specific plan for which an EIR has been certified; and c) consistent with a SCS. The exemption requires further review if the project or circumstances changes significantly.

Technical Advisory on Evaluating Transportation Impacts in CEQA

The Technical Advisory identifies screening thresholds to quickly identify when a project is expected to cause a less-than-significant impact without conducting a detailed study. The Technical Advisory suggests that projects meeting one or more of the following criteria would be expected to have a less-than-significant impact on VMT:

- Small projects – Projects consistent with an SCS and local general plan that generate or attract fewer than 110 trips per day;
- Projects near major transit stops – Certain projects (residential, retail, office, or a mix of these uses) proposed within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor;
- Affordable residential development – A project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT;
- Local-serving retail – Local-serving retail development tends to shorten trips and reduce VMT. The Technical Advisory encourages lead agencies to decide when a project will likely be local-serving but generally acknowledges that retail development, including stores larger than 50,000 square feet, might be considered regional-serving. The Technical Advisory suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant impact); and
- Projects in low-VMT areas – Residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The Technical Advisory provides guidance on the use of VMT screening maps for residential and office projects. Projects located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model illustrate areas that are currently below

threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps are allowed to be used to screen out residential and office projects from needing to prepare a detailed VMT analysis. The Technical Advisory offers guidance regarding residential, office, and retail projects because "they tend to have the greatest influence on VMT." For the aforementioned land uses, and other land uses such as the proposed project, lead agencies may develop their own specific thresholds using location-specific information. Currently, Yolo County does not have established VMT standards or thresholds.

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining the State Highway System (SHS), including in Yolo County. Within the study area, SR 113 and I-5 are components of the SHS. Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the SHS within the County would need to be approved by Caltrans.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

The VMT Focused Transportation Impact Study Guide (TISG) was adopted by Caltrans on May 20, 2020. The TISG outlines how Caltrans reviews land use projects with a focus on supporting State land use goals, State planning priorities, and GHG emissions reduction goals. The VMT TISG endorses LCI's Technical Advisory as the basis for transportation impact analysis methodology and thresholds, including the use of screening to streamline qualified projects because they help achieve the State's VMT reduction and mode shift goals.

Local Development Review Safety Review Practitioner's Guidance

The Local Development Review (LDR) Safety Review Practitioners Guidance advises practitioners how to evaluate project-related safety impacts on the state highway system. The analytical approach described in the LDR Safety Review Practitioners Guidance focuses on vulnerable road users (i.e., bicyclists and pedestrians) and underserved communities; enhancing safety for pedestrians, bicyclists, transit, and vehicular modes; and applying both reactive and systemic perspectives. Lastly, the LDR Safety Review Practitioners Guidance reiterates Caltrans supports for shifting away from using delay-based metrics for analysis in CEQA. It should be noted that while the LDR Safety Review Practitioners Guidance is used to develop significance thresholds related to vehicular queuing impacts on the SHS, the LDR Safety Review Practitioners Guidance does not include specific thresholds of significance.

Local Regulations and Policies

The following are applicable local regulations and policies relevant to transportation.

Sacramento Area Council of Governments

SACOG is an association of local governments from six counties and 22 cities within the Sacramento Region. The counties include El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba. SACOG is responsible for the preparation of, and updates to, the MTP/SCS for the region. The SACOG 2020 MTP/SCS provides a 20-year transportation vision and corresponding list of projects. The Metropolitan Transportation Improvement Program (MTIP) identifies short-term projects (i.e., projects with a seven-year horizon) in more detail. The current SACOG 2020 MTP/SCS was adopted by the SACOG board on November 18, 2019.

The SACOG 2020 MTP/SCS provides the basis for air quality conformity findings related to the federal Clean Air Act and determinations of whether the region is complying with GHG reduction

targets for automobiles and light trucks established under SB 375. Major projects that are inconsistent with the plan could jeopardize the plan's effectiveness for air pollution and GHG reduction. Consequently, consistency with the MTP/SCS is a potential basis for determining adverse impacts related to these environmental topics.

Yolo County General Plan

The following goals and policies from the Yolo County General Plan related to transportation and circulation are applicable to the project:

Goal CI-1 Comprehensive and Coordinated Transportation System. Plan, develop and maintain a comprehensive, coordinated transportation system to ensure the opportunity for safe, efficient and convenient movement of persons and goods.

Policy CI-1.4 Continue to work with Caltrans, SACOG, cities, and other regional agencies to achieve timely construction of freeway, interchange, highway and county road improvements that are consistent with this General Plan. The County shall assist Caltrans in implementing improvements to State Highway facilities that are required due to the new growth and are consistent with this General Plan.

Goal CI-2 Mode and User Equity. Design and implement a circulation and transportation system that reflects the needs of all transportation types and users.

Policy CI-2.1 When constructing or modifying roadways, plan for use of the roadway space by all users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, as appropriate to the road classification and surrounding land uses.

Policy CI-2.2 Encourage employers (including the County) to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at home programs, employee education and preferential parking for carpools/vanpools.

Policy CI-2.3 Ensure that, wherever feasible, public transit and alternative mode choices are a viable and attractive alternative to the use of single-occupant motor vehicles.

Policy CI-2.4 The comfort, convenience, and safety of bicyclists and pedestrians are as important as, and should be balanced to the greatest feasible extent with, those same values for drivers.

Goal CI-3 Service Thresholds. Balance the preservation of community and rural values with a safe and efficient circulation system.

Policy CI-3.3 CEQA review for subsequent projects will analyze project traffic and circulation impacts using both the Yolo County General

Plan policies and Caltrans policies (based on the Corridor System Management Plans [CSMPs], Traffic Contingency and Control Plans [TCCRs], or other guidelines) as applicable.

A. Consider the following objectives, following consultation with Caltrans, when making decisions to expand or modify the State highway system in Yolo County:

    1. Minimize impacts to the environment.
    2. Minimize increases in greenhouse gases and air pollutants.
    3. Minimize increases in VMT.
    4. Minimize long-distance commute trips.
    5. Fully utilize existing capacity while maintaining stable flows and speeds.
    6. Provide facilities for all users including pedestrians, bicyclists, carpool users and transit riders.

B. Consider the following objectives when making decisions to expand the County road system in Yolo County:

    1. Minimize impacts to the environment.
    2. Promote designs that result in a decrease of greenhouse gases and air pollutants.
    3. Promote designs that decrease Vehicle Miles Traveled (VMT) and long-distance commute trips.
    4. Fully utilize existing capacity in accordance with adopted Levels of Service.
    5. Provide facilities for all users including pedestrians, bicyclists, carpool users and transit riders, where appropriate.

Policy CI-3.7 Consider designs for planned roadway capacity improvements that recognize the unique conditions associated with rural and agricultural areas in accordance with established standards including, but not limited to, the following:

- American Association of State Highway and Transportation Officials (AASHTO) publication “A Policy on Geometric Design of Highways and Streets;”
- Caltrans’ Main Streets: Flexibility in Design and Operations;
- Federal Highway Administration’s Flexibility in Highway Design;
- 2007 California Fire Code; and

- Institute of Transportation Engineers' Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities

Policy CI-3.9 To the greatest feasible extent, require new development to construct safety improvements consistent with current design standards on existing roadways that are anticipated to accommodate additional traffic from planned development.

Policy CI-3.11 Require new development to finance and construct all off-site circulation improvements necessary to mitigate a project's transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts, and impacts to the State Highway System). For mitigation to be considered feasible, it must be consistent with the policies of the General Plan.

Policy CI-3.12 Collect the fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).

Policy CI-3.18 Ensure adequate access for emergency vehicles.

Policy CI-3.20 Achievement of the VMT threshold shall be measured based on the build-out of the plan area phases using a travel demand forecasting model that is sensitive to built environment variables including but not limited to the 4Ds (density, diversity, design, and destination). (DEIR MM CI-1a)

Policy CI-3.23 Ensure that walk times to necessary destinations are minimized and that the walking experience is comfortable.

Goal CI-4 Environmental Impacts. Minimize environmental impacts caused by transportation.

Policy CI-4.1 Avoid or mitigation environmental impacts from the construction and/or operation of the transportation system, to the greatest feasible extent.

Policy CI-4.3 Reduce dependence upon fossil fuels through:

- Reduction of vehicle trips and vehicle miles traveled by requiring compact, infill and mixed use development.
- Use of alternatives to the drive-alone automobile, including walking, bicycling and public transit.
- Use of vehicles powered by renewable/alternative fuel sources.
- Local street designs that encourage pedestrian and bicycle use and discourage high speed traffic.

- Street designs that support/enhance access between neighborhoods and to neighborhood-based commercial developments.
- Promotion of ride sharing and car sharing programs.
- Encourage development of the infrastructure necessary to support clean alternative fuel vehicles and electric vehicles.
- Emerging technologies related to goods movement activities at truck stops, loading terminals, airports and rail facilities.

Policy CI-4.4 Support and encourage low emission or non-polluting forms of transportation.

Goal CI-5 System Integration. Promote and ensure the provision of safe, convenient and attractive sidewalks, bikeways and trails where appropriate for local, regional and recreational travel.

Policy CI-5.3 Ensure that existing and new pedestrian facilities are, at a minimum, compliant with the Americans With Disabilities Act (ADA).

Policy CI-5.5 Integrate bicycle, pedestrian and transit facilities into new developments.

Policy CI-5.9 Strive to incorporate bikeways and sidewalks with modifications or upgrades to existing roadways consistent with the Bicycle Transportation Plan.

Policy CI-5.12 Support development of facilities that link bicyclists and pedestrians with other modes of transportation.

Goal CI-6 Accessible Transit. Encourage an integrated transit system that connects population centers to destinations and other transit facilities within and external to Yolo County.

Policy CI-6.2 Require new development to situate transit stops and hubs at locations that are convenient and accessible to transit users based on coordination with YCTD.

Policy CI-6.5 Integrate transit stops into new residential and employment center developments.

Goal CI-7 Truck and Rail Operations. Facilitate the movement of goods by truck and rail.

Policy CI-7.1 Preserve existing heavy railroads for movement of goods.

Policy CI-7.2 Encourage movement of goods by truck on freeways and other appropriate designated routes.

Transportation Impact Study Guidelines

Yolo County has developed TIS guidelines to assist applicants with assessing potential traffic impacts of proposed projects. Such guidelines have been developed to provide a consistent technical approach to transportation impact analysis for projects within Yolo County's jurisdiction. The Circulation Element of the General Plan specifically identifies the development and adoption of TIS guidelines that consider all modes of travel and establish clear guidance for analysis and significance criteria (Circulation Element Action CI-A2). While LOS-related criteria are not currently used to establish significant transportation impacts under CEQA, such criteria could still be used to identify potential policy inconsistencies and candidate improvements that could be conditions of project approval.

4.5.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to transportation and circulation.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the proposed project would be considered to result in a significant adverse impact on the environment in relation to transportation and circulation if the project would result in any of the following:

- Conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Transit, Bicycle, and Pedestrian Facilities

The proposed project would have a significant impact on transit, bicycle, or pedestrian facilities if implementation of the proposed project would:

- Disrupt existing facilities or services; or
- Interfere with planned improvements.

Safety Impacts

The proposed project would have a significant impact related to transportation safety if implementation of the proposed project would:

- Cause an inconsistency with County design standards related to type, volume, mix, or speed of traffic; or
- Cause the 95th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline by increasing the 95th percentile queue by at least two vehicles and creating a speed differential of 30 mph or greater.

VMT Standards of Significance

Yolo County does not have adopted thresholds of significance related to SB 743, which requires VMT to be the metric to designate significant transportation impacts related to CEQA. As such, the VMT assessment follows the current LCI guidance related to VMT.

The LCI Technical Advisory includes recommended thresholds of significance for commercial and industrial land use projects and recommends that VMT impacts be assessed on a regional work VMT per job basis. The LCI-recommended threshold of significance is 15 percent below the existing regional work VMT per employee for employment uses. As noted in the TIS, the existing regional work VMT per job is 21.3. Therefore, the threshold for a significant impact is 18.1 VMT per job (i.e., 15 percent less than 21.3).

Method of Analysis

The analysis methodology provided in the TIS prepared for the proposed project by Fehr & Peers is discussed below. The TIS considered the following scenarios: Existing Conditions; Baseline Conditions; and Baseline Plus Project Conditions. The "baseline" conditions represent existing conditions with the addition of vehicle trips generated by approved projects in the study area vicinity and vehicle trips associated with increased production at the existing Clark Pacific facility. The term "baseline" used in this chapter related to traffic is dissimilar to the CEQA definition of baseline and is more accurately defined as the Existing Plus Approved Projects condition. The only approved project added to the "baseline" condition is the California Compass Logistics Center (CCLC), an approved industrial project located within the City of Woodland, approximately one mile southeast of the proposed project site.

Project Trip Generation

According to Fehr & Peers, while the Institute of Transportation Engineers 11th Edition Trip Generation Manual contains trip rates for industrial and manufacturing uses, due to the unique business type of the proposed project, the Manual would not be likely to capture the proposed project's business type. Furthermore, the proposed project would be an expansion of the existing Clark Pacific site with new facilities which are similar in use to the existing facilities. Therefore, Fehr & Peers conducted a local trip generation effort at the existing Clark Pacific site to develop appropriate vehicle trip rates for the proposed project. As part of the local trip generation effort, inbound and outbound traffic volumes were counted across 24 hours at the existing Clark Pacific driveways on Thursday, March 28, 2025. The traffic volume counts included vehicle types to differentiate between passenger vehicles and heavy vehicles.

Fehr & Peers observed that the existing Clark Pacific facility operates on an earlier schedule than the traditional 8:00 AM to 5:00 PM workday. Similar to the proposed project, the hours of operation for the existing Clark Pacific facility are from 4:00 AM to 3:00 PM, five days a week. As such, the AM peak hour occurs at 4:15 AM, while the PM peak hour occurs at about 2:45 PM. According to the TIS, the site generates 90 trips during the 3:30 PM to 4:30 PM hour. However, a steep drop-off in trips occurs around 3:45 PM, such that the site generates only 51 trips during the 3:45 PM to 4:45 PM hour. Due to the large study area, many of the trips occurring between 3:30 PM and 3:45 PM could arrive at other study intersections several minutes after egressing the project site, thereby pushing into the 3:45 PM to 4:45 PM hour. Overall, the maximum hourly trips at the existing Clark Pacific site during the AM and PM data collection periods, as well as during the preceding two-hour periods, are conservatively anticipated to be 57 AM peak-hour trips and 90 PM peak-hour trips during the adjusted peak-hour times. According to the TIS, the AM peak period generates 0.44 trips per acre, and the PM peak hour generates 0.40 trips per acre.

To estimate vehicle trip generation rate for the proposed project, multiple project site variables were compared to those of the existing Clark Pacific site to determine potential ratios to apply to the vehicle trip generation. The variables included the Total Site Area, the Industrial Buildings Footprint, Employees, and Maximum Parking Occupancy. The proposed project would construct

500,000 square feet (sf) of industrial buildings to expand existing operations, which are currently housed in approximately 271,067 sf of building space. Given that land development tends to drive trip generation, the TIS uses the Industrial Buildings Footprint ratio of 1.84 (500,000/271,067 = 1.844). It should be noted that the Industrial Buildings Footprint Ratio was also the largest variable ratio and, therefore, the most conservative.

The estimated weekday, peak-hour trip generation for the proposed project was calculated using the AM and PM peak hour trips and the vehicle trip generation rate described above, as summarized in Table 4.5-1, below. As shown in Table 4.5-1, the proposed project would generate an estimated 1,488 net new daily trips, 105 net new AM peak hour trips, and 166 net new PM peak hour trips during a typical weekday.

In addition, the TIS used Warrant 3 of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) to determine if the addition of project traffic created by the proposed project would meet the peak hour signal warrant criteria set forth in the CA MUTCD during the PM peak hour. Warrant 3 was applied to all side-street, stop-controlled intersections in the project area.

Table 4.5-1
Weekday Peak-Hour Trip Generation – Proposed Project

Land Use	Industrial Buildings Footprint	Peak Hour	Passenger Vehicle Trips		Heavy Vehicle Trips		Total Trips[1]
			Inbound	Outbound	Inbound	Outbound	
Proposed Project	500,000 sf	AM	84	15	4	2	**105**
		PM	9	155	0	2	**166**
		Daily	689	689	55	55	**1,488**

[1] AM peak hour trip generation calculated as (57 trips) * (1.84) = 105 trips. PM peak hour trip generation calculated as (90 trips) * (1.84) = 166 trips. Daily trips are calculated as 808 trips * (1.84) = 1,488 trips.

Source: Fehr & Peers, 2025.

Project Trip Distribution

As discussed in further detail in Chapter 3, Project Description, of this EIR, circulation associated with the proposed project would be similar to the existing Clark Pacific facility. Access to the project site would be provided from Clark Junction, a private road on the site's western boundary that is owned and maintained by Clark Pacific. Within the existing facility, cranes and trucks are used to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for off-site shipment. Trucks used to transport products off-site are required to follow a route prescribed by Condition #62 within the existing CUP, as discussed in Chapter 3, Project Description, of this EIR. Trucks access the existing facility from SR 113 to CR 18C east and CR 100B north to an access gate at the eastern edge of the existing plant facility. Trucks hauling products from the plant are required to follow the same route back to SR 113. The same truck route restrictions are expected to apply to the proposed project.

Fehr & Peers obtained trip distribution estimates for the existing site from StreetLight Data, a "big data" vendor that uses anonymized mobile device data. The mobile device data from StreetLight Data was used to establish the distribution of new passenger vehicle trips onto the roadway system generated by the proposed project. According to the TIS, 72 percent of passenger vehicle trips generated by the proposed project would travel to and from the south of CR 18C on SR 113; 23 percent would travel to destinations south using CR 101 or CR 102; and five percent would travel to destinations north using SR 113 or CR 102. Similarly, based on the existing operational

truck route descriptions described above, as well as heavy truck data in the StreetLight Data trip distribution dataset for the existing Clark Pacific site, the TIS modeled the expected trip distribution for project-related heavy vehicles. The distribution of project-related heavy vehicles to southbound I-5 and northbound I-5 would be 72 percent and 28 percent, respectively.

VMT Analysis

Clark Pacific is a company that designs and manufactures structural components at its facilities and then transports them to construction sites for building. Projects include medical center buildings, hotels, parking garages, and residential towers across northern California. Trips to and from the proposed expansion site would primarily include new employee trips and truck trips, with truck trips accounting for seven percent of all weekday daily trips. As discussed above, the VMT impact analysis relies on guidance provided in the LCI Technical Advisory. Pursuant to the LCI recommendations and CEQA Guidelines Section 15064.3, VMT analysis for CEQA transportation impact purposes focus on automobile travel and may exclude truck trips in such analyses. Therefore, the VMT analysis presented is focused on homebased work trips and excludes truck trips.

To support SB 743 implementation, SACOG has developed screening maps using outputs from the 2016 base year model run of the Sacramento Activity-Based Travel Simulation Model (SACSIM) travel demand model for the 2020 MTP/SCS. SACSIM 2016 is activity-/tour-based and is designed to estimate individuals' daily travel, accounting for land use, transportation, and demographics that influence peoples' travel behaviors. As previously discussed, SACOG's Workplace-based VMT per job map uses HEX geography, wherein average workplace VMT per job is calculated for each hexagon area by tallying all VMT generated by work-place tours and subtours at a workplace in the area and dividing by the total number of jobs available for residents inside the hexagon area.[5] The proposed project is strictly non-residential, which means SACOG's HEX map is applicable.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on implementation of the proposed project in comparison with the standards of significance identified above.

4.5-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

Construction activities associated with the proposed project would include use of construction equipment, including on-site earth-moving vehicles, bulldozers, and other heavy machinery, as well as building materials delivery, and construction worker commutes. The transport of heavy construction equipment to the site, haul truck trips, and construction worker commutes could affect the local roadway network. In addition, as discussed in Chapter 3, Project Description, of this EIR, the TIS prepared for the proposed project determined that the addition of project traffic would meet the peak hour signal warrant criteria set forth in the California Manual on Uniform Traffic Control at the SR 113/CR 18C intersection during the PM peak hour. Thus, the proposed

[5] Sacramento Area Council of Governments. *Senate Bill SB743.* Available at: https://sb743-sacog.opendata.arcgis.com/. Accessed December 2025.

project could require installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, subject to further review, analysis, and coordination with Caltrans and the County. For conservative purposes, this analysis assumes that the proposed project would include future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within existing right-of-way.

Construction workers typically arrive before the morning peak hour and leave before the evening peak hours of the traditional commute time periods. Deliveries of building material (lumber, concrete, asphalt, etc.) would also normally occur outside of the traditional commute time periods. In addition, any construction truck traffic to the project site would be presumed to follow designated truck routes, and construction would likely stage any large vehicles (i.e., earth- moving equipment, cranes, etc.) on the site prior to beginning site work and remove such vehicles at project completion. However, because detailed information related to the construction routes and equipment staging, or a construction management plan, is not available, construction activities could include disruptions to the transportation network near the site.

Based on the above, without proper planning of construction activities, construction traffic and potential street closures could interfere with existing roadway operations during the construction phase. Therefore, the proposed project has the potential to conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities, and a ***significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.5-1 *Prior to any construction activities for the project site and off-site improvements, the project applicant shall prepare a detailed Construction Traffic Control Plan (CTCP) and submit the plan for review and approval by the County Public Works Division. The applicant shall consult with Yolo County, Caltrans, City of Woodland, and local emergency service providers for their input prior to approving the CTCP. The CTCP shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained during construction. A copy of the CTCP shall be submitted to local emergency response agencies and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways. At a minimum, the CTCP shall include:*

- *The number of truck trips, time, and day of street closures;*
- *Time of day of arrival and departure of trucks;*
- *Limitations on the size and type of trucks, provision of a staging area with a limitation on the number of trucks that can be waiting;*
- *Provision of a truck circulation pattern that minimizes effects on existing vehicle traffic during peak travel periods and maintains safe bicycle circulation;*

- *Resurface and/or repair any damage to roadways that occurs as a result of construction traffic;*
- *Provision of driveway access plans so that safe vehicular, pedestrian, and bicycle movements are maintained (e.g., steel plates, minimum distances of open trenches, and private vehicle pickup and drop-off areas);*
- *Maintain safe and efficient access routes for emergency vehicles;*
- *Manual traffic control when necessary;*
- *Proper advance warning and posted signage concerning street closures; and*
- *Provisions for pedestrian safety.*

4.5-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities. Based on the analysis below, the impact is *less than significant*.

As discussed throughout this chapter, LOS is not currently the applicable metric when evaluating transportation impacts of a project. The evaluation of VMT is discussed in Impact 4.5-4 of this chapter. Therefore, the following discussion focuses on whether the proposed project would result in impacts to existing or planned pedestrian and bicycle facilities and services within the project area.

Bicycle and pedestrian facilities do not currently exist along the project site frontages or within the immediate vicinity of the site. However, as discussed above, the ongoing YATC recently published draft recommendations that would include a planned off-street trail corridor on SR 113 north of Churchill Downs Avenue. The Woodland Active Transportation Plan includes a planned Class I shared-use path on SR 113 south of Churchill Downs Avenue, which would presumably connect to the off-street trail corridor north of Churchill Downs Avenue. The planned shared-use path and off-street trail corridor would create bicycle facilities along SR 113 that connect south to the City of Woodland. In addition, the Woodland Active Transportation Plan and the Yolo County Bicycle Transportation Plan show a planned Class II bike lane on CR 102 from East Main Street in the City of Woodland north to Knights Landing. According to the TIS, trip distribution data provides evidence that approximately 30 percent of employee project trips would be expected to have an origin or destination in the City of Woodland.

According to the TIS, the proposed project would have the potential to generate a minimal number of new walking trips because the project site is located about 1.6 miles from the nearest concentration of residential neighborhoods. In addition, only one pedestrian was observed crossing CR 18C at the existing CR 18C/CR 100B intersection during the 24-hour data collection period performed as part of the TIS. While the planned shared-use path on SR 113 south of Churchill Downs Avenue and off-street trail corridor on SR 113 north of Churchill Downs Avenue could create pedestrian facilities close to the project site, and the proposed Clark Pacific expansion would be located up to 0.25-mile closer to SR 113 than the existing facility, the proposed project would still be located over 1.6 miles away from complementary residential neighborhoods on Kentucky Avenue or North East Street in the City of

Woodland. Sidewalks do not exist along CR 18C or Best Ranch Road, nor does the YATC include any planned pedestrian improvements on such roadways. Furthermore, the proposed project, including the future installation of a full traffic signal at the SR 113/CR 18C intersection, is not anticipated to include the development of any pedestrian facilities.

Similarly, the proposed project would have the potential to generate a minimal number of new bicycle trips. While observation of the project site vicinity performed as part of the traffic counts for the TIS did not show any bicyclists entering or exiting the existing Clark Pacific facility driveways across a 24-hour period, planned bicycle facilities on SR 113 and CR 102 could make bicycling a more attractive option in the future. Additionally, increased connectivity to Woodland and Knights Landing would serve to increase the attractiveness of bicycling to or from the proposed project. However, bicyclists using North East Street/SR 113 would need to travel at least 1.6 miles to reach residential neighborhoods in Woodland, while those using North Pioneer Avenue/CR 101 or CR 102 would need to travel three or more miles. Additionally, bicycle facilities do not currently exist along CR 18C and Best Ranch Road. Neither the Yolo County Bicycle Transportation Plan, Woodland Active Transportation Plan, nor the YATC contain planned bicycle facilities on the project frontages.

Because bicycle and pedestrian facilities are not currently located along the site frontage, the proposed project would not adversely affect existing pedestrian or bicycle facilities. The closest planned bicycle or pedestrian facility, the planned off-street trail corridor along SR 113 north of Churchill Downs Avenue, could be located approximately as close as 0.21-mile west of the site; the proposed project would not conflict with such improvements or preclude the planned pathway from being constructed. Furthermore, the proposed project does not currently include any off-site bicycle or pedestrian facilities, and additional bicycle and pedestrian trips on existing roadways resulting from development of the project would be minimal due to the industrial nature of the project. Thus, the project would not disrupt existing bicycle facilities to a notable degree, nor would the project interfere with planned improvements.

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities during operations. Therefore, a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.5-3 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit facilities and services. Based on the analysis below, the impact is *less than significant*.

As discussed in the Existing Environmental Setting section of this chapter, Yolobus transit stops do not exist adjacent to the project site. The nearest bus stops are fixed-route bus services located approximately 1.9 miles away from the project site near the

East Street/Beamer Street intersection. The earliest Route 211 bus trip arrives at the aforementioned bus stop at 6:31 AM, which is after the anticipated AM peak hour for the project site, when most employees would travel to work. The earliest Route 212 trip arrives at this same location at about 7:30 AM. Similarly, the nearest BeeLine pick-up area to the project site is located approximately one mile away from the project site, west of the SR 113/Churchill Downs Avenue intersection. BeeLine operations begin at 7:00 AM on weekdays, which is also after the anticipated peak hour of the project site when most employees would travel to work. Sidewalks do not exist between the project site and the nearest bus stops or BeeLine pick-up areas.

According to the TIS, due to the long walking distance and incompatible schedules, the project would likely generate a minimal number of new transit trips for both Yolobus and BeeLine transit services. A review of the future service plan for Yolobus service throughout Yolo County determined that changes to transit locations in the proposed project's proximity are not anticipated. However, YoloTD is in the process of updating a short-range transit plan, which would include an analysis of transit needs through 2031. On July 14, 2025, YoloTD published a set of draft recommendations stating that Routes 211 and 212 would be modified such that the nearest bus stops to the project site would be located further away than the existing stops near the East Street/Beamer Street intersection. Currently, Routes 211 and 212 consist of single direction, overlapping loops. YoloTD recommends combining Routes 211 and 212 into one bi-directional loop with two service options coordinating with BeeLine service. The new route would be reconfigured and streamlined for better efficiency, and the nearest transit stop would be moved further south towards the intersection of East Main Street and 3rd Street.[6] As such, the TIS concluded that the proposed project is unlikely to generate a substantial number of new transit trips, and planned improvements to the transit systems near the project site would not increase the desirability of taking transit for Clark Pacific employees.

Due to the minimal demand for transit services to and from the project site, the performance of Yolobus and BeeLine routes would not be impacted as a result of the proposed project. With respect to impacts to performance or safety, the proposed project would not include construction of new transit facilities along the project frontage. Additionally, the closest transit facility to the proposed project is located approximately 1.9 miles to the south, and construction of the proposed project, including the future installation of a full traffic signal at the SR 113/CR 18C intersection, would not conflict with such transit facilities. Therefore, the proposed project does not include any improvements that would have the potential to physically disrupt existing transit facilities or interfere with the implementation of planned future transit facilities.

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing transit facilities and services, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

[6] Yolo Transportation District. *Short-Range Transit Plan: Draft Recommendations* [pg. 11-12 and Figure 9]. July 14, 2025.

4.5-4 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Based on the analysis below, even with mitigation, the impact is *significant and unavoidable*.

The existing Clark Pacific site is in a relatively isolated rural area north of the City of Woodland, meaning some project trips could be subject to longer travel distances to access regional destinations (e.g., home for passenger vehicles and construction sites for heavy vehicles).

Pursuant to the Technical Advisory guidance on evaluating transportation impacts in CEQA, the use of VMT screening maps for residential and office projects located in areas containing similar features such as density, mix of uses, and transit accessibility is allowed to be used to screen out residential and office projects from needing to prepare a detailed VMT analysis. As previously discussed, VMT impacts associated with the proposed project were analyzed using SACOG HEX map geography containing detailed VMT data from areas of similar commercial, industrial, and manufacturing uses. The HEX maps containing such businesses show an average work VMT per job that exceeds 150 percent of the regional average of 21.3. The HEX maps in the City of Woodland's "industrial area" also exhibit an average work VMT per job between 115 percent and 150 percent of the regional average. As such, the proposed project is located in a rural area where average VMT per worker is greater than 150 percent of the regional average. Therefore, the proposed project would exceed the VMT impact threshold of 18.1 VMT per job.

Based on the above, both the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and a ***significant*** impact could occur.

Mitigation Measure(s)

In order to reduce VMT, the proposed project would be required to reduce VMT per employee by at least 43.3 percent to achieve a level 15 percent below the regional average. Implementation of Transportation Demand Management (TDM) strategies could result in reductions to a project's vehicle trip generation based on certain types of project site modifications, programming, and operational changes. The California Air Pollution Control Officers Association (CAPCOA) *Handbook for Assessing GHG Emission Reductions, Climate Vulnerabilities, and Health and Equity* identifies numerous TDM strategies and quantifies their potential vehicle trip reduction effects.[7] While each strategy provides standalone VMT reduction potential, multiplicative dampening limits the VMT reduction potential in instances where multiple strategies are implemented together.

The TIS identifies the following potential TDM strategies to reduce VMT per worker for the proposed project. While all of the TDM strategies below are applicable to the proposed project, the TIS emphasizes the use of Strategies T-5, T-6, and T-7, as well

[7] California Air Pollution Control Officers Association. *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity.* Available at: https://www.caleemod.com/handbook/index.html. Accessed September 2025.

as Strategies T-18, T-19-A, T-19-B, and T-20, which are most appropriate based on the proposed project's rural, isolated, and industrial character:

1. **T-2: Increase job density.** Measure T-2 accounts for the VMT reduction achieved by a project which is designed with a higher density of jobs compared to the average job density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel chosen. Increasing job density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.

2. **T-5: Implement commute trip reduction program (voluntary).** Measure T-5 would implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. Voluntary CTR programs must include specific elements to apply the VMT reductions reported in literature. Such elements include employer-provided services, infrastructure, and incentives for alternative modes of transportation such as ridesharing (Measure T-8), discounted transit (Measure T-9), bicycling (Measure T-10), vanpool (Measure T-11), and guaranteed ride home. In addition, information, coordination, and marketing for such services, infrastructure, and incentives (Measure T-7) are required.

3. **T-6: Implement commute trip reduction program (mandatory implementation and monitoring).** Measure T-6 would implement a mandatory CTR program with employers. Similar to Measure T-5, Measure T-6 discourages single-occupancy vehicle trips and encourages alternative modes of transportation such as carpooling, transit, walking, and biking as a way to reduce VMT and GHG emissions. However, whereas implementation of Measures T-7 through T-11 would be voluntary under Measure T-5, implementation of such measures would be mandatory under Measure T-6. Similarly, Measure T-6 requires mandatory trip-reduction requirements, including penalties for non-compliance, and regular monitoring and reporting of VMT to ensure calculated VMT reduction goals match the observed VMT after implementation of Measure T-6.

4. **T-7: Implement commute trip reduction marketing.** Measure T-7 would implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about travel choices provided for employees to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.

5. **T-8: Provide ridesharing program.** Measure T-8 would implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.

6. **T-10: Provide end-of-trip bicycle facilities.** Measure T-10 would install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourage commuting by bicycle, thereby reducing VMT and GHG emissions.

7. **T-11: Provide employer-sponsored vanpool.** Measure T-11 would implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of five to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

8. **T-12: Price workplace parking.** Measure T-12 would price on-site parking at workplaces. Because free employee parking is a common benefit, charging employees to park on-site increases the cost of choosing to drive to work. The measure is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.

9. **T-13: Implement employee parking cash-out.** Measure T-13 would require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. Offering employee parking cash-out encourages employees to use other modes of travel instead of single occupancy vehicles, which results in people driving less and thereby reduces VMT and GHG emissions.

10. **T-18: Provide Pedestrian Improvement**. Measure T-18 would increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive, which results in a reduction in VMT and GHG emissions.

11. **T-19-A: Construct or Improve Bike Facility**. Measure T-19-A would construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area, which encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions.

12. **T-19-B: Construct or improve bike boulevard**. Measure T-19-B would construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class III Bikeway that create safe, low-stress connections for people biking and walking on streets, which encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions.

13. **T-20: Expand bikeway network.** Measure T-20 would increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing

bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks could increase access to and from transit hubs, thereby expanding the "catchment area" of the transit stop or station and increasing ridership, which encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions.

Implementation of Mitigation Measure 4.5-4 would reduce VMT associated with the proposed project by implementing TDM strategies to reduce vehicle trips generated by employees of the proposed project. Because the proposed project consists of the expansion of an already existing industrial facility and, thus, would increase job density in the project area, implementation of Strategy T-2 is inherent to the proposed project and, thus, would not be required by mitigation. Nonetheless, because Strategy T-2 is not sufficient to reduce VMT associated with the proposed project to below the standards of significance, implementation of additional Strategies is required. Strategies T-5, T-6, and T-7 could be implemented in accordance with employer participation in programs such as Yolo Commute. Strategies T-18, T-19-A, T-19-B, and T-20 could be implemented in other areas of Yolo County to reduce VMT in the County overall, thus offsetting a portion of the project's VMT. However, the effectiveness of the TDM strategies cannot be quantified at this time and subsequent vehicle trip reduction effects cannot be guaranteed. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by private entities (e.g., elective use of carpool program by residents) and other agencies (e.g., transit service operators). Given the project's land use type and location in rural Yolo County, a TDM Program aimed at reducing employee commute trips would have limited effectiveness. Additionally, the project is currently estimated to result in VMT per employee that is greater than 150 percent of the regional average. Therefore, the project would need to reduce VMT per employee by at least 43.3 percent to achieve a level 15 percent below the regional average. As such, implementation of Mitigation Measure 4.5-4 would be unlikely to reduce project VMT per employee to 18.1. Due to uncertainties regarding the ability of Mitigation Measure 4.5-4 to reduce VMT impacts to less-than-significant levels, VMT impacts of the proposed project would be considered to remain *significant and unavoidable*.

4.5-4 *Prior to the start of project operations, the project applicant shall develop and implement a Transportation Demand Management (TDM) Program to reduce the number of daily vehicle trips made to the project site and shall submit the TDM Program to the Yolo County Public Works Division for review and approval. The TDM Program shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM Program shall be designed to reduce the project VMT per employee to the maximum extent practicable, to the satisfaction of Yolo County. The TDM strategies may include, but not necessarily be limited to, CAPCOA Handbook Strategies T-5, T-6, T-7, T-8, T-10, T-11, T-12, T-13, T-18,*

T-19A, T-19-B, and T-20. Proof of compliance shall be submitted to the County Public Works Division for review and approval.

4.5-5 Result in inadequate emergency access. Based on the analysis below, the impact is *less than significant*.

Currently, an east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs on-site between CR 18C on the south and Best Ranch Road on the north. The proposed project would provide direct driveway connections to Clark Junction. While the proposed project would be subject to an existing operational transportation plan for trucks transporting products on and off the site, detailed information related to site access is not currently available. However, the existing connections would provide multiple opportunities and routes for emergency vehicles to access the project site from CR 18C to the south and Best Ranch Road to the north. The existing roadways would serve as primary emergency access routes.

The County's General Plan sets forth Action HS-A54, Policy HS-6.1, and Policy HS-6.2, which require implementation of emergency access and evacuation routes, including the removal of traffic impediments. Similarly, Actions HS-A39 through HS-A41, as well as Policy HS-3.1, set forth the roadway and building design requirements for emergency access, which include minimum roadway width and turning radius for fire apparatus. All internal roadways, as well as the future installation of a full traffic signal at the SR 113/CR 18C intersection, would be designed to meet such standards. Each building permit application would be subject to review and approval by the County, and the applicable fire protection district (FPD), Springlake FPD, to ensure specific roadway design and access standards are met. Springlake FPD would review the proposed project's proposed circulation plan to ensure adequate access is provided throughout the entire plan area. Required review would ensure that the proposed circulation system for the site would provide adequate emergency access. Thus, the proposed project would not alter the circulation network of the other local roadways or otherwise prevent emergency vehicle access or evacuation.

Mitigation Measure(s)
None required.

4.5-6 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Based on the analysis below, the impact is *less than significant*.

The proposed project would include the construction of new on-site access intersections/driveways as well as the future installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary. All new roadway infrastructure improvements constructed as part of the project would be subject to, and designed in accordance with, applicable Yolo County design and safety standards to avoid creating a geometric design hazard.

The proposed project would include the expansion of the adjacent existing Clark Pacific prefabricated building materials manufacturing facility, located immediately east of the project site. According to the TIS, while the proposed expansion of the Clark Pacific facility would increase the total number of trucks used on roadways in the project site vicinity, the Clark Pacific facility is an industrial land use located near the City of Woodland's existing industrial area. Field observations performed as part of the TIS also indicated the presence of combination trucks used on roadways in the project site vicinity, likely for agricultural uses. However, overall, the TIS determined that the proposed project would increase the passenger vehicle mix on surrounding roadways and decrease the heavy vehicle mix, potentially resulting in increased average vehicle speeds (i.e., passenger vehicles tend to have faster acceleration, deceleration, and cruising speeds than heavy vehicles). While the project would not alter the built environment of the surrounding roadway network including at the project frontages on CR 18C and Best Ranch Road, "SLOW TRUCK" advisory signs are currently located on CR 18C indicating the presence of trucks and providing an advisory speed limit below the posted speed limit of 55 mph. In addition, the existing Clark Pacific site operates with truck route restrictions that require all truck traffic into and out of the site to use CR 18C between SR 113 and CR 100B. Such restrictions would be applicable to the proposed project and would further minimize potential hazards resulting from the use of project-related heavy vehicles on roadways in the project vicinity. As such, the proposed project would not increase hazards due to incompatible uses.

Regarding the 95th percentile queue length at a freeway off-ramp, Fehr & Peers performed a traffic operations analysis to determine the extent to which the proposed project could cause off-ramp queues to spill back onto the SR 113/I-5, East Main Street/I-5, and CR 102/I-5 interchange off-ramps. To the extent possible, Caltrans strives to prevent off-ramp queues from extending to the freeway mainline in order to minimize the potential for associated adverse operational and safety effects (e.g., speed differentials between vehicle traffic on the freeway mainline and stopped/queued off-ramp vehicle traffic that could increase the potential for conflicts).

Table 4.5-2, below, summarizes the 95th percentile queues that would occur at the SR 113/I-5, East Main Street/I-5, and CR 102/I-5 interchange off-ramps under baseline and Baseline Plus Project conditions. As shown in Table 4.5-2, the project would add marginally to freeway off-ramp 95th percentile queues at the SR 113/I 5 offramps, which would continue to be maintained within the available storage. However, according to the TIS, the 95th percentile queue would grow by 50 feet above baseline conditions to a length of 400 feet during the PM peak hour for the southbound left-turn movement at the SR 113/I-5 Southbound On-Ramp/North East Street intersection, located approximately 2.26 miles south of the project site, under Baseline Plus Project conditions. Therefore, while the queueing impact would be located a substantial distance from the project site, the potential to interfere with traffic operations into and out of the driveways on both sides of SR 113 between the I-5 Southbound On-Ramp and the I-5 overpass to the north exists. In particular, northbound motorists desiring to turn left into the driveway ,on the west side of SR 113, where commercial businesses such as M&G Truck Repair and Woodland Irrigation are located, would need to stop in the northbound travel lane because the southbound left-turn 95th percentile queue onto the SR 113/I-5 On-Ramp could block motorists from accessing the two-way left-turn lane.



Table 4.5-2
Freeway Off-Ramp Queuing – Baseline Plus Project Conditions

Intersection	Off-Ramp Distance	95th Percentile Queue Length			
		Baseline Conditions		Baseline Plus Project Conditions	
		AM	PM	AM	PM
SR 113/I-5 Northbound Off-Ramp	2,360 ft.	200 ft.[1]	250 ft.[1]	200 ft.[1]	275 ft.[1]
SR 113/I-5 Southbound Off-Ramp	1,515 ft.	175 ft.[1]	25 ft.	175 ft.[1]	50 ft.
East Main Street/I-5 NB Off-Ramp	1,240 ft.	50 ft.[2]	50 ft.[2]	50 ft.[2]	50 ft.[2]
CR 102/I-5 Northbound Off-Ramp	1,470 ft.	75 ft.	150 ft.	75 ft.	150 ft.
CR 102/I-5 Southbound Off-Ramp	1,230 ft.	25 ft.	75 ft.	25 ft.	75 ft.

Notes:
[1] Number reflects the increase in the 95th percentile queue over the existing conditions 95th percentile queue, added on top of the maximum observed queue noted during field observations.
[2] Actual peak hour off-ramp queues at this location are considerably longer than shown. Per Synchro 12 outputs, the Highway Capacity Manual (HCM) 95th percentile queue does not increase with the proposed project; a reasonable assumption given that the project is estimated to add one AM peak hour trip to the off-ramp (0 PM peak hour trips).

Source: Fehr & Peers, 2025.

As previously discussed, LOS or similar measures of vehicular capacity or traffic congestion are not considered a significant impact on the environment requiring analysis under CEQA. Pursuant to the Yolo County TIS Guidelines, while LOS-related criteria is not currently used to establish a significant impact under CEQA, such criteria could still be used to identify potential policy inconsistencies and candidate improvements that could be conditions of project approval. Therefore, to ensure the proposed project complies with the County's standards regarding potential hazards due to geometric design feature, the County shall condition the project to prepare and implement a modified signal timing plan as set forth in the project Condition of Approval (COA), below:

- Prior to grading/building permit issuance and/or project occupancy, the applicant shall coordinate with Caltrans and the City of Woodland to prepare and implement a modified signal timing plan at the SR 113/I-5 Southbound Ramps/North East Street intersection with the goal of reducing southbound left-turn vehicle queues.

Similarly, while not considered a significant impact on the environment requiring analysis under CEQA, the TIS identified deterioration of pavement quality on CR 18C between SR 113 and CR 102 which could cause the need for drivers to slow down driving speeds to drive comfortably. Specifically, the section of CR 18C east of CR 100B is showing signs of pavement failure. Pursuant to Section 4 of the Yolo County Improvement Standards, where existing sections of pavement within the project site

or vicinity does not generally meet the current structural standard and/or the centerline grade and alignment, or existing pavement conditions are not satisfactory to the County Engineer, the Developer is responsible for the reconstruction of pavement section on all such streets. As the project would add more than 100 daily passenger vehicle trips to the entirety of CR 18C between SR 113 and CR 102, to ensure the proposed project complies with the County's standards regarding potential hazards due to the addition of trips to sub-standard roads, the County shall condition the project to prepare and implement a modified signal timing plan as set forth in the project COA, below:

- Prior to approval of improvement plans, if the County Engineer determines that portions of CR 18C are sub-standard, the project applicant shall work with Yolo County to upgrade the deficient roadway sections.

It should be noted that while not considered a significant impact on the environment requiring analysis under CEQA, Best Ranch Road also exhibits signs of failure. However, according to the TIS, the project would not add more than 100 daily trips to the roadway. Thus, Best Ranch Road would not contribute to potential hazards due to the addition of trips to sub-standard roads.

In addition, the TIS performed a Peak Hour Signal Warrant analysis for the project area. The analysis showed that the addition of project traffic would meet the peak hour signal warrant criteria during the PM peak hour. Furthermore, the peak hour warrant is likely to be met during other hours of the day due to the atypical trip generation characteristics of the proposed project. As such, the TIS recommends the installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary. As discussed in Chapter 3, Project Description, of this EIR, off-site development of the traffic signal at SR 133/CR 18C would be subject to further review, analysis, and coordination with Caltrans and the County. However, for conservative purposes, this EIR includes an analysis of the potential physical environmental effects associated with the potential future installation of a traffic signal at the SR 113/CR 18C intersection. Such intersection improvements would occur within existing right-of-way.

Based on the above, with implementation of the above conditions of approval and recommendations provided in the TIS, changes associated with the proposed project would not cause conditions that warrant modification of the existing roadway or transit facilities. Therefore, the project would not result in hazards due to a geometric design feature or incompatible uses, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the

change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

The majority of the cumulative analysis in this EIR is based upon the buildout projections included in the adopted Yolo County General Plan. As such, the Cumulative Plus Project conditions would include the existing conditions and other foreseeable future projects defined in the Yolo County General Plan in combination with the proposed project. The cumulative analysis year would occur at full buildout of the General Plan. Because the last year the General Plan analyzes is 2030, the cumulative analysis year is 2030. For further detail related to the cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this EIR.

4.5-7 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities, associated with cumulative development of the proposed project in combination with future buildout of Yolo County. Based on the analysis below, the impact is *less than significant*.

As discussed under Impact 4.5-2, bicycle and pedestrian facilities do not currently exist along the project site frontages or within the immediate vicinity of the site. While an off-street trail corridor on SR 113 and a Class II bike lane on CR 102 are planned in the project site vicinity, such improvements are not located along the project site frontage.

Under Impact CI-8, the General Plan EIR analyzed potential policy inconsistencies related to adopted plans or programs supporting the provision of bicycle and pedestrian facilities or services in Yolo County. As discussed therein, implementation of the General Plan would be consistent with other adopted plans or programs supporting the provision of pedestrian and bicycle facilities or services in Yolo County. Overall, the General Plan EIR determined that buildout of the General Plan would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities. Therefore, the General Plan EIR concluded that impacts to bicycle and pedestrian circulation associated with buildout of the General Plan would be less-than-significant.

As discussed above, the proposed project does not currently include any off-site bicycle or pedestrian facilities, and additional bicycle and pedestrian trips on existing roadways resulting from development of the project would be minimal due to the industrial nature of the project. Thus, the project would not disrupt existing bicycle facilities to a notable degree, nor would the project interfere with planned improvements. Therefore, development of the proposed project, in combination with cumulative development, would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including pedestrian and bicycle facilities during operations, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.5-8 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit facilities and services, associated with cumulative development of the proposed project in combination with future buildout of the Yolo County. Based on the analysis below, the impact is *less than significant*.

As discussed under Impact 4.5-3, transit facilities do not currently exist adjacent to the project site. According to the TIS, due to the long walking distance to transit facilities in the project site vicinity and incompatibility between peak hour transit for the proposed project and local transit schedules, the project would likely generate a minimal number of new transit trips for both Yolobus and BeeLine transit services.

Under Impact CI-8, the General Plan EIR analyzed potential policy inconsistencies related to adopted plans or programs supporting the provision of transit facilities or services in Yolo County. As discussed therein, while buildout of the General Plan area would increase demand for public transit service to an area with limited available service, the General Plan EIR concluded that implementation of the policies and programs included in the General Plan would result in a less-than-significant impact related to transit service.

The TIS notes that a review of the future service plan for Yolobus service throughout Yolo County determined that changes to transit locations in the proposed project's proximity are not anticipated. As discussed under Impact 4.5-3, while YoloTD is in the process of updating a short-range transit plan, which would include modifications to Routes 211 and 212, such modifications would result in the nearest bus stops to the project site being located further away than the existing stops near the East Street/Beamer Street intersection. Overall, the TIS concluded that the proposed project is unlikely to generate a substantial number of new transit trips, and planned improvements to the transit systems near the project site would not increase the desirability of taking transit for Clark Pacific employees.

Based on the above, the proposed project, in combination with future buildout of Yolo County, would not conflict with a program, plan, ordinance, or policy addressing transit facilities and services, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.5-9 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) associated with cumulative development of the proposed project in combination with future buildout of the Yolo County. Based on the analysis below, even with mitigation, the impact is *cumulatively considerable* and *significant and unavoidable*.

The discussion under Impact 4.5-4 provides an evaluation of potential impacts related to VMT associated with the proposed project. The VMT significance threshold compares regional work VMT per job to that of existing regional development. The VMT comparison is useful because the comparison provides information regarding how a project aligns with long-term environmental goals related to VMT established based on existing development levels. Use of VMT significance thresholds based on existing development levels is recommended in the LCI Technical Advisory. The Technical Advisory indicates that VMT efficiency metrics, such as VMT per job, may not be appropriate for CEQA cumulative analysis because they employ a denominator. Instead, the Technical Advisory recommends that an impact finding from an efficiency-based project-specific VMT analysis (i.e., Existing Plus Project conditions) would imply an identical impact finding for a cumulative VMT analysis.[8] An example provided by LCI explains that a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would not have a cumulative impact distinct from the project impact.

Based on the above, the cumulative VMT impact associated with the proposed project would be the same as the project-specific VMT impact discussed under Impact 4.5-4. Therefore, the proposed project, in combination with future buildout of the Yolo County, could conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and a ***cumulatively considerable*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would help reduce the incremental contribution towards the cumulative impact related to conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b). However, the effectiveness of the TDM strategies cannot be quantified at this time and subsequent vehicle trip reduction effects cannot be guaranteed. Existing evidence indicates that the effectiveness of TDM strategies with regards to vehicle trip reduction can vary based on a variety of factors, including the context of the surrounding built environment (e.g., urban versus suburban) and the aggregate effect of multiple TDM strategies deployed together. Moreover, many TDM strategies are not just site specific, but also rely on implementation and/or adoption by the public (e.g., elective use of carpool program by residents) and other agencies (e.g., transit service operators). Finally, even if implemented, it is uncertain if TDM strategies would be able to sufficiently reduce VMT generated by the project to levels below the thresholds of significance. Therefore, the impact would remain *cumulatively considerable* and *significant and unavoidable*.

4.5-9 Implement Mitigation Measure 4.5-4.

4.5-10 Result in inadequate emergency access associated with cumulative development of the proposed project in combination with future buildout of Yolo County. Based on the analysis below, the impact is *less than significant*.

[8] Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA* [pg. 6]. December 2018.

As discussed under Impact 4.5-5, the project site currently provides multiple dirt access roads bisecting the central portion of the site and north to south along the site's eastern boundary. Clark Junction, a private, paved two-lane private road, occurs on-site between CR 18C on the south and Best Ranch Road on the north. In addition, the proposed project would provide direct driveway connections to Clark Junction. The existing and new connections would provide multiple opportunities and routes for emergency vehicles to access the project site from CR 18C to the south and Best Ranch Road to the north. Furthermore, the design of the on-site roadways and intersections and the future installation of a full traffic signal at the SR 113/CR 18C intersection, as well as such development associated with future buildout of Yolo County, will be subject to compliance with the Yolo County Code of Ordinances and Public Works Division staff review. Therefore, the proposed project, in combination with future buildout of the Yolo County General Plan, would provide adequate emergency access and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)
None required.

4.5-11 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) associated with cumulative development of the proposed project in combination with future buildout of Yolo County. Based on the analysis below, the impact is *less than cumulatively considerable*.

As discussed under Impact 4.5-6, the proposed project would include the expansion of the adjacent existing Clark Pacific prefabricated building materials manufacturing facility, including the construction of new on-site access intersections/driveways as well as the future installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary.

While the General Plan EIR does not specifically discuss substantial increases in potential hazards due to a geometric design feature or incompatible uses associated with cumulative conditions, under Impact CI-7 and Impact CI-8, the General Plan EIR discusses potential impacts related to increased travel on roadways that do not meet current design standards under buildout of the General Plan area. As discussed therein, vehicle, bicycle, and/or pedestrian travel are anticipated to increase on roadways that do not currently meet County design standards with build-out of the General Plan. According to the General Plan EIR, while implementation of the policies and actions included in the General Plan would reduce the severity of such impacts, additional feasible mitigation measures are currently unavailable. Therefore, the General Plan EIR concluded that the impact would remain significant and unavoidable.

As discussed under Impact 4.5-6, while the proposed expansion of the Clark Pacific facility would increase the total number of trucks used on roadways in the project site vicinity, the existing roadway facilities in the project site vicinity currently provide design features which would minimize potential hazards resulting from the use of

project-related heavy vehicles on roadways in the project vicinity. For example, existing "SLOW TRUCK" advisory signs are currently located on CR 18C. In addition, the existing Clark Pacific site truck route restrictions that require all truck traffic into and out of the site to use CR 18C between SR 113 and CR 100B would be applicable to the proposed project and would further minimize potential hazards resulting from the use of project-related heavy vehicles on roadways in the project vicinity. Furthermore, all new roadway infrastructure improvements constructed as part of the project would be subject to, and designed in accordance with, applicable Yolo County design and safety standards to avoid creating a geometric design hazard. As such, the proposed project would not substantially increase hazards due to a geometric design feature increase hazards due to incompatible uses.

The TIS also identified potential hazards due to a geometric design feature related to peak hour traffic operations causing off-ramp queues to spill back to the SR 113/I-5, East Main Street/I-5, and CR 102/I-5 interchange off-ramps; pavement quality on CR 18C between SR 113 and CR 102; and project traffic meeting the peak hour signal warrant criteria during the PM peak hour. As discussed under Impact 4.5-6, to ensure the proposed project complies with the County's standards regarding potential hazards due to geometric design feature, the County shall condition the project to prepare and implement a modified signal timing plan and upgrade any deficient roadway sections as set forth in a project-specific COA provided under Impact 4.5.-6 of this EIR. Regarding the proposed project meeting the peak hour signal warrant criteria during the PM peak hour, the proposed project would include the installation of a full traffic signal at the SR 113/CR 18C intersection, located west of the site's southern boundary, consistent with the recommendations of the TIS. As such, the proposed project would not substantially increase hazards due to a geometric design feature or increase hazards due to incompatible uses.

Based on the above, with implementation of the above conditions of approval and recommendations provided in the TIS, the project would not result in hazards due to a geometric design feature or incompatible uses, and the proposed project would not contribute to the significant cumulative impact identified in the General Plan EIR. Therefore, the proposed project's incremental contribution to the significant cumulative impact would be ***less than cumulatively considerable***.

Mitigation Measure(s)

None required.

5. Statutorily Required Sections

5. STATUTORILY REQUIRED SECTIONS

5.1 INTRODUCTION

The Statutorily Required Sections chapter of the Draft EIR includes discussions regarding those topics that are required to be included in an EIR, pursuant to CEQA Guidelines, Section 15126.2. The chapter includes a discussion of the proposed project's potential to result in growth-inducing impacts; the cumulative setting analyzed in this EIR; significant irreversible environmental changes; and significant and unavoidable impacts caused by the proposed project.

5.2 GROWTH-INDUCING IMPACTS

State CEQA Guidelines Section 15126.2(e) requires an EIR to evaluate the potential growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth, or by encouraging and/or facilitating other activities that could induce growth. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The CEQA Guidelines are clear that, while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. The analysis included in this EIR examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see CEQA Guidelines, Section 15126.2[e]):

1. Foster population and economic growth and construction of housing.
2. Eliminate obstacles to population growth.
3. Affect service levels, facility capacity, or infrastructure demand.
4. Encourage or facilitate other activities that could significantly affect the environment.

Foster Population and Economic Growth and Construction of Housing

The proposed project would include the expansion of the adjacent existing Clark Pacific prefabricated building materials manufacturing facility. Although the proposed project does not include specific development plans at this time, the future facility is anticipated to be similar to the existing Clark Pacific facility. Because of the industrial nature of the proposed project, buildout would not directly result in an increase in population or construction of housing.

While construction of the proposed project would result in a limited increase in construction employment opportunities, construction would be temporary, and jobs would likely be filled by the local employee base. Therefore, an increase in permanent population and a demand for housing in the vicinity of the project site as a result of the construction-related employment opportunities associated with the proposed project would not occur. Buildout of the proposed project would provide long-term employment opportunities associated with the proposed industrial facility.

Similar to the existing Clark Pacific facility, the anticipated total number of employees associated with operation of the proposed project is approximately 180 employees, which would likely be filled from the local employee base. Given that Yolo County had an approximate population of 216,403 in 2020,[1] the proposed project could result in a 0.08 percent increase in population, conservatively assuming that all employees are new residents. Such an increase would not be considered a substantial increase in permanent population or demand for housing in the vicinity of the project site.

The proposed project has the potential to foster economic growth due to the employment opportunities of the proposed project. However, it is reasonable to assume that the magnitude of economic growth would not be substantial such that new business growth would result elsewhere in the region which could necessitate additional housing to support the employment base. Thus, while the project would foster economic growth, a less-than-significant impact related to population and economic growth would occur.

Eliminate Obstacles to Population Growth

The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services, would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

As discussed in Chapter 3, Project Description, of this EIR, development of the project site would require installation of private wells to establish water service. With respect to wastewater disposal services, development of the proposed project would include installation of a leach field(s) and replacement area(s). The on-site wells and septic system(s) would be sized to accommodate the proposed project only. The applicant is currently engaged with the City of Woodland to potentially connect its facilities to the City's municipal water and sewer system. However, the project is not dependent on the water connection project, and the analysis contained within this Draft EIR anticipates that the project will continue to rely on groundwater for any water needs and septic for any wastewater disposal. Furthermore, even if the water connection project is approved and the proposed project includes connection to the City's municipal water and sewer system, the utility infrastructure improvements would be sized to accommodate the proposed project only. In addition, the proposed project would not include the construction of off-site roadway extensions which could serve the general population; circulation associated with the proposed project would be similar to the existing Clark Pacific facility. While the proposed project may require installation of a full traffic signal at the State Route (SR) 113/County Road (CR) 18C intersection west of the project site, such development is proposed in response to additional traffic associated with the project and would not in and of itself generate any drive for or eliminate obstacles to further growth. Overall, the proposed infrastructure improvements would not result in the elimination of obstacles to population growth in the project vicinity.

Based on the above, all utility infrastructure improvements involved in the proposed project would exclusively serve the proposed project, and, therefore, the project would not be anticipated to eliminate any obstacles to population growth.

[1] U.S. Census Bureau. *Yolo County, California.* Available at: https://data.census.gov/all?q=Yolo+County,+California. Accessed October 2025.

Affect Service Levels, Facility Capacity, or Infrastructure Demand

While the proposed project would not directly increase population, if the proposed project is conservatively assumed to indirectly result in population growth due to construction and long-term employment opportunities, as discussed above, such increases in population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental impacts. As discussed in Section XV, Public Services, of the Initial Study prepared for the proposed project (see Appendix A), fire and police protection services would be provided to the proposed project by the Springlake Fire Protection District (SFPD) and the Yolo County Sherrif's Office (YCSO), respectively. Because the proposed project is an expansion of an existing facility that is currently served by the SFPD and YCSO, the proposed project is not anticipated to substantially alter the required levels of service or emergency response times. Therefore, increased demands for fire and police protection services attributable to the proposed project would not necessitate the construction of new or expanded facilities that could cause significant environmental impacts. In addition, as noted above, the proposed project would use private on-site wells for water service and an on-site septic system(s) for wastewater treatment, which would exclusively serve the proposed project. Therefore, the proposed project would not affect service levels, facility capacity, or infrastructure demand related to water and sewer services.

The landfill that would serve the proposed project has adequate capacity to manage the solid waste generated as a result of the project, as described in Section XIX, Utilities and Service Services, of the Initial Study prepared for the proposed project (see Appendix A). Furthermore, mitigation measures set forth in Chapter 4.3, Hydrology and Water Quality, of this EIR would ensure that the proposed project would not create or contribute runoff water that would exceed the capacity of existing stormwater drainage systems.

Therefore, conservatively assuming that the proposed project would indirectly result in population growth due to construction and long-term employment opportunities, the proposed project would not increase population such that service levels, facility capacity, or infrastructure demand would require construction of new facilities that could cause significant environmental impacts.

Encourage or Facilitate Other Activities That Could Significantly Affect the Environment

A comprehensive assessment of the potential for environmental impacts associated with implementation of the proposed project is provided in the Initial Study (see Appendix A) and this EIR. Please refer to Chapters 4.1 through 4.5 of this EIR, which comprehensively address the potential for impacts from development of the proposed project. As discussed above, because the proposed project would not eliminate obstacles to population growth in the area or involve any other modification that would be considered to encourage or facilitate other activities in the vicinity, the proposed project would not result in any growth-inducing impacts related to such that could significantly affect the environment.

5.3 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative effects of the proposed project that would adversely affect the environment. "Cumulative impacts" are defined as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines, Section 15355). "[I]ndividual effects may be changes resulting from a single project or a number of separate projects" (CEQA Guidelines, Section 15355, subd. [a]). "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project

when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an "individually limited" or "individually minor" incremental impact that, by itself, is not significant, the increment may be "cumulatively considerable," and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (CEQA Guidelines, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that CEQA Guidelines, Section 15064, subdivision (h)(5) states, "[…] the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative impacts from other projects are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of CEQA Guidelines indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

> (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency's control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior certified EIR, which described or evaluated regional or area-wide conditions contributing to the cumulative impact, provide that such documents are reference and made available for public inspection at a specified location;
>
> (2) A summary of the individual projects' environmental effects, with specific reference to additional information and stating where such information is available; and
>
> (3) A reasonable analysis of all of the relevant projects' cumulative impacts, with an examination of reasonable, feasible options for mitigating or avoiding the project's contribution to such effects (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

A discussion of cumulative impacts is provided within each of the technical chapters of this EIR.

Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various

categories, either through the preparation of a "list" of such projects or through the use of "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]). The "list" approach identifies individual projects known to be occurring or proposed in the surrounding area in order to identify potential cumulative impacts. The "projection" approach uses a summary of projections in adopted General Plans or related planning documents to identify potential cumulative impacts. The majority of the cumulative analysis in this EIR is based upon the buildout projections included in the adopted Yolo County General Plan.

Limited situations exist where geographic setting differs between project chapter analysis within a particular region. Examples include air quality, for which the cumulative geographic setting is the Sacramento Valley Air Basin (SVAB). Global climate change is, by nature, a cumulative impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change is the Earth, for analysis purposes under CEQA, and due to the regulatory context pertaining to GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this EIR is limited to the State of California.

For hydrology and water quality, the cumulative analysis appropriately focuses on the Yolo Subbasin, within which the project site is located.

Further details and discussion regarding the cumulative setting of the proposed project can be found in the Cumulative Impacts and Mitigation Measures sections of the technical chapters included in this EIR.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As established in CEQA Guidelines Section 15126.2(d), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

The proposed project would likely result in, or contribute to, the following significant irreversible environmental changes:

- Conversion of agricultural land to industrial uses, thus precluding alternative land uses in the future;
- The need for ongoing fire and police services associated with project buildout; and
- Irreversible consumption of energy and natural resources, such as water and electricity, associated with project buildout.

5.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines Section 15126.2[c]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant. This section identifies significant impacts that could not be eliminated or reduced to a less-than-significant level by mitigations imposed by the County. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the County as part of the County's certification action. The analysis regarding each of the significant and unavoidable impacts associated with the proposed project is contained in the respective technical chapters of this EIR. The significant and unavoidable impacts of the proposed project are listed below:

- 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. (Impact 4.1-1);
- Involve changes in the existing environment which, due to their location or nature, could cumulatively result in loss of Farmland to non-agricultural use. (Impact 4.1-4);
- Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. (Impact 4.2-7); and
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). (Impact 4.5-4).

6. Alternatives Analysis

6. ALTERNATIVES ANALYSIS

6.1 INTRODUCTION

The Alternatives Analysis chapter of the EIR includes consideration and discussion of a range of reasonable alternatives to the proposed project, as required per CEQA Guidelines Section 15126.6. Generally, the chapter includes discussions of the following: the purpose of an alternatives analysis; alternatives considered but dismissed; a reasonable range of project alternatives and their associated impacts in comparison to the proposed project's impacts; and the environmentally superior alternative.

6.2 PURPOSE OF ALTERNATIVES

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to "[…] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In the context of CEQA Guidelines Section 21061.1, "feasible" is defined as:

> [...]capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Section 15126.6(f) of CEQA Guidelines states, "The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Section 15126.6(f) of CEQA Guidelines further states:

> The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

In addition, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative."

The CEQA Guidelines provide the following guidance for discussing alternatives to a proposed project:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6[a]).
- Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code [PRC] Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if

these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).

- The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination […] Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison (CEQA Guidelines Section 15126.6[d]).
- If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines Section 15126.6[d]).
- The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (CEQA Guidelines Section 15126.6[e][1]).
- If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).

Project Objectives

Based on the above, reasonable alternatives to the project must be capable of feasibly attaining most of the basic objectives of the project. The proposed project is being pursued with the following objectives:

1. Expand existing Woodland plant to increase production and storage capacity while maximizing utilization of existing facilities and employees in a single location owned and operated by Clark Pacific.
2. Allow Clark Pacific to expand production of high-quality prefabricated assemblies and products for larger and more complex projects.
3. Expand use of sustainable products and assemblies with increased application of Clark Pacific's proprietary CARBONSHIELD™ technology to a wider range of construction projects, thereby reducing embodied carbon in the concrete mix to meet customer demands for sustainable prefabricated assemblies for housing, commercial and public buildings, and infrastructure projects throughout California and the United States.
4. Expand prefabricated operations by replacing construction-site production with onsite construction of prefabricated assemblies/products at the Woodland plant.
5. Increase employment opportunities within Yolo County.

Impacts Identified in the EIR

In addition to attaining the majority of project objectives, reasonable alternatives to the proposed project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. The significant but mitigable and significant and unavoidable impacts identified in the EIR are presented in Table 6-1 at the end of this chapter; the significant and unavoidable impacts identified in the EIR are also presented below.

- ***Agricultural Resources.*** The EIR determined that the proposed project would result in significant and unavoidable impacts related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, even with implementation of mitigation. In addition, the EIR determined that the proposed project would result in a cumulatively considerable and significant and unavoidable impact related to involving changes in the existing environment which, due to their location or nature, could cumulatively result in the loss of Farmland to non-agricultural use, even with implementation of mitigation.
- ***Air Quality, GHG Emissions, and Energy.*** The EIR determined that, even with implementation of mitigation, the proposed project would result in a cumulatively considerable and significant and unavoidable impact related to the generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.
- ***Transportation.*** The EIR determined that the proposed project would result in a significant and unavoidable impact related to conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), even with implementation of mitigation.

6.3 SELECTION OF ALTERNATIVES

The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained, while reducing the magnitude of, or avoiding, one or more of the significant environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the CEQA Guidelines require the EIR to "set forth only those alternatives necessary to permit a reasoned choice." As stated in Section 15126.6(a), an EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The CEQA Guidelines provide a definition for "a range of reasonable alternatives" and thus limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the CEQA Guidelines Section 15126.6(f):

> The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA Guidelines Section 21061.1, "feasible" is defined as:

> [...] capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.

Finally, an EIR is not required to analyze alternatives when the effects of the alternative "cannot be reasonably ascertained and whose implementation is remote and speculative."

Alternatives Considered But Dismissed From Further Analysis

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant project impacts, while still meeting most of the basic project objectives.

As stated in Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:

(i) failure to meet most of the basic project objectives,
(ii) infeasibility, or
(iii) inability to avoid significant environmental impacts.

Regarding item (ii), infeasibility, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). The aforementioned factors do not establish a fixed limit on the scope of reasonable alternatives.

An Off-Site Alternative was considered but dismissed from detailed analysis in this EIR. The reasons for dismissal, within the context of the three above-outlined permissible reasons, are provided below.

Off-Site Alternative

The Off-Site Alternative would involve developing the project at a different location, not next to the existing Clark Pacific operation. As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. Generally assuming that an area of currently undeveloped land within the County could accommodate the proposed project, development of the proposed project at an off-site location would be less practical than the proposed project due to lack of site suitability, economic viability, and availability of infrastructure. In addition, development of the proposed project at an off-site location would not satisfy the basic project objectives of expanding the existing plant immediately to the east of the project site and increase production capacity while maximizing utilization of existing facilities and employees in a single location owned and operated by Clark Pacific. It should also be noted that while other industrial areas exist within Yolo County, the project proponents do not own the other industrial sites. Additionally, alternative locations may not adequately meet the needs of the project site, including proximity to existing infrastructure, the City of Woodland, and the State highway system.

The Off-Site Alternative would involve the construction of the proposed project on an alternative location. The Off-Site Alternative would have the same type and intensity of uses as the proposed project. Consequently, development of an Off-Site Alternative would be expected to result in at least the same, if not greater, level of impacts associated with air quality and greenhouse gas (GHG) emissions and transportation as compared to the proposed project. Because the Off-Site Alternative would not occur on the project site, which is designated as Prime Farmland, impacts

associated with agricultural resources could be reduced by this Alternative if the project identified an existing developed industrial area or a site with lower-quality soils. However, the Applicant does not own an alternative location that would be adequate to construct the proposed project or identified a site that would be available for the expansion project.

Overall, a feasible off-site location that would meet the requirements of CEQA, as well as meet the basic objectives of the proposed project, does not exist. Therefore, an Off-Site Alternative was dismissed from detailed analysis within this EIR.

Alternatives Considered in this EIR

The following alternatives are considered and evaluated in this section:

- No Project (No Build) Alternative;
- Agricultural Resource Preservation Alternative; and
- Reduced Intensity Alternative.

Each of the project alternatives is described in detail below, with a corresponding analysis of each alternative's impacts in comparison to the proposed project. As discussed above, reasonable alternatives to the project must be capable of avoiding or substantially lessening one or more of the significant effects of the proposed project. Therefore, this chapter focuses on the resource areas and specific impacts listed above that have been identified in this EIR and the Initial Study prepared for the proposed project as requiring mitigation to reduce significant impacts to less than significant, or have been found to remain significant and unavoidable. While an effort has been made to include quantitative data for certain analytical topics, where possible, qualitative comparisons of the various alternatives to the project are primarily provided. Such an approach to the analysis is appropriate as evidenced by CEQA Guidelines Section 15126.6(d), which states that the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

The analysis evaluates impacts that would occur with the alternatives relative to the significant impacts identified for the proposed project. When comparing the potential impacts resulting from implementation of the foregoing alternatives, the following terminology is used:

- "Fewer" = Less than the proposed project;
- "Similar" = Similar to the proposed project;
- "Greater" = Greater than the proposed project; and
- "None" = No impact.

When the term "fewer" is used, the reader should not necessarily equate this to elimination of significant impacts identified for the proposed project. For example, in many cases, an alternative would reduce the relative intensity of a significant impact identified for the proposed project, but the impact would still be expected to remain significant under the alternative, thereby requiring mitigation. In other cases, the use of the term "fewer" may mean the actual elimination of an impact identified for the proposed project altogether. Similarly, use of the term "greater" does not necessarily imply that an alternative would require additional mitigation beyond what has been required for the proposed project. To the extent possible, this analysis will distinguish between the two implications of the comparative words "fewer" and "greater."

See Table 6-1 at the end of this chapter for a comparison of the environmental impacts resulting from the considered alternatives and the proposed project.

No Project (No Build) Alternative

CEQA requires the evaluation of the comparative impacts of the "No Project" alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative shall:

> "[…] discuss […] existing conditions […] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." (*Id.*, subd. [e][2]) "If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property's existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build,' wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment." (*Id.*, subd. [e][3][B]).

The Lead Agency has decided to evaluate a No Project (No Build) Alternative, which assumes that the current conditions of the project site would remain, and the site would not be developed. As described in this EIR, the project site consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs on-site generally parallel to the northern and western site boundaries. County Road (CR) 18C bounds the southern site boundary. A California Northern Railroad (CFNR) spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Additionally, overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers. Because the Alternative would not expand the existing plant located immediately to the east of the site, the No Project (No Build) Alternative would not meet any of the project objectives.

Agricultural Resources

The No Project (No Build) Alternative would consist of the continuation of the existing conditions of the project site. Currently, the site consists of undeveloped agricultural land planted with row crops. According to the California Department of Conservation (DOC) Important Farmland Finder, the 76.76-acre project site is predominantly designated as Prime Farmland. Because the No Project (No Build) Alternative would not introduce any new structures or buildings on the site, the Alternative would not convert agricultural land to non-agricultural uses. Thus, impacts related to Agricultural Resources would not occur under the No Project (No Build) Alternative, and Mitigation Measures 4.1-1 and 4.1-4 would not be required.

Overall, no impact related to Agricultural Resources would occur under the No Project (No Build) Alternative.

Air Quality, GHG Emissions, and Energy

Because the No Project (No Build) Alternative would not involve development of the project site, construction and operational activities would not occur under the alternative. Therefore, the Alternative would not result in the generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs beyond what is currently generated by existing on-site operations. Thus, the impact identified for the proposed project related to GHG emissions would not occur under the No Project (No Build) Alternative, and Mitigation Measures 4.2-7(a) and 4.2-7(b) would not be required. Overall, no impacts related to Air Quality, GHG Emissions, and Energy would occur under the No Project (No Build) Alternative.

Hydrology and Water Quality

The No Project (No Build) Alternative would not include any ground disturbance or otherwise alter existing site conditions and, thus, would not have the potential to result in construction or operational impacts related to changes in drainage patterns, release of pollutants due to project inundation, or increases in stormwater runoff rates. Thus, Mitigation Measures 4.3-3, 4.3-4(a), or 4.3-4(b) would not be required. Overall, no impacts related to Hydrology and Water Quality would occur under the No Project (No Build) Alternative.

Transportation

The No Project (No Build) Alternative would not include construction activities, and, therefore, would not generate construction traffic on local roadways or include development that could conflict with a program, plan, ordinance, or policy addressing the circulation system. Thus, Mitigation Measure 4.5-1, which requires preparation of a Construction Traffic Control Plan (CTCP), would not be required. The future installation of a full traffic signal at the State Route (SR) 113/CR 18C intersection conservatively assumed to be part of the proposed project would also not be required. In addition, because the Alternative would not generate vehicle miles traveled (VMT) associated with new employees, the Alternative would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Thus, Mitigation Measure 4.5-4 would not be required, and the significant and unavoidable project-specific impact, as well as the cumulatively considerable and significant and unavoidable cumulative impact, would be eliminated. Overall, no impacts related to Transportation would occur under the No Project (No Build) Alternative.

Other

The potentially significant impacts identified in the Initial Study for the proposed project related to Biological Resources, Cultural Resources, Geology and Soils, Tribal Cultural Resources, and Utilities and Service Systems would not occur under the No Project (No Build) because the project site would remain in its current condition. The Alternative would not include grading or other ground-disturbing activities beyond what is currently allowed for the project site as active agricultural land, and would not install septic systems. Thus, Mitigation Measures IV-1(a), IV-1(b), IV-1(c), V-1, VII-1, VII-2, XVIII-1, XVIII-2, and XIX-1 included in the Initial Study for such impact areas would not be required under the No Project (No Build) Alternative. Overall, no impacts related to Biological Resources, Cultural Resources, Geology and Soils, Tribal Cultural Resources, and Utilities and Service Systems would occur under the No Project (No Build) Alternative.

Agricultural Resource Preservation Alternative

The Agricultural Resource Preservation Alternative would consist of a similar buildout of the components of the proposed project on a reduced development footprint in order to minimize, to the extent feasible, development of on-site agricultural land with non-agricultural uses. Unlike the proposed project, the Agricultural Resource Preservation Alternative would not include buildout of the northern portion of the project site. As such, the Agricultural Resource Preservation Alternative would include the development of a total of approximately 40.07 acres of industrial uses, and would include approximately 36.69 acres of preserved agricultural land with existing row crops (see Figure 6-1). Pursuant to the Yolo County Code Section 8-2.705, the maximum floor area ratio (FAR) for development within the Heavy Industrial (I-H) zone is 0.5. As such, even with the reduced development footprint of 40.07 acres under the Alternative, the total building area of 500,000 square feet (sf) under the proposed project would still be permitted. However, because the Alternative would consist of the same building area on a reduced development footprint, the amount of outdoor storage space included in the Alternative would be greatly reduced as compared to the proposed project. Due to the same building square footage and anticipated employees, similar traffic levels would be expected under the Alternative and, thus, the Alternative would be expected to meet the peak hour signal warrant criteria at the SR 113/CR 18C intersection during the PM peak hour, similar to the proposed project. Accordingly, for conservative purposes, the analysis herein assumes that the Agricultural Resource Preservation Alternative would include the future installation of a traffic signal at the SR 113/CR 18C intersection. Because the Agricultural Resource Preservation Alternative would include development of the project site with the same building square footage and employment base as the proposed project, and would include expansion of the existing facility, most project objectives would be met. However, Objective #1 would only be partially met, as storage capacity would be greatly reduced under the Alternative.

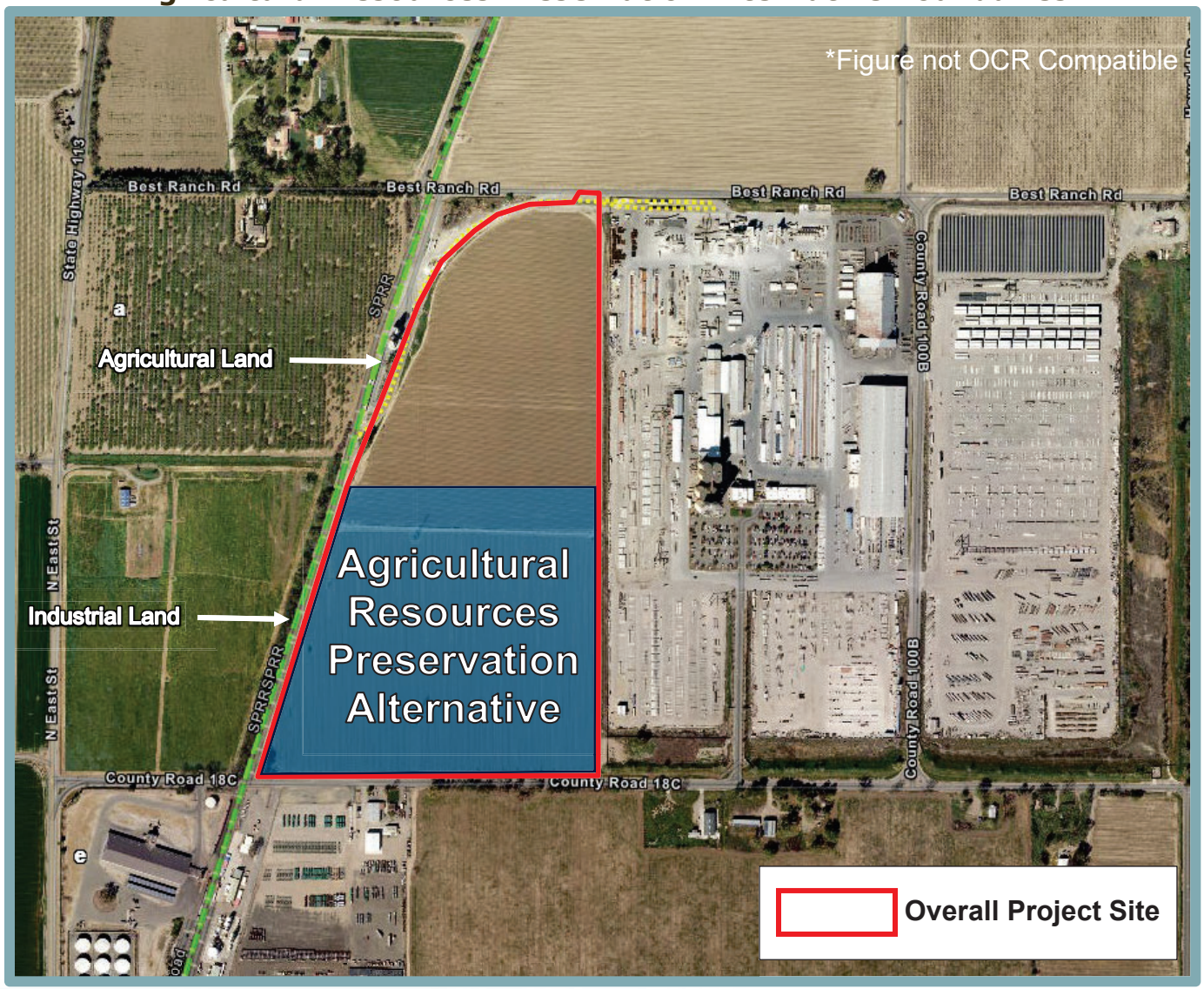
Agricultural Resources

The Agricultural Resource Preservation Alternative would include development of the project site with industrial uses, similar to the proposed project. However, the Alternative would preserve 36.69 acres of row crops located in the northern portion of the project site. Due to the decreased disturbance area, impacts related to Agricultural Resources under the Agricultural Resource Preservation Alternative would be fewer than the proposed project. Nonetheless, because the entire 76.76-acre project site is designated as Prime Farmland, Mitigation Measures 4.1-1 and 4.1-4 would still be required, and the significant and unavoidable impact related to the conversion of farmland to non-agricultural uses would not be eliminated under the Agricultural Resource Preservation Alternative. Overall, potential impacts related to Agricultural Resources would be fewer under the Agricultural Resource Preservation Alternative compared to the proposed project.

Air Quality, GHG Emissions, and Energy

The Agricultural Resource Preservation Alternative would include the same amount of employees as the proposed project and would include development in a rural area where average VMT per worker is greater than 150 percent of the regional average. As such, VMT generated by the Alternative would be the same as the proposed project. Thus, even with implementation of Mitigation Measure 4.2-7(a), which requires implementation of Mitigation Measure 4.5-4 related to VMT, as described below, due to uncertainties regarding the ability for Mitigation Measure 4.5-4 to reduce the impact to a less-than-significant level, VMT impacts would be considered significant and unavoidable.

Figure 6-1
Agricultural Resources Preservation Alternative Boundaries



Consequently, even with implementation of Mitigation Measure 4.2-7(a), the proposed project would still be considered inconsistent with Climate Action Plan (CAP) Measure T-1, and the cumulatively considerable and significant and unavoidable impact identified for the proposed project related to the generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs would still occur under the Agricultural Resource Preservation Alternative.

Overall, potential impacts related to Air Quality, GHG Emissions, and Energy would be similar under the Agricultural Resource Preservation Alternative compared to the proposed project.

Hydrology and Water Quality

Because the Agricultural Resource Preservation Alternative would include a reduced overall disturbance area as compared the proposed project, the Alternative would likely result in the creation of less new impervious surface area as compared to the proposed project. Therefore, impacts related to changes in drainage patterns, release of pollutants due to project inundation, or increases in stormwater runoff rates could be slightly reduced. Nonetheless, the mitigation measures included in Chapter 4.3, Hydrology and Water Quality, of this EIR require the preparation of a Final Drainage Plan, a Stormwater Control Plan, demonstration that development would occur above the base flood elevation (BFE), and obtainment of a Conditional Letter of Map Revision (CLOMR) or Conditional Letter of Map Revision based on Fill (CLOMR-F) for fill within a Special Flood Hazard Area, which would all be required under both the proposed project and the Alternative. Therefore, Mitigation Measures 4.3-3, 4.3-4(a), and 4.3-4(b) would still be required. Overall, due to the likely reduction in impervious surface areas under the Alternative and the associated reduction in stormwater runoff that would be expected, impacts related to Hydrology and Water Quality under the Agricultural Resource Preservation Alternative would be fewer compared to the proposed project.

Transportation

As previously discussed, while the Agricultural Resource Preservation Alternative would involve a smaller area of disturbance as compared to the proposed project, the building envelope would remain the same as the proposed project at 500,000 sf. As such, traffic associated with construction activities under the Alternative would be similar as compared to the proposed project, and Mitigation Measure 4.5-1, which requires preparation of CTCP, would still be required. Additionally, as the Agricultural Resource Preservation Alternative would result in the same amount of industrial uses as the proposed project, the number of employees under the Alternative would remain the same. In addition, the Alternative would still include development in a rural area where average VMT per worker is greater than 150 percent of the regional average. Thus, VMT associated with the Alternative would be the same as the proposed project. As such, the project-specific significant and unavoidable and the cumulatively considerable and significant and unavoidable cumulative impact related to conflicting or being inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), would still occur under the Alternative. Therefore, Mitigation Measure 4.5-4, which requires implementation of a Transportation Demand Management (TDM) Program, would still be required. Overall, potential impacts related to Transportation would be similar under the Agricultural Resource Preservation Alternative compared to the proposed project.

Other

Given that development of the Agricultural Resource Preservation Alternative would preserve the agricultural land in the northern portion of the project site, the disturbance footprint would be reduced as compared to the proposed project. The reduction in ground-disturbing activities would reduce the risk of impacts related to biological resources and the inadvertent discovery of cultural or tribal cultural resources. Therefore, significant impacts related to ground disturbance, including impacts to Biological Resources, Cultural Resources, and Tribal Cultural Resources, as identified in the Initial Study for the proposed project, would be reduced. Nonetheless, construction and excavation activities on the southern portion of the project site would still occur under the Alternative. In addition, the Alternative would still include installation of septic systems, and impacts related to Geology and Soils and Utilities and Service Systems would remain similar as compared to the proposed project. As such, Mitigation Measures IV-1(a), IV-1(b), IV-1(c), V-1, VII-1, VII-2, XVIII-1, XVIII-2, and XIX-1 in the Initial Study would still be required for the Alternative. Overall, while significant impacts related to Geology and Soils and Utilities and Service Systems would remain similar under the Alternative, impacts related to Biological Resources, Cultural Resources, and Tribal Cultural Resources under the Agricultural Resource Preservation Alternative would be fewer as compared to the proposed project.

Reduced Intensity Alternative

The Reduced Intensity Alternative would include development of the project site with industrial uses at a reduced intensity as compared to the proposed project. The Alternative would reduce the overall square footage of the proposed buildings to match the existing Clark Pacific Facility, for a total of 271,067 sf of industrial uses on the project site compared to the 500,000 sf of industrial uses under the proposed project. Overall, the Reduced Intensity Alternative would result in a reduction of 228,933 sf of industrial development and, therefore, the employment base of the Alternative would be reduced from 180 employees to 98 employees. All other aspects of the proposed project, including building heights, vehicle access, and required entitlements, would be similar under the Reduced Intensity Alternative, with the exception of outdoor storage space. Although the Reduced Intensity Alternative would reduce the building square footage and anticipated employees, the traffic levels associated with the Alternative would still be expected to meet the peak hour signal warrant criteria at the SR 113/CR 18C intersection during the PM peak hour, similar to the proposed project. Accordingly, for conservative purposes, the analysis herein assumes that the Agricultural Resource Preservation Alternative would include the future installation of a traffic signal at the SR 113/CR 18C intersection. Because the building square footage would be reduced under the Alternative, the amount of available outdoor storage space would be increased as compared to the proposed project. Because the Reduced Intensity Alternative would include development of the project site with the same uses included in the proposed project, all project objectives would be generally met. However, because the Reduced Intensity Alternative would include the development of fewer industrial uses than the proposed project, the Alternative would not satisfy Objective #1, #2, #4, and #5 to the same extent as the proposed project.

Agricultural Resources

The Reduced Intensity Alternative would include development of the project site with industrial uses within the same overall development footprint as the proposed project. While the building square footage would be reduced under the Alternative, the overall disturbance area would remain the same as the proposed project due to the outdoor storage space. Because a similar amount of Prime Farmland would be disturbed under the Alternative, impacts related to Agricultural Resources would be similar to the proposed project. Therefore, Mitigation Measures

4.1-1 and 4.1-4 would still be required, and impact related to the conversion of farmland to non-agricultural uses would remain significant and unavoidable under the Reduced Intensity Alternative. Overall, potential impacts related to Agricultural Resources would be similar under the Reduced Intensity Alternative compared to the proposed project.

Air Quality, GHG Emissions, and Energy

The building square footage would be reduced from 500,000 sf to 271,067 sf under the Alternative, and the employee base would also be reduced from 180 to 98 employees. Therefore, the Alternative would produce less vehicle trips and would result in a reduction in total VMT from what is anticipated for the proposed project. However, the Alternative would still include employees and would include development in a rural area where average VMT per worker is greater than 150 percent of the regional average. As such, even with implementation of Mitigation Measure 4.2-7(a), which requires implementation of Mitigation Measure 4.5-4 related to VMT, as described below, due to uncertainties regarding the ability for Mitigation Measure 4.5-4 to reduce the impact to a less-than-significant level, VMT impacts would be considered significant and unavoidable. Consequently, even with implementation of Mitigation Measure 4.2-7(a), the proposed project would still be considered inconsistent with CAP Measure T-1, and the cumulatively considerable and significant and unavoidable impact identified for the proposed project related to the generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs would still occur under the Reduced Intensity Alternative. Overall, potential impacts related to Air Quality, GHG Emissions, and Energy would be similar under the Reduced Intensity Alternative compared to the proposed project.

Hydrology and Water Quality

Given that the same amount of the site would be developed with impervious surfaces under the Reduced Intensity Alternative as compared to the proposed project, the potential for changes in drainage patterns and increases in stormwater runoff rates would be similar to the proposed project. Therefore, Mitigation Measures 4.3-3, 4.3-4(a), and 4.3-4(b) would still be required to ensure that impacts to drainage patterns and flood flows would not occur. Overall, because the Alternative would include the same amount of ground disturbance as the proposed project, impacts related to Hydrology and Water Quality under the Reduced Intensity Alternative would be similar to the proposed project.

Transportation

As previously discussed, the Reduced Intensity Alternative would include buildout of the project site on the same development footprint with reduced industrial uses as compared to the proposed project. As the Alternative would include the same area of disturbance and similar construction activities as the proposed project, traffic associated with construction activities under the Alternative would be similar as compared to the proposed project. As such, Mitigation Measure 4.12-1, which requires preparation of a CTCP, would still be required.

Because the Reduced Intensity Alternative would result in a reduced building square footage as compared to the proposed project, the number of employees under the Alternative would also be reduced. Thus, the Alternative would produce fewer employee vehicle trips. With fewer vehicle trips, the Alternative would result in a reduction in total VMT from what is anticipated for the proposed project. However, while the Alternative would reduce overall VMT by reducing the number of employee trips, the Alternative would still result in a similar VMT per employee as the proposed project due to the location of the site in a rural area where average VMT per worker is



greater than 150 percent of the regional average. As such, the project-specific significant and unavoidable and the cumulatively considerable and significant and unavoidable cumulative impact related to conflicting with, or being inconsistent with, CEQA Guidelines Section 15064.3, subdivision (b), would still occur under the Alternative. Therefore, Mitigation Measure 4.5-4, which requires the project applicant to develop a TDM Plan, would still be required. Overall, potential impacts related to Transportation under the Reduced Intensity Alternative would be similar to the proposed project.

Other

Given that the Reduced Intensity Alternative would include buildout of the project site on the same footprint and would include the same amount of ground disturbance as the proposed project, impacts related to biological resources, and the inadvertent discovery of cultural or tribal cultural resources would still occur under the Alternative. Thus, significant impacts related to ground disturbance, including impacts to Biological Resources, Cultural Resources, and Tribal Cultural Resources, as identified in the Initial Study for the proposed project, would be similar. In addition, the Alternative would still include installation of septic systems, and impacts related to Geology and Soils and Utilities and Service Systems would remain similar as compared to the proposed project. As such, Mitigation Measures IV-1(a), IV-1(b), IV-1(c), V-1, VII-1, VII-2, XVIII-1, XVIII-2, and XIX-1 in the Initial Study would still be required for the Alternative. Overall, impacts related to Biological Resources, Cultural Resources, Geology and Soils, Tribal Cultural Resources, and Utilities and Service Systems under the Reduced Intensity Alternative would be similar to the proposed project.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative is generally the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the Lead Agencies. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” In this case, the No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in the current condition under the alternative. Consequently, the impacts resulting from the proposed project would not occur under the Alternative, as shown in Table 6-1 below.

The No Project (No Build) Alternative would not meet any of the project objectives. Because the Reduced Intensity Alternative would include development of the project site with the same uses included in the proposed project, all project objectives would be generally met. However, because the Reduced Intensity Alternative would include the development of fewer industrial uses than the proposed project, the Alternative would not satisfy Objectives #1, #2, #4, and #5 to the same extent as the proposed project. Because the Agricultural Resource Preservation Alternative would include development of the project site with the same building square footage and employment base as the proposed project, and would include expansion of the existing facility, most project objectives would be met. However, Objective #1 would only be partially met, as storage capacity would be greatly reduced under the Agricultural Resource Preservation Alternative.

As discussed throughout this chapter and shown in Table 6-1, the Agricultural Resource Preservation Alternative would result in fewer impacts than the proposed project related to five of the nine issue areas, and would result in similar impacts as the proposed project for the remaining three issue areas for which project impacts were identified. However, under the Agricultural Resource Preservation Alternative, the significant and unavoidable impacts related to Agricultural Resources, Air Quality, GHG Emissions, and Energy, and Transportation would still occur.

Based on the above, the Agricultural Resource Preservation Alternative would be considered the Environmentally Superior Alternative. As discussed above, the significant and unavoidable impacts related to Agricultural Resources, Air Quality, GHG Emissions, and Energy, and Transportation that were identified for the proposed project would still occur under Agricultural Resource Preservation Alternative.

Table 6-1
Comparison of Environmental Impacts for Project Alternatives

	Impact	Proposed Project	No Project (No Build) Alternative	Agricultural Resource Preservation Alternative	Reduced Intensity Alternative
	4.1 Agricultural Resources				
4.1-1	**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.**	**Significant and Unavoidable**	None	**Fewer**	**Similar**
4.1-4	**Involve changes in the existing environment which, due to their location or nature, could cumulatively result in the loss of Farmland to non-agricultural use.**	**Cumulatively Considerable and Significant and Unavoidable**	None	**Fewer**	**Similar**
	4.2 Air Quality, Greenhouse Gas Emissions, and Energy				
4.2-7	**Generation of GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.**	**Cumulatively Considerable and Significant and Unavoidable**	None	**Similar**	**Similar**
	4.3 Hydrology and Water Quality				
4.3-3	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: substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or 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 with Mitigation	None	Fewer	Similar
4.3-4	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 impede or redirect flood flows, or in flood hazard, tsunami, or seiche zone, risk release of pollutants due to project inundation.	Less Than Significant with Mitigation	None	Fewer	Similar
	4.5 Transportation				
4.5-1	Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.	Less Than Significant with Mitigation	None	Similar	Similar
4.5-4	**Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).**	**Significant and Unavoidable**	None	**Similar**	**Similar**
4.5-9	**Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) associated with cumulative development of the proposed project in combination with future buildout of Yolo County.**	**Cumulatively Considerable and Significant and Unavoidable**	None	**Similar**	**Similar**
	Initial Study				
IV(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?	Less Than Significant with Mitigation	None	Fewer	Similar
V(b)	Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	Less Than Significant with Mitigation	None	Fewer	Similar
V(c)	Disturb any human remains, including those interred outside of dedicated cemeteries.	Less Than Significant with Mitigation	None	Fewer	Similar
VII(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.	Less Than Significant with Mitigation	None	Similar	Similar
VII(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Less Than Significant with Mitigation	None	Fewer	Similar



Table 6-1
Comparison of Environmental Impacts for Project Alternatives

Impact		Proposed Project	No Project (No Build) Alternative	Agricultural Resource Preservation Alternative	Reduced Intensity Alternative
XVIII(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 with Mitigation	None	Fewer	Similar
XVIII(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.	Less Than Significant with Mitigation	None	Fewer	Similar
XIX(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?	Less Than Significant with Mitigation	None	Similar	Similar
XIX(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.	Less Than Significant with Mitigation	None	Similar	Similar

Note: No Impact = "None;" Greater than the Proposed Project = "Greater," Less than Proposed Project = "Fewer;" and Similar to Proposed Project = "Similar"

Bold: Significant and Unavoidable impact(s) determined for the proposed project would still be expected to occur under the Alternative.

7. EIR Authors and Persons Consulted

7. EIR Authors and Persons Consulted

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Appendix A

County of Yolo
Department of Community Services

Clark Pacific Facility Expansion Project

Initial Study

March 2025

Prepared by

RANEY PLANNING & MANAGEMENT, INC.
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Appendices

Appendix A Biological Resources Review
Appendix B Preliminary Geotechnical Evaluation
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INITIAL STUDY
MARCH 2025

A. BACKGROUND

1.	Project Title:	Clak Pacific Facility Expansion Project
2.	Lead Agency Name and Address:	County of Yolo Department of Community Services 292 West Beamer Street Woodland, CA 95695
3.	Contact Person and Phone Number:	Jeff Anderson Principle Planner (530) 666-8043
4.	Project Location:	40307 Best Ranch Road Woodland, CA 95776 Assessor Parcel Number (APN) 027-250-019
5.	Project Sponsor's Name and Address:	Clark Pacific Structural, LLC Riverpoint Court, Suite 100 West Sacramento, CA 95605
6.	Existing General Plan Land Use Designation:	Agricultural (AG)
7.	Existing Zoning Designation:	Agricultural Intensive (A-N)
8.	Proposed General Plan Land Use Designation:	Industrial (IN)
9.	Proposed Zoning Designation:	Heavy Industrial (I-H)
10.	Required County Approvals:	General Plan Amendment Rezone Tentative Subdivision Map

11. Surrounding Land Uses and Setting:

The 76.76-acre project site, identified by APN 027-250-019, is located at 40307 Best Ranch Road, in unincorporated Yolo County, California, approximately 0.75-mile north of the City of Woodland. The project site currently consists of undeveloped agricultural land planted with row crops and is bisected by an east-west private dirt access road in the central portion of the site. Surrounding land uses include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturer facility to the east; a single-family residence to the southeast, across County Road (CR) 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a residential care facility for individuals with intellectual disabilities, a barn, and agricultural land to the west, across the California Northern Railroad (CFNR) tracks; and The Maples event venue and agricultural

land to the northwest, across Best Ranch Road. The Yolo County General Plan Land Use map designates the site as Agriculture (AG), and the site is zoned Agricultural Intensive (A-N).

12. Project Description Summary:

    The Clark Pacific Facility Expansion Project (proposed project) would include the expansion of the adjacent existing Clark Pacific facility and subdivision of the site into seven parcels. Site plans are not currently provided for the project. However, the proposed Clark Pacific expansion facilities would generally mirror the existing Clark Pacific facility, which manufactures, processes, and stores prefabricated building materials. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping. The project would require County approval of a General Plan Amendment, Rezone, and a Tentative Subdivision Map.

13. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), a project notification letter was distributed to the representatives of the Yocha Dehe Wintun Nation, Cortina Rancheria – Kletsel Dehe Band of Wintun Indians, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, and Grindstone Rancheria of Wintun-Wailaki. The Yocha Dehe Wintun Nation submitted a response on March 25, 2025, requesting formal consultation. Representatives from the County and Yocha Dehe Wintun Nation participated in a formal consultation meeting on February 27, 2025. Consultation efforts between the County and Yocha Dehe Wintun Nation concluded on March 5, 2025, with the Yocha Dehe Wintun Nation providing recommendations that have been incorporated as mitigation measures within this Initial Study. It should be noted that consultation pursuant to Senate Bill (SB) 18 has also been conducted for the proposed project, the results of which have been incorporated into this document.

B. SOURCES

All the technical reports and modeling results used for the purposes of this analysis are available upon request and prior arrangement at the public counter at the Yolo County Department of Community Service, Planning Division, located at 292 West Beamer Street, Woodland, CA 95695. The following documents are referenced information sources used for this analysis:

1. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/app/. Accessed September 2024.
2. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed December 2024.
3. California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Yolo County Central Landfill (57-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033. Accessed December 2024.
4. California Department of Transportation. *California State Scenic Highway System Map*. Available at:

https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed September 2024.
5. California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed December 2024.
6. ECORP Consulting, Inc. *Biological Resources Due Diligence for the Parcel 027-250-019 Project, Woodland, Yolo County, California*. August 5, 2022.
7. Eileen Barrow and Associates. *Cultural Resources Study for the Clark Pacific Facility Expansion Project, Woodland, Yolo County, California.* November 22, 2024.
8. Federal Emergency Management Agency. *Flood Insurance Rate Map: 06113C0435H, effective May 16, 2012*. Available at: https://msc.fema.gov/portal/search?AddressQuery=40307%20best%20ranch%20road%2C%20woodland%2C%20ca. Accessed May 2024.
9. Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report: Clark Pacific Facility Expansion Project, 40307 Best Ranch Road, Yolo County, California.* November 25, 2024.
10. Geocon Consultants, Inc. *Preliminary Geotechnical Evaluation, Clark Pacific Facility Expansion Project, 40307 Best Ranch Road, Yolo County, California*. February 5, 2025.
11. Yolo County. *2030 Countywide General Plan Final Environmental Impact Report*. Certified November 10, 2009.
12. Yolo County. *2030 Countywide General Plan*. Adopted November 10, 2009, as amended.
13. Yolo County. *2030 Countywide General Plan Final Environmental Impact Report*. Certified November 10, 2009.
14. Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.
15. Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan*. April 2018.
16. Yolo Subbasin Groundwater Agency. *2022 Groundwater Sustainability Plan*. January 24, 2022.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "less-than-significant with mitigation" as indicated by the checklist on the following pages.

☐ **Aesthetics**	✖ **Agriculture and Forest 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**

D. DETERMINATION

On the basis of this Initial Study:

☐ 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 applicant. 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" 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 EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Jeff Anderson, Principle Planner	County of Yolo
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) environmental checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures are prescribed. The mitigation measures set forth in this Initial Study will be implemented in conjunction with the project, as required by CEQA.

Yolo County adopted the 2030 Countywide General Plan[1] (General Plan) and certified the associated 2030 Countywide General Plan Environmental Impact Report[2] (General Plan EIR) on November 10, 2009. The General Plan EIR was prepared as a program-level EIR, pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. Where applicable, this analysis incorporates by reference the general discussion portions of the General Plan EIR. The analysis herein is also based on project-specific technical studies and information.

As noted above, the proposed project would include the expansion of the adjacent existing Clark Pacific prefabricated building materials manufacturing facility. The existing Clark Pacific facility is located immediately east of the project site and was previously developed as a sugar beet processing and sugar production facility. The facility was formerly owned by Imperial Sugar Company and formerly operated by Holly Sugar Corporation doing business as Spreckels Sugar Company. The facility was used from 1937 through 2000 for the purpose of processing sugar beets. Sugar handling, packaging, and distribution operations continued from 2001 until September 2002, at which time the facility property was sold to Sugarland Farms, LLC. Sugarland Farms demolished many of the former buildings, structures and site features in 2003/2004.

On April 1, 2008, the Yolo County Board of Supervisors certified an Initial Study/Mitigated Negative Declaration (IS/MND) (SCH #2008022124) for the Clark Pacific Project (Zone File 2007-078), which included approval of a General Plan Amendment of 90 acres from AG to IN, a Rezone from Agricultural General (A-1) to Heavy Industrial (M-2), and a Conditional Use Permit (CUP) requesting a change from one nonconforming use to another nonconforming use and a Development Agreement (Doc. No. 2008-0012768). Following the County's adoption of the IS/MND and land use approvals, a lawsuit challenging the adequacy of the IS/MND was filed (*Historic Nelson Ranch v. County of Yolo*). The Yolo County Superior Court largely upheld the adequacy of the IS/MND, with the exception that it found that one provision of the CUP, which allowed Clark Pacific to conduct operations 24 hours a day with advance notice to the County, had not been adequately addressed. The Superior Court directed the County to remove this provision from the CUP and to prepare an EIR before allowing 24-hour operations on the site. Consistent with this decision, the existing Clark Pacific facility was limited to operating hours of between 5:00 AM and 7:00 PM, Monday through Saturday.

On July 24,2012, Yolo County certified the Clark Pacific Expansion Project EIR (SCH# 2011092080), which included the expansion of the Clark Pacific facility to the west towards the project site, resulting in its existing size and form (Zone File 2011-0029). The Clark Pacific Expansion Project included a Rezone of 58.6 acres from A-1 to M-2, 20 acres from A-1 to Open

[1] Yolo County. *2030 Countywide General Plan*. Adopted November 10, 2009.
[2] Yolo County. *2030 Countywide General Plan Final Environmental Impact Report*. Certified November 10, 2009.

Space (OS), and six acres from M-2 to OS, consistent with the land use designations in the General Plan. The Clark Pacific Expansion Project also required approval of a Tentative Subdivision Map, an amendment to the existing Development Agreement (Doc. No. 2012-0028850), and the termination of components of the previously approved CUP, such as the operation hours. Operation of the existing Clark Pacific facility consists of the prefabrication of building materials.

F. PROJECT DESCRIPTION

The following section includes a description of the project location, setting, and surrounding land uses, as well as a discussion of the project components and necessary discretionary actions.

Project Location

The 76.76-acre project site is located at 40307 Best Ranch Road in unincorporated Yolo County, California (see Figure 1 and Figure 2). The site is identified by Assessor's Parcel Number (APN) 027-250-019.

Setting and Surrounding Land Uses

Currently, the project site consists of undeveloped agricultural land planted with row crops. An east-west dirt access road bisects the central portion of the site. A north-south dirt access road also occurs along the eastern site boundary. Clark Junction, a private, paved two-lane private road, occurs on-site generally parallel to the northern and western site boundaries. CR 18C bounds the southern site boundary. A CFNR spur associated with the Graymont Western Co. Sugarfield Terminal occurs parallel to the northwest of the site and connects to the CFNR tracks, which run along the western boundary of the site. Additionally, overhead transmission utility lines traverse the project site in a north-south direction and are suspended by three on-site transmission towers.

Surrounding existing land uses include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturer facility to the east; a single-family residence to the southeast, across CR 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a care facility for individuals with intellectual disabilities, a barn, and agricultural land to the west, across the CFNR tracks; and The Maples event venue and agricultural land to the northwest, across Best Ranch Road. The County's General Plan Land Use Map designates the site as AG and the site is zoned A-N.

Project Components

The proposed project would include the expansion of the adjacent existing Clark Pacific facility and subdivision of the site into seven parcels ranging in size from 10.01 to 13.25 acres. Although the proposed Clark Pacific expansion does not include specific development plans at this time, the future facilities are anticipated to be developed similar to the existing Clark Pacific facility. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping. The project would require County approval of a General Plan Amendment, Rezone, and a Tentative Subdivision Map. The aforementioned project components are discussed in further detail below.

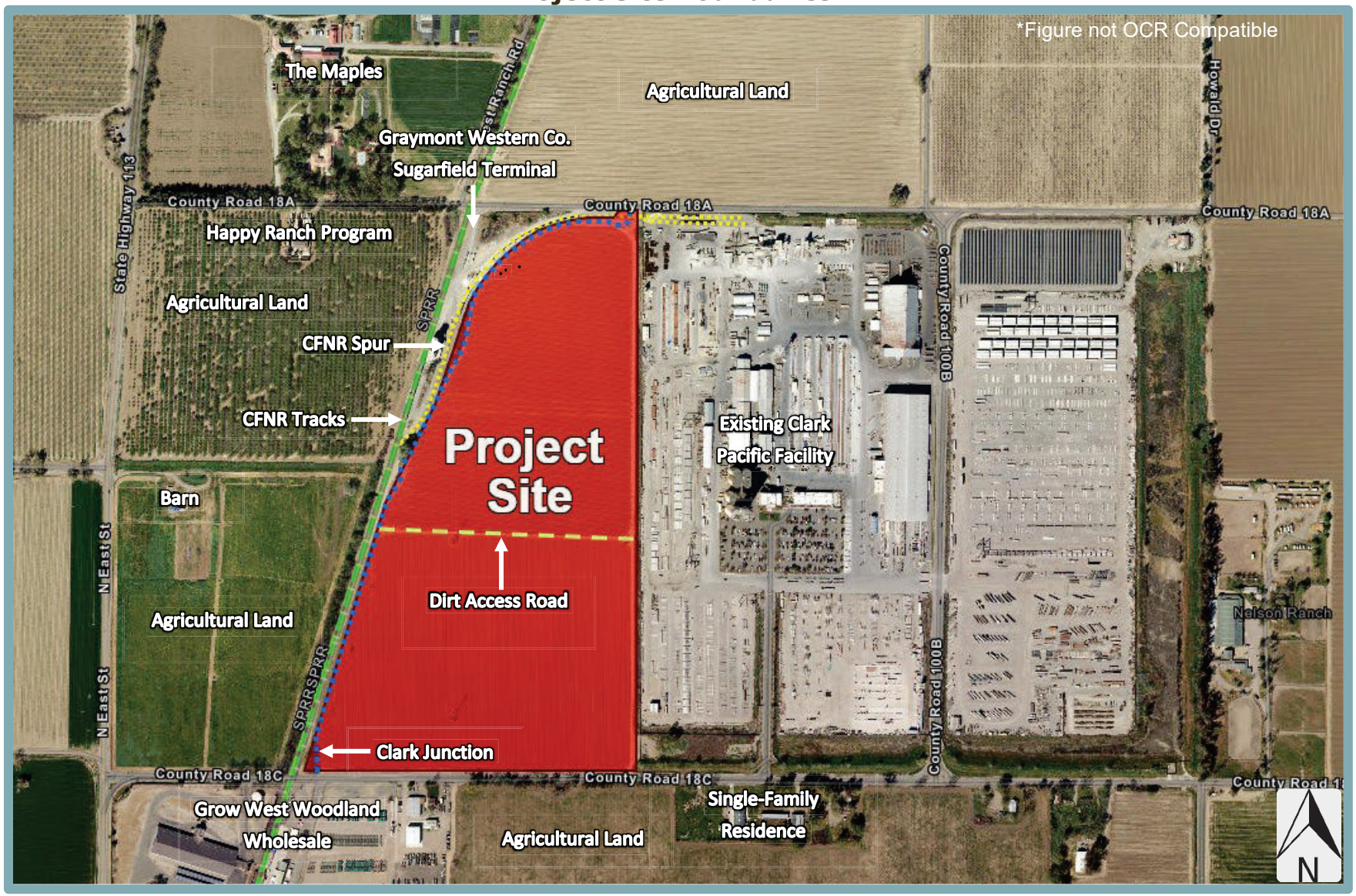
General Plan Amendment

The proposed General Plan Amendment would redesignate the project site's Land Use designation from AG to IN, which would allow for the full range of light to heavy industrial manufacturing, including agricultural industrial uses.

Figure 1
Regional Vicinity Location



Figure 2
Project Site Boundaries



Rezone

The proposed project would require a Rezone to change the zoning designation of the project site from A-N to I-H. Pursuant to Yolo County Code Section 8-2.702, the purpose of the I-H zone is to allow all heavy manufacturing and industrial uses that may create objectionable impacts such as noise, odor, vibrations, and use of hazardous materials. Such uses could include the processing, fabrication, manufacture, and storage of metals, cement, chemicals, agricultural products, animal carcasses, wood, grain, furniture, heavy equipment, automobiles and trucks, building materials, etc.

Tentative Subdivision Map

Pursuant to Yolo County Code Section 8-1.301, except for limited circumstances specified therein, a Tentative Subdivision Map is required for all subdivisions of land that create five or more lots. The proposed project would subdivide the project site into seven parcels (Parcels A through G), necessitating County approval of a Tentative Subdivision Map (see Figure 3). Each of the proposed parcels is anticipated to include new industrial buildings and associated utility improvements. The components of the proposed Tentative Subdivision Map are discussed further below.

Industrial Buildings

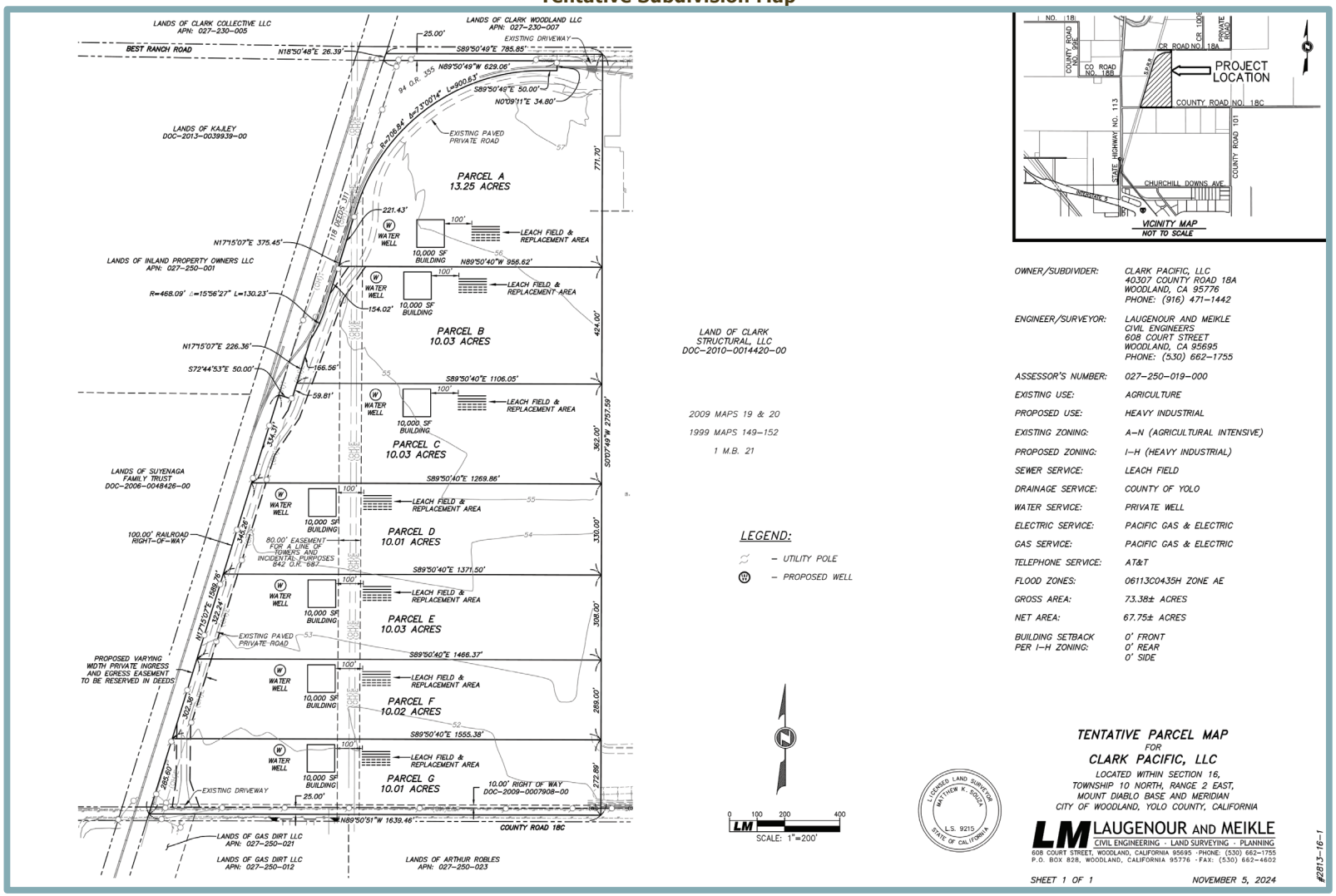
Parcel A would consist of 13.25 acres, while Parcels B through G would range in size from 10.01 to 10.03 acres. Although the Tentative Subdivision Map included as Figure 3 indicates that each parcel would be developed with a 10,000-square foot (sf) building, to provide a conservative analysis, and based on the anticipated operations on the site, as provided by the project applicant, this Initial Study assumes that the project site could ultimately be developed with a maximum total building square footage of up to 500,000 sf of new industrial uses across the seven newly created parcels. In accordance with the I-H development standards established by Yolo County Code Section 8-2.705, the proposed industrial buildings would not exceed a maximum height of 45 feet or four stories, whichever is less.

Project Operation

Because the proposed project consists of an expansion of the adjacent existing Clark Pacific facility to the east, proposed project operations are assumed to include prefabrication of building materials and would include ancillary outdoor storage of materials. Product manufacturing typically involves the use of concrete, steel forms, reinforcing steel, and miscellaneous metal connectors. The existing Clark Pacific facility fabricates the reinforcing steel and miscellaneous metal components on-site from stock material, mixes concrete batches on-site at the batch plant from dry cement brought to the site from an off-site manufacturer, and fabricates pre-cast products by setting the reinforcing and miscellaneous metal in steel forms and then pouring concrete into the forms. Once the concrete is cured (hardened), workers remove the product from the form and detail it to the required texture and/or finish, which may involve sandblasting, and place it in outdoor storage unit until the product can be shipped to the construction job site. When the construction job site is ready, the pre-cast pieces are trucked to a construction site and installed. Some of the products require shipment as oversized loads; occasionally, beams or panels may reach up to 95 feet in length.

The Clark Pacific Expansion Project EIR (SCH# 2011092080) anticipated that the existing Clark Pacific facility would have the capacity to employ a maximum of 500 people per day; however, based on applicant-provided information, the actual employment base of the existing Clark Pacific facility is only 180 employees.

Figure 3
Tentative Subdivision Map



OWNER/SUBDIVIDER:	CLARK PACIFIC, LLC 40307 COUNTY ROAD 18A WOODLAND, CA 95776 PHONE: (916) 471-1442
ENGINEER/SURVEYOR:	LAUGENOUR AND MEIKLE CIVIL ENGINEERS 608 COURT STREET WOODLAND, CA 95695 PHONE: (530) 662-1755
ASSESSOR'S NUMBER:	027-250-019-000
EXISTING USE:	AGRICULTURE
PROPOSED USE:	HEAVY INDUSTRIAL
EXISTING ZONING:	A-N (AGRICULTURAL INTENSIVE)
PROPOSED ZONING:	I-H (HEAVY INDUSTRIAL)
SEWER SERVICE:	LEACH FIELD
DRAINAGE SERVICE:	COUNTY OF YOLO
WATER SERVICE:	PRIVATE WELL
ELECTRIC SERVICE:	PACIFIC GAS & ELECTRIC
GAS SERVICE:	PACIFIC GAS & ELECTRIC
TELEPHONE SERVICE:	AT&T
FLOOD ZONES:	06113C0435H ZONE AE
GROSS AREA:	73.38± ACRES
NET AREA:	67.75± ACRES
BUILDING SETBACK PER I-H ZONING:	0' FRONT 0' REAR 0' SIDE

TENTATIVE PARCEL MAP
FOR
CLARK PACIFIC, LLC
LOCATED WITHIN SECTION 16,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
MOUNT DIABLO BASE AND MERIDIAN
CITY OF WOODLAND, YOLO COUNTY, CALIFORNIA

LICENSED LAND SURVEYOR MATTHEW K. SOUZA L.S. 9215 STATE OF CALIFORNIA

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING
608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602

SHEET 1 OF 1 NOVEMBER 5, 2024 #2813-16-1

Similar to the existing Clark Pacific facility, the anticipated total number of employees during operation associated with the proposed project is 180 employees, for a cumulative total of approximately 360 employees. The hours of operation for the proposed project would be 4:00 AM to 3:00 PM, five days a week.

Utilities

Development of each of the seven proposed parcels would include installation of a private well to establish water service. Installation of new private wells is subject to the Yolo County Water Well Program and review and approval by the Yolo County Environmental Health Division (YCEHD). If a development project uses a water well, YCEHD requires that the well meets applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. In addition, well contractors are required to submit a Well Completion Report (WCR) to the California Department of Water Resources.

With respect to wastewater disposal services, development of each of the seven proposed parcels would include installation of a leach field and replacement area. Installation of new septic systems, including leach fields and replacement areas, is subject to the Yolo County Onsite Wastewater Treatment System Program and review and approval by YCEHD. A permit to construct a new septic system is required by YCEHD, which requires a site evaluation and soils profile, as well as compliance with applicable standards established by the Yolo County Onsite Wastewater Treatment Systems Manual.[3] With regard to setbacks, the Onsite Wastewater Treatment Systems Manual requires a minimum setback distance of 100 feet from a water well to the septic dispersal field and 50 feet from the water well to the septic tank and supplemental treatment unit. In addition, Yolo County Code Section 6-19.602 requires that new septic systems meet applicable waste discharge requirements (WDRs) established by the Central Valley Regional Water Quality Control Board (CVRWQCB).

With regard to storm drainage service, stormwater runoff from the project site currently flows to a channel along CR 18C parallel to the southern site boundary, where the channel then discharges stormwater to a basin located in the southwestern portion of the existing Clark Pacific facility. Following development of the proposed project, runoff from new impervious surfaces within the project site would continue to be directed to the adjacent stormwater basin at the existing Clark Pacific facility.

Electricity and natural gas would be provided to the proposed project by Pacific Gas & Electric Company (PG&E) through new connections to the existing infrastructure in the project vicinity. In addition, it should be noted that the project would not involve construction within the existing 100-foot-wide easement that extends north-to-south through the project site along the alignment of the existing aboveground transmission lines and towers.

Access, Circulation, and Parking

Access to Parcels A through G would be provided by new driveways from Clark Junction, a private road on the site's western boundary that is owned and maintained by Clark Pacific. From Clark Junction, a new roadway would extend into the project site, providing access to each parcel. A private ingress and egress easement is proposed to be reserved in deeds along the eastern boundary of the project site to allow for access to each individual parcel in the event that the parcels are ever sold.

[3] Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.

Circulation associated with the proposed project would be similar to the existing Clark Pacific facility. Within the existing facility, Clark Pacific uses cranes and trucks to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for offsite shipment. Trucks used to transport products off-site are required to follow a route prescribed by Condition #62 within the existing CUP. Trucks access the facility from State Route (SR) 113 to CR 18C east and CR 100B north to an access gate at the eastern edge of the existing plant facility. Trucks hauling products from the plant are required to follow the same route back to SR 113.

In accordance with Yolo County Code Section 8-2.1306, the proposed project would be required to include a minimum of 135 parking spaces, including five spaces designed in compliance with the Americans with Disabilities Act (ADA). In addition, pursuant to Yolo County Code Section 8-2.1308, the proposed project would feature a minimum of 25 loading spaces. In addition, the existing Clark Pacific facility has an excess number of parking spaces for the current operations; thus, adequate parking capacity would exist for the proposed project.

Landscaping

New landscaping would be provided along the project frontages on CR 18C and Best Ranch Road. All landscaping improvements would be consistent with the County's Water Efficient Landscape Ordinance, as set forth by Yolo County Code Section 8-3.101, et seq.

Discretionary Actions

Implementation of the proposed project would require approval of the following by the County:

- A General Plan Amendment to redesignate the project site from AG to IN;
- A Rezone to change the project site's zoning designation from A-N to I-H; and
- Tentative Subdivision Map.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within 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?	☐	☐	✖	☐

Discussion

a. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista.

According to the County's General Plan, the County has designated the following roadways as local scenic highways: (1) SR 16 (Colusa County line to Capay); (2) SR 128 (Winters to the Napa County line); (3) CR 116 and CR 116B (Knights Landing to the eastern terminus of CR 16); (4) CR 16, CR 117, and Old River Road (CR 107 to West Sacramento); and (5) South River Road (West Sacramento limits to Sacramento County line). In addition, the County has designated areas along the waterways of Cache and Putah creeks, the Yolo Bypass, and the Sacramento River as local scenic corridors. Of the aforementioned roadways and local scenic corridors, the nearest to the project site is CR 116 and CR 116B, Knights Landing to the eastern terminus of CR 16, which is located 4.75 miles northwest. While Cache Creek is located approximately 1,500 feet north of the project site, due to intervening vegetation and development, the Creek is not visible from the site. Considering that development of the proposed project would be confined to the boundaries of the project site, the project would not change or remove a scenic vista or be visible from any of the aforementioned scenic vistas.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista. Therefore, the project would result in a ***less-than-significant*** impact.

b. According to the California Department of Transportation's (Caltrans) California State Scenic Highway System Map, the nearest officially designated State Scenic Highway to the project site is SR 160, which is located 38.64 miles to the southeast of the site.[4] Given the significant distance between the project site and SR 160, the project site would not be visible from the nearest State scenic highway.

[4] California Department of Transportation. *California State Scenic Highway System Map*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed September 2024.

Based on the above, the proposed project would not substantially damage scenic resources within a State scenic highway. Therefore, the project would result in a ***less-than-significant*** impact.

c. The project site is located in the unincorporated portion of the County and is bordered by agricultural land to the west, north, and south. Therefore, the project site is located within a non-urbanized area, and the applicable threshold is whether the proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings.

Public views of the project site are afforded from Best Ranch Road to the north and CR 18C to the south. It is noted that although SR 113 is located approximately 1,000 feet west of the site at the closest point, the project site is not visible from SR 113 due to intervening vegetation. For the purposes of this analysis, public views consist of both views towards the site from westbound and eastbound motorists and/or bicyclists traveling along Best Ranch Road and CR 18C.

With respect to views from the farm residence, as well as the industrial and private uses in the project vicinity, CEQA case law has established that only public views, not private views, are protected under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720 [3 Cal. Rptr.2d 488] the court determined that "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services* (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: '[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.'" Such a conclusion is consistent with the thresholds of significance established in Appendix G of the CEQA Guidelines. Therefore, it is appropriate to focus the aesthetic impact analysis on potential impacts to public views, rather than private views.

Existing views of the project site consist of undeveloped land planted with row crops in the midground, with background views of the surrounding agricultural and industrial uses and open sky. The proposed project would include the conversion of the existing on-site agricultural uses to industrial development consisting of a maximum buildout of 500,000 sf. Although conversion of the undeveloped site to industrial uses would modify the existing visual character of the site, the proposed project would consist of the expansion of existing industrial development to the east and would also be consistent with the industrial nature of the existing Grow West facility to the south. As such, the proposed industrial development would be visually consistent with the existing views in the area. Therefore, the addition of the proposed industrial development would not significantly alter the character of public views of the project vicinity.

Based on the above, the proposed project would not be considered to substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with regulations governing scenic quality. Thus, a ***less-than-significant*** impact would occur.

d. The project site is currently undeveloped, generally flat agricultural land. The existing Clark Pacific facility, a prefabricated building materials manufacturer, is located to the east of

the project site. Therefore, although the site is not currently a source of significant light and glare, the project vicinity contains existing sources of light and glare, such as interior lighting visible through windows, architectural accent lighting, motion-activated security lighting, and glare from reflective surfaces such as windows.

Development of the proposed project could introduce new sources of light, including light and glare from vehicle headlights and potentially reflective materials on new structures; however, development of the project site would be consistent with the type of lighting anticipated for the project site pursuant to the proposed General Plan Amendment, Rezone, and Tentative Subdivision Map. The proposed project would also be required to comply with all applicable standards related to light and glare, including Yolo County General Plan Policy CC-1.3 regarding protection of the rural night sky to the greatest extent feasible. In addition, because the proposed project consists of an expansion of the existing Clark Pacific facility, new sources of light and glare associated with project buildout would be consistent with existing sources in the project site vicinity. Therefore, the proposed project would not create a new source of substantial light or glare or adversely affect day or nighttime views in the project vicinity, and a ***less-than-significant*** impact would occur.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	✖	☐	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	✖	☐	☐	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in 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?	✖	☐	☐	☐

Discussion

a,b,e. According to the California Department of Conservation's (DOC) California Important Farmland Finder, the project site is designated as "Prime Farmland."[5] In addition, the County General Plan designates the project site as AG, and the site is zoned A-N. The project site is not subject to a Williamson Act contract. Nonetheless, the proposed project would develop the entire project site with industrial uses, replacing the existing on-site agricultural operations. As such, the proposed project would result in the loss of approximately 76.76 acres of Prime Farmland. Although the proposed project would include a Rezone to change the zoning of the site from A-N to I-H, the project could conflict with the existing zoning for agricultural use. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above impact will be included in the Agricultural Resources chapter of the Clark Pacific Facility Expansion Project EIR.

c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland, or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the project would result in ***no impact***.

[5] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/app/. Accessed September 2024.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✖	☐	☐	☐
b. 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?	✖	☐	☐	☐

Discussion

a,b. The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the of the Yolo-Solano Air Quality Management District (YSAQMD). The federal Clean Air Act (CAA) and the California Clean Air Act (CCAA) require that federal and State ambient air quality standards (AAQS) be established, respectively, for six common air pollutants, known as criteria pollutants. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards.

The federal CAA requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, YSAQMD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the federal AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the SIP include whether a project would cause or contribute to new violations of any federal AAQS, increase the frequency or severity of an existing violation of any federal AAQS, or delay timely attainment of any federal AAQS. In addition, a project would be considered to conflict with, or obstruct implementation of, an applicable air quality plan if the project would be inconsistent with the emissions inventories contained in the air quality plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on general plans and zoning designations for the region.

Due to the nonattainment designations of the area, YSAQMD has developed plans to attain the State and federal standards for ozone and particulate matter. The plans include the 2013 Ozone Attainment Plan, the $PM_{2.5}$ Implementation/Maintenance Plan, and the 2012 Triennial Assessment and Plan Update. Adopted YSAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. Thus, by exceeding the YSAQMD's mass emission thresholds for operational or construction

emissions of ozone precursors, such as reactive organic gas (ROG) and nitrogen oxide (NO_X), or PM_{10}, a project would be considered to conflict with or obstruct implementation of the YSAQMD's air quality planning efforts. The YSAQMD mass emissions thresholds for construction and operational emissions are shown in Table 1 below.

Table 1
YSAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	10 tons/yr	10 tons/yr
NO_X	10 tons/yr	10 tons/yr
PM_{10}	80 lbs/day	80 lbs/day

Source: YSAQMD. Handbook for Assessing and Mitigating Air Quality Impacts. July 11, 2007.

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which include PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site, and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

Furthermore, development of the proposed project would result in an increased number of vehicle trips associated with traffic to and from the project site. Operation of the proposed project would also result in emissions associated with area sources such as equipment exhaust. The additional traffic and operations associated with the proposed project could result in increases in criteria pollutant emissions in the project vicinity above the thresholds established by the YSAQMD. Therefore, the proposed project could conflict with or obstruct implementation of the applicable air quality plan.

Construction and operational emissions associated with the proposed project, in combination with other past, present, and reasonably foreseeable projects within the project region could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could 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. Based on the above, the proposed project could result in a ***potentially significant*** impact.

Further analysis of the above potential impacts will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of the Clark Pacific Facility Expansion Project EIR.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are

especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Within the project vicinity, the nearest sensitive receptors include the single-family residence located 500 feet to the southeast, as well as the Happy Ranch Program, located approximately 900 feet to the west.

The major pollutants of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. Implementation of the proposed project could increase traffic volumes on roads near the project site and would include the operation of heavy-duty industrial equipment. Given that exhaust from such equipment could result in localized CO and TAC emissions, further analysis of such emissions is required.

Because the proposed project could involve CO and TAC emissions associated with construction and operations, the proposed project could expose existing sensitive receptors to substantial pollutant concentrations. Accordingly, impacts related to exposure of sensitive receptors to substantial pollutant concentrations could be ***potentially significant***.

Further analysis of the above potential impact will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of the Clark Pacific Facility Expansion Project EIR.

d. Other emissions of concern include those leading to odors, emission of dust, or emissions considered to constitute air pollutants. As discussed above, emissions of air pollutants generated by the proposed project could be potentially significant. In addition, construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. Furthermore, construction of the proposed project has the potential to result in substantial emissions of dust. Therefore, the proposed project could result in emissions of concern (such as those leading to odors, emission of dust, or emissions considered to constitute air pollutants) adversely affecting a substantial number of people, and a ***potentially significant*** impact would result.

Further analysis of the above potential impact will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of the Clark Pacific Facility Expansion Project EIR.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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, and regulations or by the California Department of Fish and Wildlife or US 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of 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 Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	✖	☐

Discussion

a. Certain plant and wildlife species are considered to have special status if they are listed or proposed for listing under the federal or State Endangered Species Act, meet the definition of Rare or Endangered under CEQA, or are considered rare locally. In addition, nesting birds and raptors are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA), which prohibits killing, possessing, or trading of migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. The MBTA covers take of whole birds, parts of birds, and bird nests and eggs. Furthermore, the California Native Plant Society (CNPS) maintains a list of plant species native to the State that have low numbers, limited distribution, or are otherwise threatened with extinction. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA. According to the General Plan EIR, a number of plant and animal taxa with special status have geographic ranges encompassing the Yolo County planning area or have been observed in the project vicinity, according to occurrence records maintained by the California Natural Diversity Database (CNDDB).

The project site is located within the jurisdiction of the Yolo Habitat Conservation Plan/Natural Conservation Community Plan (Yolo HCP/NCCP). The Yolo HCP/NCCP is a 50-year countywide conservation plan that became effective in January of 2019 and is intended to minimize regulatory hurdles by providing a means to coordinate and standardize mitigation and compensation requirements set forth by the Federal and State Endangered Species Acts, CEQA, and other applicable laws and regulations related to

biological and natural resources within the Yolo HCP/NCCP Plan Area.[6] The Yolo HCP/NCCP analyzes a range of anticipated activities, including mining, development, and agricultural uses, on 12 special-status species and their respective habitats, and created an agreement between State and federal wildlife regulators and local jurisdictions (Yolo County; the cities of Davis, West Sacramento, Winters, and Woodland; and the University of California, Davis), to allow landowners and developers in the aforementioned jurisdictions to engage in the "incidental take" of specific species in return for conservation commitments. In addition to various special-status species, the Yolo HCP/NCCP provides coverage for riparian and other wetland sensitive natural community types. The Yolo HCP/NCCP includes avoidance and minimization measures (AMMs) that are required of projects in order to engage in the "incidental take" of covered species.

Special-Status Plants

A CNDDB search conducted for the project site and the surrounding area determined that potential habitat is available within the project site to accommodate the following two special-status plant species:

- Palmate-bracted bird's-beak; and
- Keck's checkerbloom.

However, a Biological Resources Due Diligence Review (Biological Resources Review) conducted of the project site by ECORP Consulting, Inc. (ECORP) (see Appendix A)[7] did not include observation of the foregoing special-status plant species within the project site. Furthermore, the Biological Resources Review concluded that palmate-bracted bird's beak, which is a covered species under the Yolo HCP/NCCP, does not have the potential to occur within the project site. Due to the ongoing on-site agricultural operations, the site is considered heavily disturbed and is unlikely to present suitable habitat for the species. Nonetheless, if Keck's checkerbloom, which is not a covered species under the Yolo HCP/NCCP, were to bloom within the available habitat areas within a 200-foot buffer area of the project site prior to project implementation, the proposed project could have a substantial adverse effect, either directly or through habitat modification, on special-status plant species.

Special-Status Wildlife

According to the Biological Resources Review, potential habitat is available on or near the project site to accommodate the following five species that are covered under the Yolo HCP/NCCP: Swainson's hawk; white-tailed kite; tricolored blackbird; western burrowing owl; and valley elderberry longhorn beetle (VELB). Based on the Biological Resources Review and the CNDDB search conducted for the site, the only special-status species not covered under the Yolo HCP/NCCP with the potential to occur on-site are nesting birds protected by the MBTA and the California Fish and Game Code (CFGC). The potential impacts associated with each identified species is discussed in further detail below.

Swainson's Hawk and White-Tailed Kite

Swainson's hawk (*Buteo swainsoni*) is a State-listed threatened species and covered under the Yolo HCP/NCCP. The species inhabits grassland, shrubland, and agricultural areas where it has open areas to forage for its small prey and where roost sites are

[6] Yolo Habitat Conservancy. *Yolo Habitat Conservation Plan/Natural Community Conservation Plan*. April 2018.
[7] ECORP Consulting, Inc. *Biological Resources Due Diligence for the Parcel 027-250-019 Project, Woodland, Yolo County, California*. August 5, 2022.

available. During the breeding season, the species requires nesting trees that usually either border agricultural fields, are in wetland borders, or are on abandoned farms. Swainson's hawk forages by soaring over open areas and by searching from perches. White-tailed kite (*Elanus leucurus*) is not federally or State listed, but is covered under the Yolo HCP/NCCP and is a CDFW Fully Protected species. White-tailed kite is a yearlong resident of the Central Valley and is primarily found in or near foraging areas, such as open grasslands, meadows, farmlands, savannahs, and emergent wetlands. White-tailed kites typically nest from March through June in trees within riparian, oak woodland, and savannah habitats of the Central Valley and Coast Range.

According to the Biological Resources Review, the on-site agricultural fields provide marginal foraging habitat for Swainson's hawk and white-tailed kite. Although nesting habitat is not available on-site, the trees in the project site vicinity provide potential nesting habitat for the species. Furthermore, ECORP observed several Swainson's hawk individuals soaring over the project site and landing in trees in the site vicinity. As such, the Biological Resources Review concluded that the aforementioned species could be potentially present. Therefore, should the species be present in such areas during project construction, adverse effects to Swainson's hawk and white-tailed kite could occur.

Because Swainson's hawk and white-tailed kite could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement Yolo HCP/NCCP AMM16, *Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite*. AMM16 requires a preconstruction planning-level survey prior to the commencement of construction activities by a qualified biologist to identify nesting habitat for the species within 1,320 feet of the improvement area. If an active Swainson's hawk or white-tailed kite nest is present, the project would be subject to additional requirements set forth by AMM16.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of Swainson's hawk and white-tailed kite, including required compliance with AMM16, the project would result in a less-than-significant impact to the species.

Tricolored Blackbird

Tricolored blackbird (*Agelaius tricolor*) is a State-listed threatened species and covered under the Yolo HCP/NCCP. The highly colonial species requires open water, protected nesting substrate, and foraging habitat with insect prey within a few kilometers of the colony.

According to the Biological Resources Review, modeled habitat for tricolored blackbird occurs on-site; the planted agricultural fields provide marginal foraging habitat. Although ECORP determined that suitable nesting habitat is not present within the project site or the site vicinity, should the species be present within the project site during project construction, adverse effects to tricolored blackbird could occur.

Because tricolored blackbird could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees

to the Yolo Habitat Conservancy. In addition, the project would be required to implement Yolo HCP/NCCP AMM21, *Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird*. AMM21 requires a preconstruction planning-level survey by a qualified biologist to identify nesting and foraging habitat for the species within a 1,300-foot buffer of the footprint of the covered activity. If tricolored blackbird nesting colonies have been active in or within 1,300 feet of the project footprint during the previous five years, the project would be subject to additional requirements set forth by AMM21.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of tricolored blackbird, including required compliance with AMM21, the project would result in a less-than-significant impact to the species.

Western Burrowing Owl

Western burrowing owl (*Athene cunicularia*) is a candidate for listing under the California Endangered Species Act, is a State Species of Special Concern as designated by the CDFW, and is covered under the Yolo HCP/NCCP. Burrowing owls typically inhabit dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. The species typically uses burrows created by fossorial mammals, most notably the California ground squirrel, but may also use manmade structures such as culverts; cement, asphalt, or wood debris piles; or openings beneath cement or asphalt pavement. The species' breeding season extends from February 1 through August 31.

While ECORP determined that modeled habitat for western burrowing owl does not occur on-site, a potentially suitable burrow was observed along the on-site drainage feature. As such, ECORP concluded that marginal suitable nesting or refugia habitat for the species occurs on-site. Should the species be present within the project site during project construction, adverse effects to western burrowing owl could occur.

Because western burrowing owl could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement Yolo HCP/NCCP AMM18, *Minimize Take and Adverse Effects on Habitat of Western Burrowing Owl*. AMM18 requires a preconstruction planning-level survey prior to the commencement of construction activities by a qualified biologist to identify western burrowing owl habitat within 500 feet of the improvement area. If burrowing owls or burrowing owl nests are identified during the planning-level survey, the project would be subject to additional requirements set forth by AMM18.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of western burrowing owl, including required compliance with AMM18, the project would result in a less-than-significant impact to the species.

Valley Elderberry Longhorn Beetle

VELB (*Desmocerus californicus dimorphus*) is listed as threatened, pursuant to the Federal Endangered Species Act, and is covered under the Yolo HCP/NCCP. The historic range of VELB is limited to moist Valley oak woodlands, along margins of rivers and streams in the lower Sacramento and lower San Joaquin valleys. At the time of its listing,

the beetle was known from less than 10 localities in Merced, Sacramento, and Yolo counties. VELB's current distribution is patchy throughout the Central Valley and associated foothills.

VELB is completely dependent on its host plant, the elderberry (*Sambucus* species), which occurs in riparian and other woodland communities in the Central Valley and associated foothills. Female beetles lay their eggs in crevices on the stems or on the leaves of living elderberry plants. When the eggs hatch, larvae bore into the stems. The larval stages last for one to two years. The fifth instar larvae create emergence holes in the stems and then plug the holes and remain in the stems through pupation. Adults emerge through the emergence holes from late March through June. The short-lived adult beetles forage on leaves and flowers of elderberry shrubs.

ECORP determined that modeled habitat for VELB does not occur within the project site. However, several elderberry shrubs were observed on-site. The on-site elderberry shrubs are isolated and do not occur in a riparian area and, thus, represent only marginal habitat for the species. Nonetheless, should VELB be present within the project site during project construction, adverse effects to the species could occur.

Because VELB could be potentially impacted by the proposed project, the project would be required to comply with all applicable provisions set forth by the Yolo HCP/NCCP for the incidental take of the species, including payment of all applicable fees to the Yolo Habitat Conservancy for an incidental take permit. In addition, the project would be required to implement Yolo HCP/NCCP AMM12, *Minimize Take and Adverse Effects on Habitat of Valley Elderberry Longhorn Beetle*. AMM12 requires that a preconstruction planning-level survey prior to commencement of construction activities by a qualified biologist to map all elderberry shrubs in and within 100 feet of the project footprint that are greater than one inch in diameter at ground level. If any such elderberry shrubs are identified during the planning-level survey, the project would be subject to additional requirements set forth by AMM12.

Based on the above, through compliance with all applicable requirements set forth by the Yolo HCP/NCCP for the incidental take of VELB, including required compliance with AMM12, the project would result in a less-than-significant impact to the species.

Migratory Birds and Raptors

Suitable habitat at the project site may exist for migratory bird species protected under the MBTA that are not covered under the Yolo HCP/NCCP. Should species protected under the MBTA be present within the improvement area during project construction, adverse effects could occur. As discussed above, the proposed project would be required to implement AMM16, AMM21, and AMM18, to address potential impacts to Swainson's hawk and white-tailed kite, tricolored blackbird, and western burrowing owl, respectively. The protocol surveys required by the foregoing AMMs could also include surveys for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP. Mitigation is required herein to ensure that surveys are conducted for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP during AMM compliance.

Conclusion

Based on the above, through payment of applicable Yolo HCP/NCCP fees, obtaining incidental take permits, and compliance with all applicable AMMs set forth by the Yolo HCP/NCCP, potential impacts to Swainson's hawk, white-tailed kite, tricolored blackbird, western burrowing owl, and VELB would be reduced to less-than-significant levels. However, impacts could occur to Keck's checkerbloom and other migratory birds and raptors protected under the MBTA and CFGC. Without provisions to confirm the foregoing species are not within the proposed area of disturbance prior to project construction, the project could result in a ***potentially significant*** impact.

Mitigation Measure(s)

In addition to compliance with the applicable Yolo County HCP/NCCP AMMs, including AMMs 1, 3, 6, 8, 10, 12, 16, 18, and 21, implementation of the following mitigation measures would reduce the above potential impact to non-HCP/NCCP covered species to a ***less-than-significant*** level.

Special-Status Plants

IV-1(a) *Prior to the issuance of grading or construction permits, a qualified biologist shall conduct focused plant surveys for Keck's checkerbloom. The surveys shall be timed during the blooming season and shall cover all potentially suitable habitats on-site and within a 200-foot buffer area of the project site. The results of the surveys shall be submitted to the Yolo County Community Services Department. If the species does not occur in the aforementioned area, further mitigation is not required.*

IV-1(b) *If Keck's checkerbloom is identified on-site or within the 200-foot buffer area during the focused plant surveys, the project applicant shall be responsible for ensuring construction activities avoid the special-status plants through preparation of an Avoidance Plan Report detailing protection and avoidance criteria, measures, and the extent to which special-status plants were successfully avoided. The Avoidance Plan Report shall be subject to review and approval by the Yolo County Community Services Department.*

If avoidance is determined to be infeasible, the qualified biologist shall ensure seed collection for affected special-status plants is completed and plants are re-established at a minimum of a one-to-one ratio (number of newly established plants relative to the number of plants impacted) in a preserve, suitable habitat approved by the Yolo County Community Services Department.

Re-established populations shall be monitored annually by the project applicant in accordance with an approved Habitat Mitigation and Monitoring Plan prepared in consultation with the Yolo County Community Services Department, with annual monitoring taking place for a minimum of five years. The Habitat Mitigation and Monitoring Plan shall include criteria, subject to approval by all applicable agencies, including the Yolo County Community Services Department, the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW), detailing the survival ratio required of re-established populations and

performance standards for further replanting for any re-established plant species that do not survive. Reports describing performance results shall be prepared and submitted for Year One, Three, and Five of the monitoring period.

Migratory Birds and Raptors

IV-2 *While implementing Yolo HCP/NCCP AMM16, AMM21, and AMM18 to address potential impacts to Swainson's hawk and white-tailed kite, tricolored blackbird, and western burrowing owl, respectively, the qualified biologist shall also conduct surveys for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP. The results of the surveys shall be submitted to the Yolo County Community Services Department.*

If active nesting sites for migratory bird and raptor species protected under the MBTA that are not covered under the Yolo HCP/NCCP are found, the project contractor shall comply with the requirements of AMM16, AMM21, and AMM18 to establish an appropriate non-disturbance buffer and continuously monitor the nests until young birds have fledged and are not reliant upon the nest or parental care for survival, as determined by a qualified wildlife biologist. The buffer distance shall be determined by the qualified biologist and supported by compelling biological or ecological reasoning.

b,c. Wetlands are generally considered to be areas that are periodically or permanently inundated by surface or groundwater, and support vegetation adapted to life in saturated soil. Wetlands are recognized as important features on a regional and national level due to their high inherent value to fish and wildlife, use as storage areas for storm and flood waters, and water recharge, filtration, and purification functions. The U.S. Army Corps of Engineers (USACE), CDFW, and CVRWQCB have jurisdiction over modifications to stream channels, river banks, lakes, and other wetland features. The USACE's jurisdiction is established through the provisions of Section 404 of the Clean Water Act, which prohibits the discharge of dredged or fill material into waters of the U.S. without a permit, including certain wetlands and unvegetated "other waters of the U.S." The jurisdictional authority of the CVRWQCB is established pursuant to Section 401 of the Clean Water Act, which typically requires a water quality certification when an individual or nationwide permit is issued by the USACE. The CVRWQCB also has jurisdiction over waters of the State under the Porter-Cologne Water Quality Control Act.

Riparian zones are the areas bordering rivers and other bodies of surface water. They include the floodplain as well as the riparian buffers adjacent to the floodplain. Riparian zones provide many environmental and recreational benefits to streams, groundwater, and downstream land areas. Groundwater is usually found at shallower depths in riparian zones than in the surrounding landscape. Riparian zones are visually defined by a greenbelt with a characteristic suite of plants that are adapted to and depend on the shallow water table.

According to the Biological Resources Review, jurisdictional wetlands or other waters of the U.S. or of the State, including streams or other small drainages, riparian habitats, or other aquatic features regulated by federal or State laws, are not present on the project site or in the immediate site vicinity. A manmade, unlined drainage feature runs along the

western, southern, and eastern boundaries of the project site and appears to catch runoff from the adjacent agricultural fields. The drainage feature does not exhibit any wetland characteristics or an ordinary high-water mark and, thus, is not regulated. Nonetheless, compliance with the Yolo HCP/NCCP requires implementation of Yolo HCP/NCCP AMM10, *Avoid and Minimize Effects on Wetlands and Waters,* which states that project proponent must comply with stormwater management plans that regulate development as part of compliance with regulations under National Pollutant Discharge Elimination System (NPDES) permit requirements. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or the USFWS or have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Thus, a ***less-than-significant*** impact would occur.

d. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to the species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches. As discussed above, development associated with the proposed project would be restricted to the boundaries of the project site, which has been previously disturbed by agricultural use. Due to the disturbed nature of the project site, the potential for use of the site as a wildlife corridor or native wildlife nursery site is limited. Additionally, the project site is located within an agricultural area of the County, and as such, sufficient land in the greater vicinity of the site exists for continued wildlife movement in the area.

   Based on the above, development of the proposed project would not substantially interfere with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, and a ***less-than-significant*** impact would occur.

e. Yolo County does not have an established tree preservation ordinance or other mandatory standards related to tree preservation. The County does have a voluntary Oak Woodland Conservation and Enhancement Plan and policies in the 2030 Countywide General Plan to preserve and enhance oak woodlands, oak groves, and heritage valley oak trees. However, the proposed project would not include the removal of any on-site trees. Therefore, the proposed project would not result in any impacts to trees. Additionally, as detailed under question ‘a’ above and question ‘f’ below, the proposed project would comply with all applicable AMMs set forth by the Yolo HCP/NCCP. Based on the above, the proposed project would not conflict with any local policies or ordinances protecting biological resources. Thus, a ***less-than-significant*** impact would occur.

f. As discussed above, the project site is located within the jurisdiction of the Yolo HCP/NCCP. As part of compliance with the Yolo HCP/NCCP, the proposed project will be required to submit an application for incidental take permits to address potential impacts to special-status species and habitat that could be impacted by the project and would be subject to all applicable AMMs as part of compliance with the permits. The AMMs that would apply for the purposes of mitigating potential project impacts to special-status species are discussed under question ‘a.’ In addition, the proposed project would be subject to Yolo HCP/NCCP AMM6, *Conduct Worker Training,* which requires all construction personnel to participate in a worker environmental training program authorized by the Yolo Habitat Conservancy and administered by a qualified biologist. The proposed project would also be subject to compliance with Yolo HCP/NCCP AMM8, *Avoid*

and Minimize Effects of Construction Staging Areas and Temporary Work Areas, which requires construction staging areas and other temporary work areas to be located within the project development footprint or outside of covered species habitat.

According to the Biological Resources Review, Yolo HCP/NCCP land covers documented within the project site include Cultivated Lands (65.994 acres), Developed (1.3 acres) and Semiagricultural/Incidental to Agriculture (6.005 acres). The proposed project would be subject to the payment of Natural Community and Land Cover Impacts and Mitigation Fees for the development of the Cultivated Lands and Semiagricultural/Incidental to Agriculture land cover types.

The project's required compliance with all applicable AMMs and other provisions of the Yolo HCP/NCCP would ensure that potential impacts to special-status species and protected habitats are reduced to less-than-significant levels. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan, and the project would result in a ***less-than-significant*** impact.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	✖	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

The following discussion is based primarily on a Cultural Resources Study prepared for the proposed project by Eileen Barrow and Associates (EB&A).[8]

a. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

The Cultural Resources Study included a field survey on October 22, 2024, which did not identify any buildings or structures within the project site. EB&A conducted archival research, including a record search of the California Historic Resources Information System (CHRIS) performed by the Northwest Information Center (NWIC), to determine if historical resources occur within the project site and the site vicinity. According to the findings of the archival research conducted as part of the Cultural Resources Study, although the project site has not been previously subjected to a cultural resources survey, six cultural resources studies have been conducted within 0.25-mile of the project site.

Four cultural resources are plotted either within or immediately adjacent to the project site: a segment of the Southern Pacific Railroad (P-57-000970), two railroad stop locations (P-57-001402 and P-57-001422), and the former Spreckels Sugar Plant (P-57-000792). Due to the number of historical-era cultural resources documented within and adjacent to the project site, the Cultural Resources Survey included a careful review of historical maps and aerial photos. EB&A determined that, based on aerial photos and maps dating from 1907 to 1975, buildings and structures do not occur within the project site. EB&A concluded that the former Spreckels Sugar Plant (P-57-000792), which lies just east of the project site, never extended into the site itself. Similarly, while the segment of the Southern Pacific Railroad (P-57-000970) and two railroad stop locations (P-57-001402 and P-57-001422) are located in close proximity to the site's western and southern boundaries, respectively, none of the foregoing resources are located within the project site. Therefore, the proposed project would not have the potential to adversely affect the foregoing historical resources.

[8] Eileen Barrow and Associates. *Cultural Resources Study for the Clark Pacific Facility Expansion Project, Woodland, Yolo County, California.* November 22, 2024.

Based on the above, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and a ***less-than-significant*** impact would occur.

b,c. As discussed above, the Cultural Resources Study included archival research of the CHRIS, which concluded that the project site does not contain any recorded archeological resources. In addition, the field survey conducted by EB&A did not encounter any archeological site indicators. Nonetheless, based on landform age and the analysis of the environmental setting, the Cultural Resources Study concluded that a moderate potential exists for buried unrecorded archeological resources to occur in the project area.

California Health and Safety Code Section 7050.5 and PRC Section 5097.98 require that any human remains discovered within the improvement area be treated with respect and dignity. Upon discovery of human remains, all work in an area must cease immediately within 50 feet of the find, with nothing disturbed and the area secured. The coroner's office of the county where the remains are located must be called, and the coroner has two working days to examine the remains. All parties that discover human remains in California are required to follow a well-defined process. The proposed project would be required to comply with the foregoing regulations, which would ensure that adverse impacts to human remains would not occur.

Nevertheless, ground-disturbing activities associated with the proposed project could uncover previously unknown buried archaeological resources or human remains. Therefore, the project could result in a ***potentially significant*** impact with respect to causing a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5 and/or disturbing human remains.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

V-1 *If any prehistoric artifacts or other indications of archaeological resources are found during grading and construction activities, all work within 100 feet of the find shall cease and the applicant shall retain a qualified archaeologist to evaluate the find(s). If the resource is determined to be eligible for inclusion in the California Register of Historical Resources and project impacts cannot be avoided, data recovery shall be undertaken. Pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the resource, shall be prepared and adopted prior to any excavation being undertaken. Such studies shall be deposited with the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during project excavation or testing, curation may be an appropriate mitigation. The language of this mitigation measure shall be included on any future grading plans approved by the County for the proposed project site.*

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	✖	☐	☐	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. Energy would be used to construct the proposed project, and once constructed, energy would be used for the lifetime of the proposed project.

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid.

Following implementation of the proposed project, PG&E would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of industrial uses, requiring electricity for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, could involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with employee vehicle trips generated by the proposed project.

Due to the proposed project's anticipated use of energy during construction and operations, the proposed project has the potential to result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, as well as conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be discussed in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of the Clark Pacific Facility Expansion Project EIR.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 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 18-1B 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?	☐	✖	☐	☐

Discussion

The following analysis is based on the Preliminary Geotechnical Evaluation prepared for the project site by Geocon Consultants, Inc. (Geocon) (see Appendix B).[9]

ai-aii. According to the General Plan EIR, only one fault is located within Yolo County, Hunting Creek Fault, that has been identified by the California Geological Survey (CGS) to be active, or potentially active, and is subject to surface rupture; although Dunnigan Hills Fault is located closer to the project site, the fault is not considered active. Hunting Creek Fault is located in the extreme northwestern corner of the County. According to the Preliminary Geotechnical Evaluation, the project site is not within a currently established Alquist-Priolo Earthquake Fault Zone. In addition, the project site does not include active faults with the potential for surface fault rupture directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

Additionally, all structures developed within the project site would be properly engineered in accordance with all applicable provisions of the California Building Standards Code (CBSC) (Title 24 CCR), which includes engineering standards appropriate for the seismic area in which the project site is located. Proper engineering of the proposed project would ensure that seismic-related effects would not cause adverse impacts. Based on the above

[9] Geocon Consultants, Inc. *Preliminary Geotechnical Evaluation, Clark Pacific Facility Expansion Project, 40307 Best Ranch Road, Yolo County, California*. February 5, 2025.

information, the proposed project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground shaking, and a ***less-than-significant*** impact would occur.

aiii,aiv, c,d. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence are discussed in detail below.

Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean, loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater). Due to the increasing overburden pressure with depth, liquefaction of granular soils is generally limited to the upper 50 feet of a soil profile. However, liquefaction has occurred in soils other than clean sand.

According to the Preliminary Geotechnical Evaluation, the project site is underlain with Reiff very fine sandy loam comprised of silty clay formed from alluvium, which carries a shrink-swell numerical value of 0, indicating the soil is not limited in avoiding liquefaction impacts for development. As such, on-site soils would not present any risk to humans related to liquefaction. In addition, the project site is not located within an established CGS Liquefaction Zone. Geocon determined that based on the anticipated subsurface conditions and seismic shaking potential at the project site, seismic-related ground failure is not anticipated to be a potential hazard. Furthermore, the proposed project would be engineered in accordance with all applicable provisions of the CBSC; General Plan Policy HS-1.2 requires that all development and construction proposals be reviewed by the County to ensure conformance to applicable building standards.

Subsidence

Subsidence is the settlement of soils of very low density, generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. The Preliminary Geotechnical Evaluation determined that the project site may be susceptible to subsidence due to groundwater withdrawal. However, Geocon concluded that, given that all on-site structures would be engineered in accordance with all applicable provisions of the CBSC, significant impacts related to subsidence would not occur.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is generally flat and has been previously graded. In addition, the Preliminary Geotechnical Evaluation determined that the project site is not located in an area identified as having a high susceptibility to landslides. Thus, the proposed project would not be subject to landslide risks.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site, which is generally flat, is not located near any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed development is relatively low.

Expansive Soils

Expansive soils change in volume with changes in moisture and can shrink or swell, causing heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

As discussed above, the Preliminary Geotechnical Evaluation determined that the project site is underlain with silty and clayey alluvial soils, which have a low potential for expansion. Furthermore, the proposed project would be required to comply with all applicable CBSC standards to ensure the structural integrity of the proposed structures. In addition, General Plan Policy HS-1.2 requires that all development and construction proposals be reviewed by the County to ensure conformance to applicable building standards. The County's General Plan EIR assessed the potential for development facilitated by buildout of the General Plan to result in impacts related to geohazards, including expansive soils, and determined that with compliance with all applicable regulations set forth by the State and policies and actions set forth in the County's General Plan, potential impacts related to new development would be reduced to a less-than-significant level. As the proposed project would be subject to all applicable provisions of the CBSC and would be required to comply with all applicable policies and actions established by the General Plan, the proposed project would not result in impacts beyond those identified in the General Plan EIR.

Based on the above, through compliance with the CBSC and the General Plan, the proposed project would not be located on expansive soils and would not result in substantial direct or indirect risks to life or property related to such.

Conclusion

Based on the above, the relatively flat topography of the project site and compliance with the CBSC would ensure that the proposed project would not be susceptible to risks associated with liquefaction, landslides, lateral spreading, subsidence, or expansive soils. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides; would not 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; and would not be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code. Thus, a ***less-than-significant*** impact would occur.

b. Issues related to erosion and degradation of water quality during construction are further discussed in Section X, Hydrology and Water Quality, of this Initial Study. As discussed therein, during grading activities associated with development of the proposed project, soil may be temporarily exposed. Thus, the potential exists for wind and water to erode portions of the soil on-site, resulting in the loss of topsoil, and sedimentation of

downstream waterways. Impacts related to substantial soil erosion or the loss of topsoil during construction of the proposed project could be ***potentially significant***.

Further analysis of the above impact will be included in the Hydrology and Water Quality chapter of Clark Pacific Facility Expansion Project EIR.

e. Development of each of the seven proposed parcels would include installation of a leach field and replacement area. Installation of new septic systems, including leach fields and replacement areas, is subject to the Yolo County Onsite Wastewater Treatment System Program and review and approval by YCEHD. A permit to construct a new septic system is required by YCEHD, which requires a site evaluation and soils profile, as well as compliance with applicable standards established by the Yolo County Onsite Wastewater Treatment Systems Manual.[10] With regard to setbacks, the Onsite Wastewater Treatment Systems Manual requires a minimum setback distance of 100 feet from a water well to the septic dispersal field and 50 feet from the water well to the septic tank and supplemental treatment unit. In addition, Yolo County Code Section 6-19.602 requires that new septic systems meet applicable WDRs established by the CVRWQCB. Without compliance with the foregoing regulations, a ***potentially significant*** impact could occur regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-1 *Prior to approval of building permits, a copy of the On-Site Wastewater Treatment System Permit, soils report and percolation test data (when required), and description of the of the system shall be submitted for review and approval by the Yolo County Environmental Health Division.*

f. Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. According to the County's General Plan EIR, paleontological resources are known to occur in the General Plan planning area, and the geological formations that underlie the County are generally paleontologically sensitive. As such, the project site is within an area of paleontological sensitivity and ground-disturbing activities associated with project development could potentially impact unknown resources.

The General Plan EIR evaluated the potential for development facilitated by buildout of the General Plan to result in impacts to unique paleontological resources or sites and concluded that through compliance with applicable State regulations and policies and actions set forth by the General Plan, potential impacts would be reduced to a less-than-significant level. PRC Sections 5097 to 5097.6 prohibit the unauthorized disturbance or removal of paleontological resources. In addition, General Plan Actions CO-A59 and CO-A60 establish identification, evaluation, and mitigation requirements, as well as accidental discovery procedures. Action CO-A62 prohibits the unauthorized collection of paleontological specimens. Furthermore, as discussed in Section V, Cultural Resources, of this Initial Study, the Cultural Resources Study prepared for the proposed project included a field survey, which involved a surface reconnaissance of the project site.

[10] Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.

According to the Cultural Resources Study, archaeological site indicators were not observed on-site.

The proposed project would be required to adhere to the applicable provisions set forth in PRC Sections 5097 to 5097.6. However, without requirements to ensure the proposed project is consistent with all applicable General Plan policies and actions, construction of the project could inadvertently destroy a unique paleontological resource or site during ground-disturbing activities, should such a resource or site be located within the improvement area.

Based on the above, the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Therefore, the project could result in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-2 *During project construction activities, should paleontological resources be discovered, work shall be halted in the area within 75 feet of the find. The applicant shall notify the County Administrator, or a designee chosen by the Administrator, and the Yolo County Department of Community Services and retain a qualified paleontologist to inspect the discovery. The find must be recorded by a qualified archaeologist or paleontologist using relevant professional protocols and a report fully recording the find submitted to the County Administrator or designee chosen by the Administrator and the Yolo County Department of Community Services. The report shall include recommendations for appropriate removal and preservation of the artifact. If deemed appropriate in the report, the resource(s) shall then be salvaged and deposited at an appropriate venue, where the discovery would be properly curated and preserved for the benefit of current and future generations. The language of this mitigation measure shall be included on any grading plans approved by the Department of Community Services for the proposed project, where ground disturbance would be required.*

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✖	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✖	☐	☐	☐

a,b. Emissions of greenhouse gasses (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the proposed development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because construction and operation of the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, impacts related to GHG emissions and global climate change could be cumulatively considerable and considered ***potentially significant***.

Further analysis of the above impact will be included in the Air Quality, Greenhouse Gas Emissions, and Energy chapter of the Clark Pacific Facility Expansion Project EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✖	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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 the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Because the proposed project consists of an expansion of the adjacent existing Clark Pacific facility to the east, project operation is assumed to include prefabrication of building materials. Given that the proposed project includes a General Plan Amendment from AG to IN and a Rezone from A-N to I-H, operation of the proposed project would be required to comply with the allowable uses within the proposed General Plan land use and zoning designations.

The use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Construction activities associated with implementation of the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. The project contractor is required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),[11] the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the YCEHD) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler

[11] Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractors are required to notify the YCEHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

As discussed above, operation of the proposed project is assumed to include prefabrication of building materials. According to Table 8-2.704, Allowed Land Uses and Permit Requirements for Industrial Uses, of the County Code of Ordinances, processing and storage of hazardous materials is allowed under the proposed I-H zoning designation upon approval of a Site Plan Review or Minor Use Permit. If future operations of the proposed project would include the processing and/or storage of hazardous materials, a Site Plan Review or Minor Use Permit would be required at the time a site plan is proposed for the project site, subject to approval by the Zoning Administrator, with consultation from the Environmental Health Division. In addition, prior to handling hazardous materials in quantities equal or greater to than 55 gallons for liquids, 500 pounds for solids, of 200 cubic feet for compressed gasses, completion and submission of a Hazardous Materials Business Plan (HMBP) to YCEHD would be required.

Based on the above, given compliance with the applicable regulations regarding the use and storage of hazardous materials on-site, the proposed project would not create a significant hazard to the public or the environment related to the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Thus, construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Existing On-Site Hazardous Materials

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geocon for the purpose of identifying potential recognized environmental conditions (RECs) associated with the project site (see Appendix C).[12] The Phase I ESA included a survey of the site and a review of historical documentation, aerial photography, regulatory agency files, and environmental site radius reports. Historical sources reviewed as part of

[12] Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report: Clark Pacific Facility Expansion Project, 40307 Best Ranch Road, Yolo County, California.* November 25, 2024.

the Phase I ESA indicate that the project site has been used for agricultural purposes since 1937 to the present.

Pursuant to the Phase I ESA, features such as stressed vegetation, septic systems, above-ground storage tanks, underground storage tanks, asbestos containing materials, and lead based paint were not identified on the site. As such, the Phase I ESA concluded that evidence or indication of RECs or conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the project site has not been revealed.

It should be noted that due to the historical agricultural use of the site, Geocon determined that agricultural chemicals, if applied during the 1940s through 1970s, may have included environmentally persistent pesticides such as the as the organochlorine pesticides (OCPs), dichlorodiphenyltrichloroethane (DDT), dieldrin, toxaphene, and others (and associated metals such as arsenic and lead). As a result, pesticides and metals may be present in on-site soil and, therefore, are a potential environmental concern for the site. However, Geocon concluded that, given the planned industrial use of the site and planned pavement installation, assessment of soil on the site for pesticides and associated metals is not warranted. In addition, the proposed project would be required to operate in compliance with all applicable local, State, and federal regulations. Therefore, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset or accident conditions during project construction.

Conclusion

Based on the above, the project site is not subject to existing on-site hazards and the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. Therefore, a ***less-than-significant*** impact would occur.

c. The nearest existing school to the site, Beamer Elementary School, is located 1.8 miles to the southwest, in the City of Woodland. The project site is not located within one-quarter mile of an existing or proposed school, and, therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and ***no impact*** would occur.

d. The California Environmental Protection Agency (Cal EPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the “Cortese List” requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB’s) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB. According to the Phase I ESA, although the site address is listed on multiple databases included in the Cortese List, each listing references the Graymont Western US facility which, although listed at the site address, is a separate parcel from the project site. The project site is not listed on any of the Cortese List components. Therefore, the proposed project would not create a significant hazard to the public or the environment related to being located on a site which is included on a list of hazardous materials compiled

pursuant to Government Code Section 65962.5, and a ***less-than-significant*** impact would occur.

e. The nearest public-use airport to the project site is Watts-Woodland Airport, which is located approximately 6.5 miles to the southwest. As such, the project site is not located within an airport land use plan or within two miles of a public airport or public-use airport. Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area, and ***no impact*** would occur.

f. The Yolo County Office of Emergency Services (OES) is the emergency management agency for the County. As part of OES' emergency preparedness resources, the County is divided into various Evacuation Zones, each of which includes a primary evacuation route. The project site is located in Zone 29, and SR 113, CR 102, CR 17 west, or CR 18C are the primary evacuation routes.

Implementation of the proposed project would not result in any modifications to the aforementioned evacuation routes. During project construction, construction staging areas would be located in areas that would ultimately be a part of the permanent project footprint. As such, construction vehicles and equipment would not affect vehicles traveling along Best Ranch Road or CR 18C. Furthermore, the project site is located in a rural area of the County, which primarily consists of agricultural production. As such, the proposed project would not be located in a heavily populated area of the County that could be affected, even in a limited capacity, by the proposed project.

Based on the above, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Thus, the project would result in a ***less-than-significant*** impact.

g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this Initial Study. As noted therein, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone Viewer, the project site is located outside of a State Responsibility Area (SRA), and is located within a Local Responsibility Area (LRA).[13] Within the LRA, the project site is not located within a Very High or High Fire Hazard Severity Zone (FHSZ).

Based on the above, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a ***less-than-significant*** impact would occur.

[13] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed December 2024.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements 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?	✖	☐	☐	☐

Discussion

a. During the early stages of construction of the proposed project, topsoil would be exposed due to grading and leveling of the site. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality. In addition, the proposed project would result in the generation of increased urban runoff from the creation of substantial impervious areas, which could contribute urban runoff constituents to downstream surface waters. The proposed project would be subject to regulation by the SWRCB to prevent degradation of water quality.

Based on the above, the proposed project could result in the violation of water quality standards and degradation of water quality, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

b,e. The project site is located within the Yolo Subbasin, which is a portion of the larger Sacramento Valley groundwater basin. According to the County's General Plan EIR, groundwater storage for all of the County is estimated to be 14,038,000 acre-feet and is located between 20 and 420 feet below the surface. To ensure that Yolo Subbasin levels are managed sustainably, the Yolo Subbasin Groundwater Agency (YSGA) prepared the Yolo Subbasin Groundwater Sustainability Plan (GSP), which was formally adopted on

January 24, 2022. Given that the water supplied to the project site would be derived from groundwater sources, the proposed project could substantially decrease groundwater supplies and, therefore, affect implementation of the Yolo Subbasin GSP.

Additionally, the project site is currently undeveloped, and the current pervious surfaces on-site could be contributing to groundwater recharge. The proposed project would result in an increase in impervious surfaces, and, thus, could affect groundwater recharge conditions within the project area.

Based on the above, further analysis is required to determine if the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the Yolo Subbasin. Thus, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

ci-ciii. To provide a conservative analysis, this Initial Study assumes the project site would be developed with the maximum buildout of 500,000 sf of new industrial uses. As such, the development of the proposed project would create new impervious surfaces. The creation of new impervious surfaces and alteration of drainage patterns on the project site could potentially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Thus, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

civ. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map number 06113C0435H, while a small portion of the site is located within Zone X, an Area of Minimal Flood Hazard, the majority of the project site is located within Zone AE, Special Flood Hazard Area.[14] FEMA defines Zone AE as an area that is located within the 100-year floodplain with a water-surface elevation (i.e., base flood elevation) ranging from 54 to 56 feet.

Based on the above, development of the proposed project could impede or redirect flood flows and a ***potentially significant*** impact could result.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

d. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. Due to the project site's substantial distance from the coast, the proposed project would not be exposed to flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located

[14] Federal Emergency Management Agency. *Flood Insurance Rate Map: 06113C0435H, effective May 16, 2012*. Available at: https://msc.fema.gov/portal/search?AddressQuery=40307%20best%20ranch%20road%2C%20woodland%2C%20ca. Accessed May 2024.

adjacent to any closed body of water. However, as discussed under question 'c.iv' above, the majority of the project site is located within a flood hazard zone. Thus, the proposed project could be subject to substantial flooding risks.

Based on the above, the proposed project could pose a risk related to the release of pollutants due to project inundation due to flooding, tsunami, or seiche, and a ***potentially significant*** could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

XI. LAND USE AND PLANNING. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	✖	☐
b.	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?	✖	☐	☐	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use.

The project site is currently undeveloped and consists of generally flat agricultural land. Therefore, development of the proposed project would not displace any existing residents. The proposed project would require a General Plan Amendment to change the land use designation from AG to IN and a Rezone of the site from A-N to I-H. Because the proposed project consists of an expansion of the existing Clark Pacific Facility to the east of the project site, which is designated as IN and zoned I-H, the proposed project would be compatible with existing land uses in the project area and would not alter the existing general development trends in the area or isolate an existing land use. In addition, the project would be implemented within an unincorporated area of the County dominated by agricultural production with rural residences sparsely located within the greater project vicinity. Therefore, the proposed project would not substantially alter the character of the surrounding region and would not isolate an existing land use.

Based on the above, the project would not physically divide an established community, and a ***less-than-significant*** impact would occur.

b. The General Plan Guidelines published by the Governor's Office of Land Use and Climate Innovation (LCI) defines "consistency" as follows, "An action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." The determination that the project is consistent or inconsistent with the Yolo County General Plan policies or other County plans and policies is ultimately the decision of the Yolo County Board of Supervisors. Furthermore, although CEQA analysis may identify some areas of general consistency with County policies, the County has the ability to impose additional requirements or conditions of approval on a project, at the time of its approval, to bring a project into more complete conformance with existing policies.

As discussed in the Project Description section of this Initial Study, the proposed project would require County approval of a General Plan Amendment, Rezone, and Tentative Subdivision Map. Approval of the requested entitlements are discretionary actions subject to approval by the Yolo County Board of Supervisors. Should the Yolo County Board of Supervisors approve the requested entitlements, the project would be rendered consistent with the County's General Plan and Code of Ordinances.

The focus of this section of the environmental checklist is whether the proposed project would conflict with plans or policies adopted for the purpose of avoiding or mitigating environmental effects.

This Initial Study demonstrates that the proposed project complies with several plans and policies adopted for the purpose of avoiding or mitigating an environmental effect. For example, through the payment of applicable fees and compliance with relevant AMMs, the proposed project would be consistent with Yolo HCP/NCCP requirements related to the preservation of special-status species and habitat. As discussed in Section IX, Hazards and Hazardous Materials, of this Initial Study, should the proposed industrial uses include the processing and/or storage of hazardous materials, a Site Plan Review or Minor Use Permit would be required to ensure that such operations do not result in adverse environmental effects. However, further analysis is required to ensure project consistency with specific plans and policies, including policies established by the County, that were adopted to avoid or mitigate environmental effects related to Agricultural Resources, Air Quality, Greenhouse Gas Emissions, and Energy, Hydrology and Water Quality, Noise, and Transportation.

Based on the above, the potential for the proposed project to 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 will be evaluated in the technical chapters of the Clark Pacific Facility Expansion Project EIR. Pending further analysis, a ***potentially significant*** impact could occur.

Further analysis of applicable policies related to Agricultural Resources, Air Quality, Greenhouse Gas Emissions, and Energy, Hydrology and Water Quality, Noise, and Transportation will be discussed in their respective chapters of the Clark Pacific Facility Expansion Project EIR.

XII. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. According to the CGS Mineral Land Classification, the project site is not located in an area that has been designated as a mineral resource zone (MRZ) on the basis of geologic factors indicating the presence of mineral deposits.[15] In addition, the Conservation and Open Space Element of the County's General Plan identifies MRZs within the County. Within Yolo County, 1,458 acres of MRZ-1, 18,452 acres of MRZ-2, and 8,220 acres of MRZ-3 are present in the vicinity of Cache Creek, west of the project site. According to Figure CO-5 of the Conservation and Open Space Element, the project site is not located within a MRZ.

Based on the above, the proposed project would not 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 or in the loss of availability of a locally important mineral resource recovery site. Thus, the project would result in ***no impact***.

[15] California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed December 2024.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	☐	✖

Discussion

a,b. To provide a conservative analysis, this Initial Study assumes the project site would be developed with the maximum buildout of 500,000 sf of new industrial uses. The proposed project would also include associated improvements within the project site, including stormwater infrastructure, utility connections, and construction of an internal roadway network. As such, development of the proposed project could cause impacts related to noise such that the project could result in the 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 County's General Plan or applicable standards of other agencies; and/or the generation of excessive groundborne vibration or groundborne noise levels. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Noise chapter of the Clark Pacific Facility Expansion Project EIR.

c. The nearest public-use airport to the project site is Watts-Woodland Airport, which is located approximately 6.5 miles to the southwest. As such, the project site is not located within an airport land use plan or within two miles of a public airport or public-use airport. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels, and ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	✖	☐

Discussion

a,b. The proposed project would include the expansion of the existing Clark Pacific industrial facility operations in a non-urbanized area of the County. Given that the project would not include any residential development, the project would not directly induce population growth. While the proposed project would include the creation of approximately 180 new jobs, which could potentially result in an increase in the housing demand in the area, the additional employees would likely come from the surrounding area and would not constitute a substantial increase in population in the area. In addition, the project site currently consists of undeveloped agricultural land planted with row crops and is bisected by an east-west private dirt access road in the central portion of the site. Residential uses do not currently exist on-site and, thus, the proposed project would not displace any existing people or housing.

Based on the above, the proposed project would not induce substantial unplanned population growth in the project area, either directly or indirectly, or displace substantial numbers of existing people or housing. Therefore, the project would result in a ***less-than-significant*** impact.

XV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Fire protection?	☐	☐	✖	☐
b.	Police protection?	☐	☐	✖	☐
c.	Schools?	☐	☐	✖	☐
d.	Parks?	☐	☐	✖	☐
e.	Other Public Facilities?	☐	☐	✖	☐

Discussion

a,b. Fire protection is currently provided to the project site by the Springlake Fire Protection District (SFPD). The nearest fire station to the site is Station 1, located at 1000 Lincoln Avenue in Woodland, approximately 3.6 miles south of the project site. Because the proposed project is an expansion of an existing facility that the SFPD is already responsible for responding to, the SFPD would continue to be able to respond to service calls from the project site within an acceptable time frame. In addition, the proposed buildings would require installation of a sprinkler system, as required by the California Fire Code. The SFPD is included in a Mutual Aid agreement that includes all fire districts and city fire departments in Yolo County. The proposed project would comply with all applicable regulations set forth by the California Fire Code, and other federal, State, and local fire regulations. The proposed project would also be subject to General Plan Policy PF-5.9, requiring that applicants obtain a will-serve letter from the appropriate fire district confirming the ability to provide fire protection services to the project, prior to each phase. Additionally, Title 3, Chapter 16 of the Yolo County Code of Ordinances establishes the fire district development impact mitigation fees, to which the proposed project would be subject. Payment of such impact fees would help avoid impacts related to the proposed project. Through the payment of impact fees and the acquisition of a will-serve letter, project impacts on fire protection services would be less than significant.

The Yolo County Sheriff's Office (YCSO) provides law enforcement service within the project site area and is based at 140 Tony Diaz Drive, approximately five miles south of the project site. The YCSO provides law enforcements services to the unincorporated areas of Yolo County, including patrolling, administering the County jail and work program, providing security to the Yolo County Court system, providing animal services, and serving as the County coroner. Data regarding average response times for emergency and non-emergency calls is not available, but the General Plan states that Yolo County generally experiences a low rate of crime and violent crime. General Plan Policy PF4.2 set the goal response time for law enforcement at 12 minutes for 90 percent of calls. Pursuant to Yolo County Code Title 3, Chapter 14, and California Government Code Section 66000 et al., the project would also be subject to the Yolo County Development Impact Fees in order to account for impacts on public facilities as a result of the expansion. Because the proposed project is an expansion of a facility that is currently served by the YCSO, the proposed project is not anticipated to substantially alter the level of service required.

Based on the above information, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire or police protection. Therefore, the project would result in a ***less-than-significant*** impact.

c-e. The Woodland Joint Unified School District (WJUSD) provides educational services for students of all grades in elementary, middle, and high school in the Woodland area, as well as throughout nearby portions of Yolo County. The proposed project is an expansion of an existing industrial facility, and would not directly result in population growth within the WJUSD area. The project may indirectly cause a minor increase in residents to the Woodland area from the hiring of additional employees. However, given the relatively small and indirect population increase that may occur as a result of the proposed project, the WJUSD would be expected to be able to support any additional students that may result from implementation of the proposed project.

A total of 17 parks are located in Yolo County, totaling approximately 1,976.5 acres. A variety of entities manage the parks within the County, including Yolo County Department of General Services Parks Division and Yolo County Community Services Natural Resources Division, and several federal, State, and other County agencies. The nearest park to the project site is Beamer Park within the City of Woodland, located approximately three miles south of the project site. Other public facilities would include the Yolo County Library system, which provides library services throughout the County, including in all incorporated cities. The Yolo County Library – Woodland Branch serves the project area and is located 3.5 miles south of the project site. The proposed project would not directly or indirectly induce population growth at a scale that would affect demand for parks or other public facilities. Additionally, the project would be subject to the Yolo County Development Impact Fees in order to account for impacts on public facilities as a result of the expansion in accordance with the Yolo County Code Title 3, Chapter 14, and California Government Code Section 66000 et al.

Based on the above, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and a ***less-than-significant*** impact would occur.

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

Discussion

a,b. Given that the proposed project is an expansion of an existing facility, the proposed project would not directly generate new residents. As discussed previously, the proposed project would result in approximately 180 new employees. Conservatively assuming that all new employees would be new residents to the area, such an increase in population, as well as a proportional increase in the use of existing recreational facilities, would not be considered significant. As such, the proposed project would not generate a significant new demand for park facilities. Based on the above, a ***less-than-significant*** impact would occur with regard to recreational resources.

XVII.TRANSPORTATION. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	✖	☐	☐	☐

Discussion

a. Products produced at the existing Clark Pacific facility include a range of pre-cast and pre-stressed architectural, natural stone, glass fiber reinforced concrete, and composite cladding concrete products, as well as structural columns, beams, bearing walls, spandrel panels, and floor systems. These products are used in a variety of low-, mid-, and high-rise residential, industrial, commercial, transportation, parking, and institutional structures for both architectural (external) and structural (internal) building components. The off-site manufacturing techniques employed by Clark Pacific aim to reduce the complexities of traditional construction methods by transporting finished products to a construction site when the site is ready. Some of the products require shipment as oversized loads; occasionally, beams or panels may reach up to 95 feet in length. The pre-cast pieces are then installed upon arrival at the job site, thereby reducing the number of trucks coming and going to the construction site, and reducing the overall complexity associated with traditional construction methods, which involves truck trips to and from the job site, and producing the construction materials onsite. At the existing facility, Clark Pacific uses cranes and trucks to move the pre-cast products from the manufacturing area to storage areas and/or onto trucks for offsite shipment. Trucks used to transport products offsite are required to follow a route prescribed within the existing CUP. Trucks access the plant via SR 113 to County Road 18C east and County Road 100B north to an access gate at the eastern edge of the existing facility. Trucks hauling products from the facility are required to follow the same route back to SR 113. Nonetheless, the proposed project would result in an increase in vehicle traffic on the local roadways surrounding the project area. State law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, however, the State Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of Senate Bill (SB) 743 (2013), PRC Section 21099, subdivision (b)(1), directed the LCI to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [LCI] shall recommend

potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

Subdivision (b)(2) of Section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any." (Italics added.)

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018, which became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."[16]

Further analysis is required to determine if the proposed project would result in conflicts with County programs, plans, ordinances, and policies related to transportation facilities, including transit, roadway, bicycle, and pedestrian facilities. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above impact will be included in the Transportation chapter of the Clark Pacific Facility Expansion Project EIR.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project will be considered the most appropriate measure of transportation impacts. Further analysis is required to determine if the proposed project could result in VMT in excess of applicable standards, which could result in a conflict with Section 15064.3(b) of the CEQA Guidelines. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above impact will be included in the Transportation chapter of the Clark Pacific Facility Expansion Project EIR.

c,d. Access to Parcels A through G would be provided by new driveways from Clark Junction. From Clark Junction, a new roadway would extend into the project site, providing access to each parcel. The proposed increase in development intensity of the project site could cause an increase in traffic-related hazards or affect emergency access in the project area. Without further evaluation, the proposed project could result in a ***potentially significant***

[16] Subdivision (b)(2) of Section 15064.3 ("transportation projects") provides that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

impact related to an increase in hazards due to a design feature or incompatible uses, or inadequate emergency access to the project.

Further analysis of the above impact will be included in the Transportation chapter of the Clark Pacific Facility Expansion Project EIR.

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:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
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.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this Initial Study, according to the Cultural Resources Study prepared for the proposed project by EB&A,[17] the project site does not contain any recorded historic buildings or structures on any lists of historic resources. Similarly, the site does not contain any recorded archaeological resources. In addition, a request was sent to the Native American Heritage Commission (NAHC) seeking information from the Sacred Lands File regarding the project site, which returned results indicating the site does not contain any known tribal cultural resources.

In compliance with AB 52 (PRC Section 21080.3.1), a project notification letter was distributed by the County to tribes who have requested to be notified of projects requiring analysis under CEQA. The letters were distributed on March 25, 2024 to representatives of the Yocha Dehe Wintun Nation, Cortina Rancheria – Kletsel Dehe Band of Wintun Indians, Wilton Rancheria, and United Auburn Indian community of the Auburn Rancheria. The Yocha Dehe Wintun Nation submitted a response on March 25, 2025, requesting formal consultation pursuant to AB 52. Representatives from the County and Yocha Dehe Wintun Nation consulted on February 27, 2025. Based on the information subsequently provided, the Yocha Dehe Wintun Nation recommends preconstruction cultural sensitivity training for all project personnel. Such requirements are included as mitigation measures. AB 52 consultation was concluded on March 5, 2025. It should be noted that notice and invitation to initiate SB 18 consultation was provided to representatives of the Yocha Dehe Wintun Nation, Cachil Dehe Band of Wintun Indians of the Colusa Indian Community, and Winton Rancheria on July 31, 2024. Other than the aforementioned recommendation provided by the Yocha Dehe Wintun Nation, additional responses or recommendations from the tribes were not received.

[17] Eileen Barrow and Associates. *Cultural Resources Study for the Clark Pacific Facility Expansion Project, Woodland, Yolo County, California.* November 22, 2024.

Based on the above, the possibility exists that construction of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource. Thus, a ***potentially significant*** impact to tribal cultural resources could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

XVIII-1 *Prior to commencement of construction activities, the applicant shall arrange for a member of Yocha Dehe Wintun Nation to conduct Cultural Sensitivity Training to the construction crew. Generally, the training would consist of a presentation to the construction crew about types of resources and evidence thereof, role of the Tribe, what to do if resources are uncovered, etc. To schedule Cultural Sensitivity Training prior to commencement of construction, the applicant shall contact Eric Hernandez, Site Protection Manager, Yocha Dehe Wintun Nation, Office (530) 723-3313, Email:* ehernandez@yochadehe.gov*. Proof of compliance with this measure shall be provided to the Yolo County Department of Community Services.*

XVIII-2 *Prior to commencement of construction activities, the applicant shall retain an archaeologist to prepare a written monitoring plan that describes the procedures to follow in the event archaeological/tribal remains are uncovered. The procedures shall comply with Yocha Dehe Wintun Nation's "Treatment Protocol for Handling Human Remains and Cultural Items Affiliated with the Yocha Dehe Wintun Nation." Proof of compliance shall be provided to the Yolo County Department of Community Services.*

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a,c. Brief discussions below of the water, wastewater, stormwater drainage, electrical, natural gas, and telecommunications facilities that would serve the proposed project are included below.

Water

Development of each of the proposed parcels would include installation of a private well to establish water service. Installation of new private wells is subject to the Yolo County Water Well Program and review and approval by the YCEHD. If a building project uses a water well, YCEHD requires that the well meets applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. In addition, well contractors are required to submit a WCR to the California Department of Water Resources.

Based on the above, the project would result in a less-than-significant impact related to water conveyance.

Wastewater

The anticipated total number of employees during project operation is 180 total employees. Development of each of the proposed parcels would include installation of a leach field and replacement area. Installation of new septic systems, including leach fields and replacement areas, is subject to the Yolo County Onsite Wastewater Treatment System Program and review and approval by YCEHD. A permit to construct a new septic system is required by YCEHD, which requires a site evaluation and soils profile, as well as compliance with applicable standards established by the Yolo County Onsite Wastewater Treatment Systems Manual.[18] With regard to setbacks, the Onsite

[18] Yolo County. *Onsite Wastewater Treatment Systems Manual*. July 14, 2016.

Wastewater Treatment Systems Manual requires a minimum setback distance of 100 feet from a water well to the septic dispersal field and 50 feet from the water well to the septic tank and supplemental treatment unit. In addition, Yolo County Code Section 6-19.602 requires that new septic systems meet applicable WDRs established by the CVRWQCB.

Based on the above, the proposed project would be equipped to accommodate the additional wastewater produced from additional employees. However, should the on-site septic system not be permitted pursuant to the regulations set forth by the YCEHD in order to ensure sufficient capacity for the proposed project, a significant impact could occur. Implementation of Mitigation Measure VII-1 would ensure that the proposed project would obtain the proper permits for the proposed septic system.

Stormwater Drainage

Completion of the proposed project would increase site runoff due to the introduction of additional impervious surfaces to the site. However, a stormwater drainage system already exists for the adjacent existing Clark Pacific facility. The proposed project would connect to the existing system. The capacity of the proposed stormwater treatment facilities will be addressed in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

Electricity, Natural Gas, and Telecommunications

Electricity and natural gas would be provided to the proposed project by PG&E through new connections to the existing infrastructure in the project vicinity. In addition, it should be noted that the project would not involve construction within the existing 100-foot-wide easement that extends north-to-south through the project site along the alignment of the existing aboveground transmission lines and towers. The project would not require major upgrades to, or extension of, existing electricity, natural gas, or telecommunications infrastructure and, thus, the impact would be less than significant.

Conclusion

Based on the above information, the proposed project would not require or result in the relocation or construction of new or expanded utility facilities, the construction or relocation of which could cause significant environmental effects. Additionally, adequate capacity is available to serve the project's projected wastewater services demand. However, should the on-site septic system not be permitted in accordance with Yolo County regulations, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XIX-1 Implement Mitigation Measure VII-1.

b. The General Plan EIR estimates the total water usage for the County to increase from 915,000 acre-feet per year in 1995 to 927,000 acre-feet in 2020. During the same time period, the General Plan also estimates the total water supply to Yolo County to increase by approximately 924,000 acre-feet, resulting in a 9,000-acre-foot annual surplus, or approximately 2,932,662,857 gallons. Considering the anticipated approximately 2,900,000,000-gallon surplus in water supply, the County would likely be able to support the increase in water usage anticipated to result from implementation of the proposed

project. In addition, the Yolo County GSP shows that the storage capacity of the Yolo Subbasin has historically remained relatively stable.[19] Nonetheless, further analysis is required to determine if sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, a ***potentially significant*** impact could occur.

Further analysis of the above impact will be included in the Hydrology and Water Quality chapter of the Clark Pacific Facility Expansion Project EIR.

d,e. The majority of solid waste generated in the County is transported to the Yolo County Central Landfill.[20] According to the California Department of Resources Recycling and Recover (CalRecycle), the landfill has remaining capacity of 33,140,373 cubic yards and a cease operation date of February 1, 2124.[21] During construction activities, the project would be required to comply with the 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), which requires diversion of at least 65 percent of construction waste from landfills. Given the regulations in place governing solid waste disposal and the remaining capacity at the Yolo County Central Landfill, sufficient capacity would exist to accommodate the solid waste generated by construction and operation of the proposed project.

Based on the above, the proposed project would not 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 or conflict with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a ***less-than-significant*** impact.

[19] Yolo Subbasin Groundwater Agency. *2022 Groundwater Sustainability Plan*. January 24, 2022.
[20] Yolo County. *2030 Countywide General Plan* [pg. PF-34]. Adopted November 10, 2009.
[21] California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Yolo County Central Landfill (57-AA-0001)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/689?siteID=4033. Accessed December 2024.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☐	✖	☐

Discussion

a-d. According to CAL FIRE's Fire Hazard Severity Zone Viewer, the project site is located within a LRA. Within the LRA, the project site is not located within a Very High or High FHSZ.[22] The proposed project would be required to comply with all applicable requirements of the California Fire Code (CFC), as adopted by Section 7-1.02(h) of the County Code, including installation of fire sprinkler systems. In addition, the CBSC includes requirements related to fire hazards for new buildings. Such features would help to reduce the spread of fire. Therefore, the proposed project would not be subject to substantial risks related to wildfires, and a ***less-than-significant*** impact would occur.

[22] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed December 2024.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to 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?	✖	☐	☐	☐

Discussion

a. As described throughout this Initial Study, while implementation of the proposed project would have the potential to adversely impact the environment by reducing available habitat for Swainson's hawk, white-tailed kite, tricolored blackbird, western burrowing owl, and VELB, the project's required compliance with all applicable AMMs set forth by the Yolo HCP/NCCP, as well as implementation of Mitigation Measure IV-2, would ensure that impacts to special-status species would be less than significant. Likewise, the proposed project has the potential to adversely affect unknown historic resources. However, Mitigation Measures V-1, XVIII-1, and XVIII-2 would ensure that impacts to important prehistoric and cultural resources would be less than significant. The proposed project would implement and comply with all applicable General Plan policies and County Code of Ordinances standards, as discussed throughout this Initial Study. With implementation of the mitigation measures required by this Initial Study, compliance with General Plan policies, Code of Ordinances standards, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with incorporation of mitigation, a ***less-than-significant*** impact would occur.

b. The proposed project, in conjunction with other development within Yolo County, could incrementally contribute to cumulative impacts in the area. Thus, further analysis is necessary to determine if the proposed project would result in cumulatively considerable impacts. In particular, the proposed project has the potential to result in cumulative impacts related to the following: Agricultural Resources; Air Quality, Greenhouse Gas Emissions, and Energy; Hydrology and Water Quality; Noise; and Transportation. Thus, a ***potentially significant*** impact could occur with regard to cumulative impacts in the project area.

Further analysis of the above potential impacts will be included in Clark Pacific Facility Expansion Project EIR.

c. As described in this Initial Study, implementation of the proposed project could result in impacts related to air quality and excess noise levels. As such, in the absence of further study, the project could cause substantial adverse effects on human beings, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impacts will be included in Clark Pacific Facility Expansion Project EIR.

APPENDIX A

BIOLOGICAL RESOURCES REVIEW

August 5, 2022

Mr. Eric Hollier
General Counsel
Clark Pacific
710 Riverpoint Court, Suite 100
West Sacramento, California 95605

RE: Biological Resources Due Diligence for the Parcel 027-250-019 Project, Woodland, Yolo County, California

Dear Mr. Hollier:

At the request of Clark Pacific, ECORP Consulting, Inc. conducted a biological resources due diligence review for the Parcel 027-250-019 Project (Project) located in unincorporated Yolo County north of Woodland, California. The purpose of this assessment was to identify potential biological resources constraints (e.g., aquatic resources, special-status species) onsite, identify regulatory requirements for development of the site, and assess potential mitigation needs.

The approximately 73.30-acre Project is located south of Best Ranch Road, east of California Interstate 113, north of County Road 18, and west of the Clark Pacific industrial complex within the Plan Area of the Yolo Habitat Conservation Plan/Natural Community Conservation Plan (Yolo HCP/NCCP). The Project is approximately 0.25 mile south of Cache Creek. The Project corresponds to a portion of the unsectioned Rancho Rio de Jesus Maria Land Grant of the "Woodland, California" 7.5-minute quadrangle (U.S. Geological Survey [USGS] 1952, photo revised 1981). The approximate center of the Project corresponds to 38.712631° and -121.758277° within the Upper Cache Watershed (Hydrologic Unit Code 18020116 (Natural Resources Conservation Service [NRCS] et al. 2016). The Project corresponds to Assessor Parcel Number 027-250-019.

ECORP conducted a literature review, including biological resources data available through the Yolo HCP/NCCP online GeoMapper. ECORP biologist Angela Haas conducted a reconnaissance site visit on July 8, 2022 to confirm existing conditions within the Project Area. ECORP did not conduct planning-level or protocol-level surveys; all findings within this due diligence report are preliminary and subject to change depending on the specific Project details.

EXISTING CONDITIONS

The Project parcel primarily consists of flat agricultural fields that are planted with rows of safflower. Dirt access roads border the fields on all sides and a dirt access road runs east to west through the center of the parcel. Existing energy infrastructure within the parcel includes utility lines running north to south and two transmission towers. No trees occur onsite. Scattered elderberry shrubs (*Sambucus* sp.) occur throughout the Project, including along the eastern fence line, the western boundary and within the property at the bases of the existing utility transmission towers.

2525 Warren Drive ● Rocklin, CA 95677 ● Tel: (916) 782-9100 ● Fax: (916) 782-9134 ● www.ecorpconsulting.com

No aquatic features that constitute potential Waters of the U.S./State were observed onsite. A manmade, unlined drainage feature runs along the western, southern, and eastern boundaries of the Project and appears to catch runoff from the adjacent agricultural fields. The drainage feature does not exhibit any wetland characteristics or an ordinary high-water mark. The drainage feature appears to have been recently graded in some areas and a pair of culverts have been installed east to west from the southwest corner of the parcel under the recently paved, unnamed road that runs along the western boundary of the parcel. Additionally, rock aggregate and erosion control material has been placed at the northernmost portion of the drainage feature on the northeastern corner of the parcel. There was no water present in the feature at the time of the site visit. Much of the feature is primarily bare dirt or sparsely vegetated; dominant plant species within the feature included short podded mustard (*Hirschfeldia incana*), yellow star-thistle (*Centaurea solstitialis*) and horseweed (*Erigeron canadensis*). Other plant species present included Russian thistle (*Salsola tragus*) and filaree (*Erodium botrys*). One mammal burrow was observed on an edge of the feature.

Representative site photographs of the Project are provided in Attachment A.

Yolo HCP/NCCP Land Cover Types

Yolo HCP/NCCP land cover types that occur within the Project according to the Yolo HCP/NCCP online GeoMapper 2021 data appear mostly consistent with current site conditions. Note that data from 2021 was used due to issues with the current live version of the Yolo HCP/NCCP GeoMapper tool, which leaves gaps within the Project with no land cover associated with it and the data appears potentially to be corrupt. Where baseline land cover appeared incorrect based on aerial imagery, the baseline land cover data was revised to approximate current conditions; for instance, along the eastern Project and buffer boundary where impervious surfaces of the adjacent industrial complex were classified as "Semiagricultural/Incidental to Agriculture" but clearly belong under the "Developed" land cover designation.

According to the ECORP-revised land cover map, Yolo HCP/NCCP land cover types documented within the Project include Cultivated Lands (65.994 acres), Developed (1.300 acres), and Semiagricultural/Incidental to Agriculture (6.005 acres) (Figure 2).

SPECIAL-STATUS AND YOLO HCP/NCCP COVERED SPECIES

Per the Yolo HCP/NCCP Covered Species Modeled Habitat mapped within the Project and biological resources information documented during the site visit, there is potential for several Yolo HCP/NCCP Covered Species to occur within the Project. During the site visit, several Swainson's hawks (*Buteo swainsoni*) were observed in the vicinity, as well as potential suitable habitat for other covered species. Species-specific Avoidance and Minimization Measures (AMMs) are required when Yolo HCP/NCCP Modeled Habitat is mapped within the Project and/or Yolo HCP/NCCP Covered Species have potential to occur based on land cover types and habitat present within the Project. Additional mitigation measures may also be required for special-status species not covered by the Yolo HCP/NCCP AMMs.

Based on the Modeled Habitat for the Project and information gathered during the site visit, the following Yolo HCP/NCCP Covered Species were determined to not have potential to occur onsite: Palmate-bracted bird's-beak (*Chloropyron palmatum*), California tiger salamander (*Ambystoma californiense*), western pond turtle (*Actinemys marmorata*), giant garter snake (*Thamnophis gigas*), western yellow-billed cuckoo (*Coccyzus americanus*), least Bell's vireo (*Vireo bellii pusillus*), and bank swallow (*Riparia riparia*). Yolo HCP/NCCP Covered Species with the potential to occur onsite include the following:

- Swainson's Hawk and White-tailed Kite. Modeled Habitat for Swainson's hawk and white-tailed kite (*Elanus leucurus*) foraging occurs onsite. The planted agricultural fields provide marginal foraging habitat onsite. Modeled habitat for nesting occurs outside of but adjacent to the Project; the trees in the vicinity but outside of the Project provide potential nesting habitat for these species. Several Swainson's hawk individuals were observed soaring overhead, heard vocalizing, and seen landing in trees in the Project vicinity.

- Tricolored Blackbird. Modeled Habitat for tricolored blackbird (*Agelaius tricolor*) occurs onsite. The planted agricultural fields provide marginal foraging habitat onsite. No suitable nesting habitat occurs within the Project or the immediate vicinity.

- Western Burrowing Owl. While Modeled Habitat for burrowing owl (*Athene cunicularia*) does not occur onsite, a potentially suitable burrow was observed along the drainage feature onsite. Marginal suitable nesting or refugia habitat for this species occurs onsite.

- Valley Elderberry Longhorn Beetle. While Modeled Habitat for Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) does not occur onsite, several elderberry shrubs, the host plant for the species, were observed throughout the Project. These shrubs are isolated and do not occur in a riparian area; however, they represent marginal suitable habitat for the species.

A full discussion of the Yolo HCP/NCCP requirements and applicable AMMs is provided in the Regulatory Requirements section below. In addition to covered species habitat, habitat for nesting birds protected by the Migratory Bird Treaty Act and Fish and Game Code is present onsite.

REGULATORY REQUIREMENTS

The following section summarizes regulatory requirements that are likely applicable to the Project based on the biological resources present or potentially present onsite.

Yolo HCP/NCCP

The Project occurs within the Yolo HCP/NCCP Plan Area and development of the property will require compliance with the Yolo HCP/NCCP. Compliance with the Yolo HCP/NCCP requires an application, including planning-level survey, to be completed and submitted to Yolo County. Compliance with the Yolo HCP/NCCP includes payment of the Natural Community and Land Cover Impacts and Mitigation Fees and compliance with application AMMs.

Mitigation fees are calculated by identifying the impacts to land cover within the Project and a 50-foot buffer, referred to as the Fee Area. Payment of the Yolo HCP/NCCP land cover fees is required before a Yolo HCP/NCCP Certificate of Inclusion (i.e., permit) can be issued. Table 1 summarizes impacts to Yolo HCP/NCCP land cover types within the Fee Area. For the purposes of the calculations provided in Table 1, it was assumed the entire Project would be permanently impacted. The Yolo HCP/NCCP Fee Calculator, Box E of the Yolo HCP/NCCP Application, is provided in Attachment B. Using the 2022 fees, it is estimated the total fee is $1,155,523.91.

Table 1. Project Impacts to Yolo HCP/NCCP Land Cover Types

Land Cover Type	Project Acreage	50′ Buffer Acreage	Total Acreage (Project + 50′)
Fee Generating Land Cover Types			
Cultivated Lands	65.994	0.025	66.019
Semiagricultural/Incidental to Agriculture	6.005	2.186	8.191
Fee Generating Total:	**71.999**	**2.211**	**74.210**
Non-Fee Generating Land Cover Types			
Developed	1.300	6.979	8.279
Non-Fee Generating Total:	**1.300**	**6.979**	**8.279**
Grand Total	**73.298**	**9.190**	**82.489**

Note: The acreage values have been rounded to the nearest 1/1000 decimal, which may cause minor errors when summed.

As described above, the Project provides suitable habitat for several Yolo HCP/NCCP Covered Species. Attachment C includes Appendix C to the Yolo HCP/NCCP, detailing each of the plan's AMMs. Based on the preliminary analysis of special-status species described in the previous section, the following Yolo HCP/NCCP AMMs are anticipated to be applicable to the Project (a summary of the requirements is provided; see Attachment C for the full AMMs):

AMM3: Confine and Delineate Work Area

The "work area", or limits of disturbance must be clearly marked in the field and confined to the minimum necessary to complete the proposed project. This includes using existing roadways for access when feasible and other measures to reduce disturbance of natural communities and covered species habitat.

AMM6: Conduct Worker Training

All construction personnel must participate in an environmental training administered by a qualified biologist. The training provides education on natural communities and covered species,

avoiding adverse effects to the environment, state and federal protection, and legal implications of violating the associated permits.

AMM8: Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas

Construction staging areas (i.e., for equipment) and other temporary work areas must be located within the project development footprint, or be located outside of covered species habitat or in areas easily restored to prior or improved ecological conditions. Additional requirements include siting staging and temporary work areas to not adversely effect specific land cover types, occupied western burrowing owl burrows, or nest sites for covered bird species and all raptors during the breeding season.

AMM10: Avoid and Minimize Effects on Wetlands and Waters

Project proponents must comply with storm stormwater management plans that regulate development as part of compliance with regulations under National Pollutant Discharge Elimination System permit requirements.

AMM12: Minimize Take and Adverse Effects on Habitat of Valley Elderberry Longhorn Beetle

Elderberry shrubs greater than 1 inch in diameter at ground must be avoided by 100 feet during construction; or, if shrubs cannot be avoided by 100 feet, the must be transplanted, and additional plantings of shrubs within a restoration site must occur.

AMM16: Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite

Construction must avoid potential Swainson's hawk and white-tailed kite nest trees by 1,320 feet; or, if potential nest trees cannot be avoided by 1,320 feet, preconstruction surveys for active nests must be conducted between March 15 and August 30 and within 15 days prior to construction. If active nests are found, a no-disturbance buffer will be established and/or monitoring of the nest be conducted by a qualified biologist. If a potential Swainson's hawk or white-tailed kite nest tree must be removed, preconstruction surveys must be conducted between March 1 and August 30, and no trimming or removal of active nest trees can occur.

AMM18: Minimize Take and Adverse Effects on Habitat of Western Burrowing Owl

Planning-level surveys for western burrowing owl habitat are required within the project and a 500-foot buffer. If habitat for the species is determined to be present during the habitat assessment, additional surveys are required, including preconstruction surveys within three days prior to construction. If burrowing owls are identified, the project proponent must minimize activities that affect occupied habitat, and establish appropriate avoidance buffers. Monitoring of active nests may also be required.

Some of these AMMs have specific construction timing constraints that could impact construction schedule and require appropriate construction planning. It is recommended that a planning-level survey for western burrowing owl be conducted well in advance of construction, per AMM18. Additional AMMs may be required depending on the specific Project and construction details.

Waters of the U.S./Clean Water Act Section 404

The Project is not anticipated to require authorization under Clean Water Act (CWA) Section 404 for impacts to Waters of the U.S. No features that represent potential Waters of the U.S. were observed onsite; therefore, no impacts to aquatic resources are anticipated.

Waters of the State/Porter-Cologne Water Quality Control Act

The Project is not anticipated to require a Certification pursuant to CWA Section 401 for impacts to Waters of the State. No features that represent potential Waters of the State were observed onsite; therefore, no impacts to aquatic resources are anticipated.

Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement

The Project is not anticipated to require a California Department of Fish and Wildlife (CDFW) Streambed Alteration Agreement. No features demonstrating a bed and bank that would fall under CDFW jurisdiction were observed onsite.

California Environmental Quality Act

Development of the Project will require compliance with the California Environmental Quality Act (CEQA). If a CEQA document has not be prepared that covers the Project, Yolo County as the CEQA lead agency will require preparation of the appropriate CEQA document. The CEQA document will address potential impacts to biological resources and may require mitigation measures to reduce impacts. It is anticipated that the mitigation measures would be consistent with the Yolo HCP/NCCP AMMs discussed above. Additional mitigation measures may also be required to address impacts to species not covered by the Yolo HCP/NCCP. These measures would likely include conducting preconstruction surveys and avoidance of resources such as nesting birds during construction.

CONCLUSION

It does not appear that the Project currently has any permits or approvals or is covered by an existing CEQA document. The Project will be required to comply with the Yolo HCP/NCCP and the Project may not commence until the required approvals are received (including payment of mitigation fees) and applicable AMMs and mitigation measures identified by the CEQA document (once prepared) are implemented. It is recommended to complete the required planning-level surveys required by the Yolo HCP/NCCP to determine if further species AMMs will be required and initiate the application process.

If you have any questions, please contact me at (916) 782-9100 or emecke@ecorpconsulting.com.

Sincerely,



Emily Mecke
Senior Biologist/Project Manager

REFERENCES

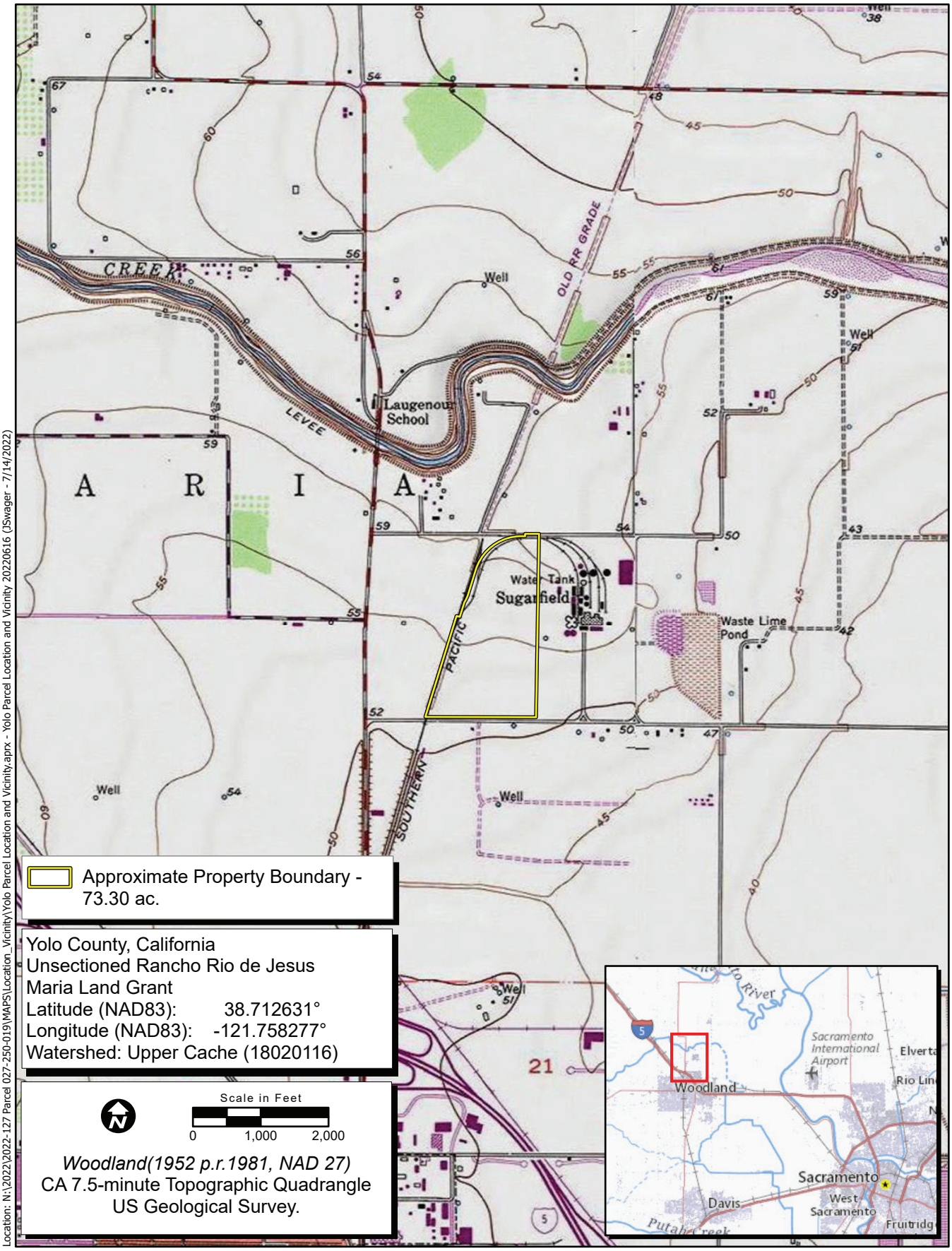
Natural Resources Conservation Service (NRCS), U.S. Geological Survey (USGS), and U.S. Environmental Protection Agency (USEPA). 2016. Watershed Boundary Dataset for California. Available online: https://datagateway.nrcs.usda.gov [Dated 09/21/2016].

U.S. Geological Survey (USGS). 1952, photorevised 1981. "Woodland, California" 7.5-minute Quadrangle. Geological Survey. Denver, Colorado.

LIST OF FIGURES

Figure 1. Project Location and Vicinity

Figure 2. Yolo HCP/NCCP Land Cover Natural Community Types



Map Date: 7/14/2022
Sources: ESRI, USGS, Yolo County

Figure 1. Project Location and Vicinity

ECORP Consulting, Inc.
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2022-127 Parcel 027-250-019



Map Contents

Approximate Property Boundary - 73.30 ac.

50' Buffer

Modified HCP Land Cover

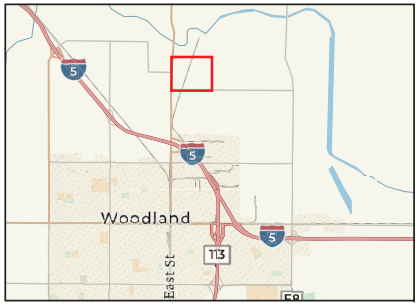
Cultivated Lands

Developed

Semiagricultural/Incidental to Agriculture

Land Cover Type	Acres
Project	73.298
Cultivated Lands	65.994
Developed	1.300
Semiagricultural/Incidental to Agriculture	6.005
50' Buffer	9.190
Cultivated Lands	0.025
Developed	6.979
Semiagricultural/Incidental to Agriculture	2.186
Total	82.488

Sources: ESRI, Yolo County, Maxar (2021)



Location: N:\2022\2022-127 Parcel 027-250-019\MAPS\Vegetation_and_LandCover\Yolo Parcel Vegetation and Land Coverapnx - Yolo Parcel HCP Modified Land Cover 20220721 (JSwager - 7/26/2022)

Map Date: 7/26/2022

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 300

Figure 2. Yolo HCP/NCCP Land Cover Natural Community Types
2022-127 Parcel 027-250-019

LIST OF ATTACHMENTS

Attachment A – Representative Site Photographs

Attachment B – Yolo HCP/NCCP Fee Calculator (Yolo HCP/NCCP Application Box E)

Attachment C – Yolo HCP/NCCP AMMs (Yolo HCP/NCCP Appendix C)

ATTACHMENT A

Representative Site Photographs



Photo 1. Drainage feature in the northeastern corner of the Project. Photo taken June 28, 2022, facing south.



Photo 2. Planted field and adjacent infrastructure and dirt access road within the Project. Photo taken June 28, 2022, facing south.



Photo 3. Elderberry shrub growing along the eastern boundary of the Project. Photo taken June 28, 2022, facing east.



Photo 4. Planted field and adjacent dirt access road onsite and offsite paved road. Photo taken June 28, 2022, facing north.

ATTACHMENT B

Yolo HCP/NCCP Fee Calculator (Yolo HCP/NCCP Application Box E)

BOX E: NATURAL COMMUNITY AND LAND COVER IMPACTS AND MITIGATION FEES

Complete Items 1-26 below, referring to the Permitting Guide for calculation methods.

- Total fee amount for each land cover type will be auto-generated based on acreage amount (and for recurring temporary impacts, number of years out of the 50-year permit term the impact will occur).
- Temporary impact fee formula = land cover fee x area of temporary effect in acres x (F/50) where F = the number of years in which the activity will occur during the rest of the permit term (until 2069).
- Must include required land cover fee buffer area associated with the project. This is generally 10 feet for linear projects (e.g. roads, utility corridors, pipelines) and 50 feet for all other projects. See Chapter 3 of the Permitting Guide.
- Fees will be updated annually, typically in March.
- Wetland fees are in addition to land cover fees. For project proponents transplanting elderberry shrubs from a non-riparian habitat, a per acre maintenance fee of $19,104 is assessed. The maintenance fee is subject to the annual increase in fees pursuant to existing methodology.
- Submit a planning level survey, including a field-verified land cover map and the name and qualifications of the qualified biologist(s) responsible for preparation of the report. Label as **Attachment 4.** Mapped areas shown on the site plan (**Attachment 3** in Box D, Item 7) should be consistent with the acreages entered below. Include photographs of temporary impact areas. Label photos as **Attachment 5**.

Land Cover Types	Land Cover Permanently Impacted by Project (in acres)			Land Cover Temporarily Impacted by Project (in acres)	Years of Recurring Temporary Impact	Fees (Auto Generated)				
	Permanent Impact (acres)	Fee Buffer (acres)	TOTAL			Land Cover Fee (per acre)	Wetland Fee (per acre)	Permanent Impact, Land Cover Fee	Temporary Impact, Land Cover Fee	Wetland Fee
1 ☒ Developed (including ruderal with no covered species habitat)[a]	1.3	7.0	8.3			$0	$0	$ 0.00	$ 0.00	$ 0.00
2 ☐ Ruderal with covered species habitat [a]			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
3 ☐ Barren, No Covered Species Habitat			0.0			$0	$0	$ 0.00	$ 0.00	$ 0.00
4 ☐ Barren, With Covered Species Habitat			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
5 ☐ Vegetated Corridor with Covered Species Habitat			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
6 ☐ Grassland (all types)			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
7 ☐ Alkali Prairie			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
8 ☐ Fresh Emergent Wetland (all types)			0.00			$15,571	$80,864	$ 0.00	$ 0.00	$ 0.00

BOX E: NATURAL COMMUNITY AND LAND COVER IMPACTS AND MITIGATION FEES

9	☐ Valley Foothill Riparian			0.00			$15,571	$66,560	$ 0.00	$ 0.00	$ 0.00
10	☐ Lacustrine and Riverine			0.00			$15,571	$64,854	$ 0.00	$ 0.00	$ 0.00
11	■ Cultivated Land (all types)	65.99	0.0	66.0			$15,571	$0	$ 1,027,981.85	$ 0.00	$ 0.00
12	☐ Citrus/Subtropical			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
13	☐ Deciduous Fruits/Nuts			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
14	☐ Vineyards			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
15	☐ Turf Farm			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
16	☐ Flowers/Nursery/Tree Farms			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
17	■ Semiag/Incidental to Agriculture	6.0	2.2	8.2			$15,571	$0	$ 127,542.06	$ 0.00	$ 0.00
18	☐ Eucalyptus			0.0			$15,571	$0	$ 0.00	$ 0.00	$ 0.00
								TOTAL	1,155,523.91	0.00	0.00

19	**TOTAL LAND COVER IMPACTS AND MITIGATION FEES**	$ 1,155,523.91
20	**APPLICATION FEE** (The application fee is credited towards the cost of the mitigation fees if the application fee is paid prior to the submittal of the mitigation fee payment . Application fee as of January 1, 2020: $1,981)	$
21	**OTHER CREDITS** (Advanced fee payment or in lieu fee credit – must be verified by Conservancy). Add **Attachment 6**	$
22	**TOTAL LAND COVER IMPACTS AND MITIGATION FEES DUE** (Mitigation fees due are determined at the time of payment unless they were paid in accordance with the Yolo HCP/NCCP Early Payment of Mitigation Fees Policy. See www.yolohabitatconservancy.org for current fee schedule.)	$ 1,155,523.91

[a] Land cover fees may be applicable if covered species habitat is present.

ATTACHMENT C

Yolo HCP/NCCP AMMs (Yolo HCP/NCCP Appendix C)

Appendix C

Avoidance and Minimization Measures

Avoidance and Minimization Measures

AMM1, Establish Buffers. Project proponents will design projects to avoid and minimize direct and indirect effects of permanent development on the sensitive natural communities specified in Table 4-1 (herein referred to as *sensitive natural communities*) and covered species habitat specified in Table 4-1 by providing buffers, as stipulated in the relevant sensitive natural community AMMs (Section 4.3.3) and covered species AMMs (Section 4.3.4). On lands owned by the project proponent, the project proponent will establish a conservation easement, consistent with Section 6.4.1.3, *Land Protection Mechanisms*, to protect the buffer permanently if that land is being offered in lieu of development fees, as described in Section 4.2.2.6, *Item 6: HCP/NCCP Fees or Equivalent Mitigation*. The project proponent will design buffer zones adjacent to permanent residential development projects to control access by humans and pets (AMM2, *Design Developments to Minimize Indirect Effects at Urban-Habitat Interfaces*).

Where existing development is already within the stipulated buffer distance (i.e., existing uses prevent establishment of the full buffer), the development will not encroach farther into the space between the development and the sensitive natural community.

This AMM does not apply to seasonal construction buffers for covered species, which are detailed for each species in Section 4.3.4, *Covered Species*.

A lesser buffer than is stipulated in the AMMs may be approved by the Conservancy, USFWS, and CDFW if they determine that the sensitive natural community or covered species is avoided to an extent that is consistent with the project purpose (e.g., if the purpose of the project is to provide a stream crossing or replace a bridge, the project may encroach into the buffer and the natural community or species habitat to the extent that is necessary to fulfill the project purpose).

AMM2, Design Developments to Minimize Indirect Effects at Urban-Habitat Interfaces. For development projects implemented adjacent to non-agricultural natural communities and covered species habitats, project proponents will incorporate urban-habitat interface elements into project design to minimize the following indirect effects of the development on adjacent habitat areas:

- Noise and visual disturbances that diminish the ability of covered and other native wildlife species to use the habitat.
- Increased numbers of pets (e.g., dogs, cats) that can result in harassment and mortality of covered and other native wildlife species.
- Increased levels of direct habitat disturbances associated with increased human access to habitats (e.g., destruction of vegetation and injury or mortality of wildlife associated with use of off-road vehicles).
- Escape or planting of invasive nonnative plants.

This AMM does not apply to development where it is immediately adjacent to existing developed lands.

The project proponent will implement the following urban-habitat interface design elements and activities, as applicable, to each discretionary project:

- Place roads or other non-residential spaces, such as parks or greenbelts, rather than lots at the urban-natural community interface. The benefits of this may include a reduction in the number of incidences of pets entering the natural communities.
- Design roads, bike paths, and trails to discourage entry of humans and pets into adjacent natural communities and promote citizen policing at the natural community periphery.

- Establish barriers that discourage entry of humans and pets into natural community areas.
- Design fences to prevent pets from escaping yards into adjacent natural communities, control entry and dumping of trash into adjacent natural communities, and when appropriate, shield adjacent natural communities from visual disturbances that may interfere with normal wildlife behavioral patterns.
- Fence new public roads associated with developments to prevent unauthorized public access into habitat areas and effectively direct wildlife to specially designed crossing structures.
- Design development drainage systems and implement appropriate best management practices to avoid changes to overland flow and water quality in natural community areas, including streamcourses.
- Design development lighting to avoid projecting light into adjacent natural community areas. For lights at or near the urban-natural community interface, use low-glare lighting to minimize lighting effects on natural communities.

AMM3, Confine and Delineate Work Area. Where natural communities and covered species habitat are present, workers will confine land clearing to the minimum area necessary to facilitate construction activities. Workers will restrict movement of heavy equipment to and from the project site to established roadways to minimize natural community and covered species habitat disturbance. The project proponent will clearly identify boundaries of work areas using temporary fencing or equivalent and will identify areas designated as environmentally sensitive. All construction vehicles, other equipment, and personnel will avoid these designated areas.

AMM4, Cover Trenches and Holes during Construction and Maintenance. To prevent injury and mortality of giant garter snake, western pond turtle, and California tiger salamander, workers will cover open trenches and holes associated with implementation of covered activities that affect habitat for these species or design the trenches and holes with escape ramps that can be used during non-working hours. The construction contractor will inspect open trenches and holes prior to filling and contact a qualified biologist to remove or release any trapped wildlife found in the trenches or holes.

AMM5, Control Fugitive Dust. Workers will minimize the spread of dust from work sites to natural communities or covered species habitats on adjacent lands.

AMM6, Conduct Worker Training. All construction personnel will participate in a worker environmental training program approved/authorized by the Conservancy and administered by a qualified biologist. The training will provide education regarding sensitive natural communities and covered species and their habitats, the need to avoid adverse effects, state and federal protection, and the legal implications of violating the FESA and NCCPA Permits. A pre-recorded video presentation by a qualified biologist shown to construction personnel may fulfill the training requirement.

AMM7, Control Nighttime Lighting of Project Construction Sites. Workers will direct all lights for nighttime lighting of project construction sites into the project construction area and minimize the lighting of natural habitat areas adjacent to the project construction area.

AMM8, Avoid and Minimize Effects of Construction Staging Areas and Temporary Work Areas. Project proponents should locate construction staging and other temporary work areas for covered activities in areas that will ultimately be a part of the permanent project development footprint. If construction staging and other temporary work areas must be located outside of permanent project footprints, they will be located either in areas that do not support habitat for covered species or are easily restored to prior or improved ecological functions (e.g., grassland and agricultural land). Construction staging and other temporary work areas located outside of project footprints will be sited in areas that avoid adverse effects on the following:

- Serpentine, valley oak woodland, alkali prairie, vernal pool complex, valley foothill riparian, and fresh emergent wetland land cover types.

- Occupied western burrowing owl burrows. [Occupied for the purpose of AMM8 means at least one burrowing owl has been observed occupying the burrow within the last three years. Occupancy of a burrow may also be indicated by owl sign at the burrow entrance, including molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site]

- Nest sites for covered bird species and all raptors, including noncovered raptors, during the breeding season.

Project proponents will follow specific AMMs for sensitive natural communities (Section 4.3.3, Sensitive Natural Communities) and covered species (Section 4.3.4, Covered Species) in temporary staging and work areas. For establishment of temporary work areas outside of the project footprint, project proponents will conduct surveys to determine if any of the biological resources listed above are present.

Within one year following removal of land cover, project proponents will restore temporary work and staging areas to a condition equal to or greater than the covered species habitat function of the affected habitat. Restoration of vegetation in temporary work and staging areas will use clean, native seed mixes approved by the Conservancy that are free of noxious plant species seeds.

AMM9, Establish Buffers around Sensitive Natural Communities. The buffers for each sensitive natural community are as follows:

- Alkali prairie and vernal pools: The area necessary to provide the hydrologic conditions needed to support the wetlands within these natural communities (250 feet). Covered activities will avoid vernal pools or alkali seasonal wetlands by 250 feet [Alkali seasonal wetlands are seasonal wetlands within the alkali prairie natural community], or other distance based on site specific topography to avoid indirect hydrologic effects. A buffer of less than 250 feet around vernal pools or alkali seasonal wetlands will be subject to wildlife agency concurrence that effects will be avoided. Considerations that may warrant a buffer of less than 250 feet may include topography (i.e., if the surrounding microwatershed extends less than 250 feet from the pool or wetland), intervening hydrologic barriers such as roads or canals, or other factors indicating that the proposed disturbance area does not contribute to the pool's hydrology. Other considerations may include temporary disturbance during the dry season where measures are implemented to avoid disturbance of the underlying claypan or hardpan, and the area is returned to pre-project conditions prior to the following rainy season.

- Valley foothill riparian: One hundred feet from canopy drip-line. If avoidance is infeasible, a lesser buffer or encroachment into the sensitive natural community may be allowed if approved by the Conservancy and the wildlife agencies, based on the criteria listed in AMM1. Transportation or utility crossings may encroach into this sensitive natural community provided effects are minimized and all other applicable AMMs are followed.

- Lacustrine and riverine: Outside urban planning units, 100 feet from the top of banks [Defined as the area within which water is contained in a channel.]. Within urban planning units, 25 feet from the top of the banks.

- Fresh emergent wetland: Fifty feet from the edge of the natural community.

AMM10, Avoid and Minimize Effects on Wetlands and Waters. Project proponents will comply with stormwater management plans that regulate development as part of compliance with regulations under National Pollutant Discharge Elimination System (NPDES) permit requirements. Covered activities that result in any fill of waters or wetlands will also comply with requirements under Section 404 of the Clean Water Act, State Water Resources Control Board (State Board), Fish and Game Code Section 1602, and Regional Board regulations. Other than requirements for buffers, minimizing project footprint, and species-specific measures

for wetland-dependent covered species, this HCP/NCCP does not include specific best management practices for protecting wetlands and waters because they may conflict with measures required by the USACE, State Board, Regional Board, and CDFW.

AMM11, Minimize Take and Adverse Effects on Palmate-Bracted Bird's Beak. Palmate-bracted bird's-beak is covered by the Yolo HCP/NCCP only for the removal of suitable habitat and not for the removal of palmate-bracted bird's beak plants. This AMM ensures compliance with this provision. To determine if palmate-bracted bird's-beak is present and could be affected, the project proponent will conduct a planning-level survey for this species for any covered activities to be conducted within 250 feet of suitable habitat (as defined in Appendix A, *Covered Species Accounts*). The survey will be conducted during the period from May 31 to September 30 and will be consistent with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (California Department of Fish and Game 2009).

The project proponent will avoid occupied habitat where palmate-bracted bird's beak has been located within any of the last 15 years (seed viability could be as little as three years and as much as six years, as described in Appendix A, Section A.1.2, *Species Description and Life History*). The project proponent also will avoid any new occurrences of this species identified during planning-level surveys. Avoidance will require a 250-foot setback from the occupied habitat, or greater distance depending on site-specific topography to avoid hydrologic effects. A shorter buffer distance may apply if is determined to avoid effects and is approved by the Conservancy, USFWS, and CDFW. Mortality of palmate-bracted bird's beak individuals will be avoided, except as needed through management activities that provide an overall benefit to the species.

AMM12, Minimize Take and Adverse Effects on Habitat of Valley Elderberry Longhorn Beetle. The project proponent will retain a qualified biologist who is familiar with valley elderberry longhorn beetle and evidence of its presence (i.e., exit holes in elderberry shrubs) to map all elderberry shrubs in and within 100 feet of the project footprint with stems that are greater than one inch in diameter at ground level. To avoid take of valley elderberry longhorn beetle fully, the project proponent will maintain a buffer of at least 100 feet from any elderberry shrubs with stems greater than one inch in diameter at ground level. *AMM1, Establish Buffers*, above, describes circumstances in which a lesser buffer may be applied. For elderberry shrubs that cannot be avoided with a designated buffer distance as described above, the qualified biologist will quantify the number of stems one inch or greater in diameter to be affected, and the presence or absence of exit holes. The Conservancy will use this information to determine the number of plants or cuttings to plant on a riparian restoration site to help offset the loss, consistent with Section 6.4.2.4.1, *Valley Elderberry Longhorn Beetle*. Additionally, prior to construction, the project proponent will transplant elderberry shrubs identified within the project footprint that cannot be avoided.

Transplantation will only occur if a shrub cannot be avoided and, if indirectly affected, the indirect effects would otherwise result in the death of stems or the entire shrub. If the project proponent chooses, in coordination with a qualified biologist, not to transplant the shrub because the activity would not likely result in death of stems of the shrub, then the qualified biologist will monitor the shrub annually for a five-year monitoring period. The monitoring period may be reduced with concurrence from the wildlife agencies if the latest research and best available information at the time indicates that a shorter monitoring period is warranted. If death of stems at least one inch in diameter occurs within the monitoring period, and the qualified biologist determines that the shrub is sufficiently healthy to transplant, the project proponent will transplant the shrub as described in the following paragraph, in coordination with the qualified biologist. If the shrub dies during the monitoring period, or the qualified biologist determines that the shrub is no longer healthy enough to survive transplanting, then the Conservancy will offset the shrub loss consistent with the preceding paragraph.

The project proponent will transplant the shrubs into a location in the HCP/NCCP reserve system that has been approved by the Conservancy. Elderberry shrubs outside the project footprint but within the 100-foot buffer will not be transplanted.

Transplanting will follow the following measures:

1. Monitor: A qualified biologist will be on-site for the duration of the transplanting of the elderberry shrubs to ensure the effects on elderberry shrubs are minimized.

2. Timing: The project proponent will transplant elderberry plants when the plants are dormant, approximately November through the first two weeks of February, after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the plant and increase transplantation success.

3. Transplantation procedure:

    a. Cut the plant back three to six feet from the ground or to 50 percent of its height (whichever is taller) by removing branches and stems above this height. Replant the trunk and stems measuring one inch or greater in diameter. Remove leaves that remain on the plants.

    b. Relocate plant to approved location in the reserve system, and replant as described in Section 6.4.2.4.1, *Valley Elderberry Longhorn Beetle*.

AMM13, Minimize Take and Adverse Effects on Habitat of California Tiger Salamander. The project proponent will retain a qualified biologist to identify any suitable aquatic and upland habitats for California salamander (as defined in Appendix A, *Covered Species Accounts*) present in and within 500 feet of the project footprint during planning-level surveys. The qualified biologist will also assess whether critical habitat could be affected by the covered activity.

Except for habitat management and enhancement, all covered activities will provide a 500-foot setback from aquatic California tiger salamander habitat. If a covered activity is outside the Dunnigan Creek Unit of California tiger salamander critical habitat and, as designed, will not avoid aquatic habitat by at least 500 feet, the project proponent will either conduct visual and dip-net surveys, consistent with CDFW protocol, during the period for November 1 to May 15 (California Department of Fish and Game 2003) or assume presence. If the species is present or assumed to be present, the covered activity will not remove aquatic habitat until at least four new occupied breeding pools are discovered or established in the Plan Area and protected in the Plan Area. After the four new occupied breeding pools are protected, and with concurrence of USFWS and CDFW, up to three breeding pools may be affected. The breeding habitat may not be removed if USFWS and CDFW determine that the covered activity would remove a significant occurrence of this species that could be necessary for maintaining the genetic diversity or regional distribution of the species. This AMM applies to California tiger salamander aquatic habitat and surrounding uplands, as defined by reference to the setbacks described above; it does not apply to cultivated agricultural lands (i.e., agricultural lands other than grazing lands) or other low-value upland habitat for California tiger salamander.

AMM14, Minimize Take and Adverse Effects on Habitat of Western Pond Turtle. There are no specific design requirements for western pond turtle habitat, however, project proponents must follow design requirements for the valley foothill riparian and lacustrine and riverine natural communities described in AMMs 9 and 10, which require a 100-foot (minimum) permanent buffer zone from the canopy drip-line (the farthest edge on the ground where water will drip from the tree canopy, based on the outer boundary of the tree canopy). If modeled upland habitat will be impacted, a qualified biologist must be present and will assess the likelihood of western pond turtle nests occurring in the disturbance area (based on sun exposure, soil conditions, and other species habitat requirements).

If a qualified biologist determines that there is a moderate to high likelihood of western pond turtle nests within the disturbance area, the qualified biologist will monitor all initial ground disturbing activity for nests that may be unearthed during the disturbance, and will move out of harm's way any turtles or hatchlings found.

AMM15, Minimize Take and Adverse Effects on Habitat of Giant Garter Snake. The project proponent will avoid effects on areas where planning-level surveys indicate the presence of suitable habitat for giant garter snake. To avoid effects on giant garter snake aquatic habitat, the project proponent will conduct no in-water/in-channel activity and maintain a permanent 200-foot non-disturbance buffer from the outer edge of potentially occupied aquatic habitat. If the project proponent cannot avoid effects of construction activities, the project proponent will implement the measures below to minimize effects of construction projects (measures for maintenance activities are described after the following bulleted list).

- Conduct preconstruction clearance surveys using USFWS-approved methods within 24 hours prior to construction activities within identified giant garter snake aquatic and adjacent upland habitat. If construction activities stop for a period of two weeks or more, conduct another preconstruction clearance survey within 24 hours prior to resuming construction activity.

- Restrict all construction activity involving disturbance of giant garter snake habitat to the snake's active season, May 1 through October 1. During this period, the potential for direct mortality is reduced because snakes are expected to move and avoid danger.

- In areas where construction is to take place, encourage giant garter snakes to leave the site on their own by dewatering all irrigation ditches, canals, or other aquatic habitat (i.e., removing giant garter snake aquatic habitat) between April 15 and September 30. Dewatered habitat must remain dry, with no water puddles remaining, for at least 15 consecutive days prior to excavating or filling of the habitat. If a site cannot be completely dewatered, netting and salvage of giant garter snake prey items may be necessary to discourage use by snakes.

- Provide environmental awareness training for construction personnel, as approved by the Conservancy. Training may consist of showing a video prepared by a qualified biologist, or an in-person presentation by a qualified biologist. In addition to the video or in-person presentation, training may be supplemented with the distribution of approved brochures and other materials that describe resources protected under the Yolo HCP/NCCP and methods for avoiding effects.

- A qualified biologist will prepare a giant garter snake relocation plan which must be approved by the Conservancy prior to work in giant garter snake habitat. The qualified biologist will base the relocation plan on criteria provided by CDFW or USFWS, through the Conservancy.

- If a live giant garter snake is encountered during construction activities, immediately notify the project's biological monitor and USFWS and CDFW. The monitor will stop construction in the vicinity of the snake, monitor the snake, and allow the snake to leave on its own. The monitor will remain in the area for the remainder of the work day to ensure the snake is not harmed or, if it leaves the site, does not return. If the giant garter snake does not leave on its own, the qualified biologist will relocate the snake consistent with the relocation plan described above.

- Employ the following management practices to minimize disturbances to habitat:

  - Install temporary fencing to identify and protect adjacent marshes, wetlands, and ditches from encroachment from construction equipment and personnel.

  - Maintain water quality and limit construction runoff into wetland areas through the use of hay bales, filter fences, vegetative buffer strips, or other accepted practices. No plastic, monofilament, jute, or similar erosion-control matting that could entangle snakes or other wildlife will be permitted.

Ongoing maintenance covered activities by local water and flood control agencies typically involve removal of vegetation, debris, and sediment from water conveyance canals as well as resloping, rocking, and stabilizing the canals that serve agricultural water users. Maintenance of these conveyance facilities can typically occur only from mid-January through April when conveyance canals and ditches are not in service by the agency, although some drainages are used for storm conveyance during the winter and are wet all year. This timing

is during the giant garter snake's inactive period. This is when snakes may be using underground burrows and are most vulnerable to take because they are unable to move out of harm's way. Maintenance activities, therefore, will be limited to the giant garter snake's active season (May 1 to October 1) when possible. All personnel involved in maintenance activities within giant garter snake habitat will first participate in environmental awareness training for giant garter snake, as described above for construction-related activities. To minimize the take of giant garter snake, the local water or flood control agency will limit maintenance of conveyance structures located within modeled giant garter snake habitat (Appendix A, *Covered Species Accounts*) to clearing one side along at least 80 percent of the linear distance of canals and ditches during each maintenance year (e.g., the left bank of a canal is maintained in the first year and the right bank in the second year). To avoid collapses when resloping canal and ditch banks composed of heavy clay soils, clearing will be limited to one side of the channel during each maintenance year.

For channel maintenance activities conducted within modeled habitat for giant garter snake, the project proponent will place removed material in existing dredged sites along channels where prior maintenance dredge disposal has occurred. For portions of channels that do not have previously used spoil disposal sites and where surveys have been conducted to confirm that giant garter snakes are not present, removed materials may be placed along channels in areas that are not occupied by giant garter snake and where materials will not re-enter the canal because of stormwater runoff.

Modifications to this AMM may be made with the approval of the Conservancy, USFWS, and CDFW.

AMM16, Minimize Take and Adverse Effects on Habitat of Swainson's Hawk and White-Tailed Kite. The project proponent will retain a qualified biologist to conduct planning-level surveys and identify any nesting habitat present within 1,320 feet of the project footprint. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

If a construction project cannot avoid potential nest trees (as determined by the qualified biologist) by 1,320 feet, the project proponent will retain a qualified biologist to conduct preconstruction surveys for active nests consistent, with guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000), between March 15 and August 30, within 15 days prior to the beginning of the construction activity. The results of the survey will be submitted to the Conservancy and CDFW. If active nests are found during preconstruction surveys, a 1,320-foot initial temporary nest disturbance buffer shall be established. If project related activities within the temporary nest disturbance buffer are determined to be necessary during the nesting season, then the qualified biologist will monitor the nest and will, along with the project proponent, consult with CDFW to determine the best course of action necessary to avoid nest abandonment or take of individuals. Work may be allowed only to proceed within the temporary nest disturbance buffer if Swainson's hawk or white-tailed kite are not exhibiting agitated behavior, such as defensive flights at intruders, getting up from a brooding position, or flying off the nest, and only with the agreement of CDFW and USFWS. The designated on-site biologist/monitor shall be on-site daily while construction-related activities are taking place within the 1,320-foot buffer and shall have the authority to stop work if raptors are exhibiting agitated behavior. Up to 20 Swainson's hawk nest trees (documented nesting within the last 5 years) may be removed during the permit term, but they must be removed when not occupied by Swainson's hawks.

For covered activities that involve pruning or removal of a potential Swainson's hawk or white-tailed kite nest tree, the project proponent will conduct preconstruction surveys that are consistent with the guidelines provided by the Swainson's Hawk Technical Advisory Committee (2000). If active nests are found during preconstruction surveys, no tree pruning or removal of the nest tree will occur during the period between March 1 and August 30 within 1,320 feet of an active nest, unless a qualified biologist determines that the young have fledged and the nest is no longer active.

AMM17, Minimize Take and Adverse Effects on Habitat of Western Yellow-Billed Cuckoo. The project proponent will retain a qualified biologist to conduct planning-level surveys and assess whether habitat for western yellow-billed cuckoo (as defined in Appendix A, Covered Species Accounts) is present within 500 feet of covered activities. If habitat is present, the project proponent will redesign the project to avoid or minimize activities within 500 feet of western yellow-billed cuckoo habitat. If the activity will encroach within

500 feet of habitat and there are no breeding (or nesting) season records for the species within one-quarter mile of the covered activity within the previous three years, a qualified biologist will conduct planning-level surveys for active nests, consistent with USFWS protocol (Appendix N), during the period from June 1 to August 30. Operations and maintenance activities that do not occur during the breeding season (June 1 to August 30) and do not remove western yellow-billed cuckoo habitat are not required to conduct surveys or record searches; no further avoidance or minimization is necessary for such activities.

If an occupied territory is discovered during planning-level surveys, or there is a record of the species occurring within one-quarter mile of the covered activity within the previous three years, the project proponent will design the project to avoid activities within 500 feet of suitable habitat, unless the Conservancy, USFWS, and CDFW approve a shorter distance.

If an activity occurs within 500 feet of suitable habitat during the breeding season, regardless of whether or not a qualified biologist detected the species during planning-level surveys or there are records for the species in the area, a qualified biologist will conduct preconstruction surveys that are consistent with USFWS protocol (Appendix N) during the same season when the activity will occur. If the biologist finds active territories (i.e., presence of a singing male), the project proponent will avoid activity within 500 feet of suitable habitat that is contiguous with the territory from June 1 to August 30. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

AMM18, Minimize Take and Adverse Effects on Western Burrowing Owl. The project proponent will retain a qualified biologist to conduct planning-level surveys and identify western burrowing owl habitat (as defined in Appendix A, *Covered Species Accounts*) within or adjacent to (i.e., within 500 feet of) a covered activity. If habitat for this species is present, additional surveys for the species by a qualified biologist are required, consistent with CDFW guidelines (Appendix L).

If burrowing owls are identified during the planning-level survey, the project proponent will minimize activities that will affect occupied habitat as follows. Occupied habitat is considered fully avoided if the project footprint does not impinge on a nondisturbance buffer around the suitable burrow. For occupied burrowing owl nest burrows, this nondisturbance buffer could range from 150 to 1,500 feet (Table 4-2, *Recommended Restricted Activity Dates and Setback Distances by Level of Disturbance for Burrowing Owls*), depending on the time of year and the level of disturbance, based on current guidelines (California Department of Fish and Game 2012). The Yolo HCP/NCCP generally defines low, medium, and high levels of disturbances of burrowing owls as follows.

- Low: Typically 71-80 dB, generally characterized by the presence of passenger vehicles, small gas-powered engines (e.g., lawn mowers, small chain saws, portable generators), and high-tension power lines. Includes electric hand tools (except circular saws, impact wrenches and similar). Management and enhancement activities would typically fall under this category. Human activity in the immediate vicinity of burrowing owls would also constitute a low level of disturbance, regardless of the noise levels.

- Moderate: Typically 81-90 dB, and would include medium- and large-sized construction equipment, such as backhoes, front end loaders, large pumps and generators, road graders, dozers, dump trucks, drill rigs, and other moderate to large diesel engines. Also includes power saws, large chainsaws, pneumatic drills and impact wrenches, and large gasoline-powered tools. Construction activities would normally fall under this category.

- High: Typically 91-100 dB, and is generally characterized by impacting devices, jackhammers, compression ("jake") brakes on large trucks, and trains. This category includes both vibratory and impact pile drivers (smaller steel or wood piles) such as used to install piles and guard rails, and large pneumatic tools such as chipping machines. It may also include large diesel and gasoline engines, especially if in concert with other impacting devices. Felling of large trees (defined as dominant or subdominant trees in mature forests), truck horns, yarding tower whistles, and muffled or underground

explosives are also included. Very few covered activities are expected to fall under this category, but some construction activities may result in this level of disturbance.

The project proponent may qualify for a reduced buffer size, based on existing vegetation, human development, and land use, if agreed upon by CDFW and USFWS (California Department of Fish and Game 2012).

Table 4-2[1] Recommended Restricted Activity Dates and Setback Distances by Level of Disturbance for Burrowing Owls

Time of Year	Level of Disturbance (feet) from Occupied Burrows		
	Low	Medium	High
April 1–August 15	600	1,500	1,500
August 16–October 15	600	600	1,500
October 16–March 31	150	300	1,500

Notes: [1] Table number corresponds to the numbering provided in the HCP/NCCP.

Source: Yolo Habitat Conservancy 2018

If the project does not fully avoid direct and indirect effects on nesting sites (i.e., if the project cannot adhere to the buffers described above), the project proponent will retain a qualified biologist to conduct preconstruction surveys and document the presence or absence of western burrowing owls that could be affected by the covered activity. Prior to any ground disturbance related to covered activities, the qualified biologist will conduct the preconstruction surveys within three days prior to ground disturbance in areas identified in the planning-level surveys as having suitable burrowing owl burrows, consistent with CDFW preconstruction survey guidelines (Appendix L, Take Avoidance Surveys). The qualified biologist will conduct the preconstruction surveys three days prior to ground disturbance. Time lapses between ground disturbing activities will trigger subsequent surveys prior to ground disturbance.

If the biologist finds the site to be occupied[1] by western burrowing owls during the breeding season (February 1 to August 31), the project proponent will avoid all nest sites, based on the buffer distances described above, during the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups that forage on or near the site following fledging). Construction may occur inside of the disturbance buffer during the breeding season if the nest is not disturbed and the project proponent develops an AMM plan that is approved by the Conservancy, CDFW, and USFWS prior to project construction, based on the following criteria:

- The Conservancy, CDFW, and USFWS approves the AMM plan provided by the project proponent.
- A qualified biologist monitors the owls for at least three days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction).
- The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities.
- If the qualified biologist identifies a change in owl nesting and foraging behavior as a result of construction activities, the qualified biologist will have the authority to stop all construction related activities within the non-disturbance buffers described above. The qualified biologist will report this information to the Conservancy, CDFW, and USFWS within 24 hours, and the Conservancy will require

[1] Occupancy of burrowing owl habitat during preconstruction surveys is confirmed at a site when at least one burrowing owl or sign (fresh whitewash, fresh pellets, feathers, or nest ornamentation) is observed at or near a burrow entrance.

that these activities immediately cease within the non-disturbance buffer. Construction cannot resume within the buffer until the adults and juveniles from the occupied burrows have moved out of the project site, and the Conservancy, CDFW, and USFWS agree.

- If monitoring indicates that the nest is abandoned prior to the end of nesting season and the burrow is no longer in use by owls, the project proponent may remove the nondisturbance buffer, only with concurrence from CDFW and USFWS. If the burrow cannot be avoided by construction activity, the biologist will excavate and collapse the burrow in accordance with CDFW's 2012 guidelines to prevent reoccupation after receiving approval from the wildlife agencies.

If evidence of western burrowing owl is detected outside the breeding season (September 1 to January 31), the project proponent will establish a non-disturbance buffer around occupied burrows, consistent with Table 4-2, as determined by a qualified biologist. Construction activities within the disturbance buffer are allowed if the following criteria are met to prevent owls from abandoning important overwintering sites:

- A qualified biologist monitors the owls for at least three days prior to construction to determine baseline foraging behavior (i.e., behavior without construction).

- The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities.

- If there is any change in owl roosting and foraging behavior as a result of construction activities, these activities will cease within the buffer.

- If the owls are gone for at least one week, the project proponent may request approval from the Conservancy, CDFW, and USFWS for a qualified biologist to excavate and collapse usable burrows to prevent owls from reoccupying the site if the burrow cannot be avoided by construction activities. The qualified biologist will install one-way doors for a 48-hour period prior to collapsing any potentially occupied burrows. After all usable burrows are excavated, the buffer will be removed and construction may continue.

Monitoring must continue as described above for the nonbreeding season as long as the burrow remains active.

A qualified biologist will monitor the site, consistent with the requirements described above, to ensure that buffers are enforced and owls are not disturbed. Passive relocation (i.e., exclusion) of owls has been used in the past in the Plan Area to remove and exclude owls from active burrows during the nonbreeding season (Trulio 1995). Exclusion and burrow closure will not be conducted during the breeding season for any occupied burrow. If the Conservancy determines that passive relocation is necessary, the project proponent will develop a burrowing owl exclusion plan in consultation with CDFW biologists. The methods will be designed as described in the species monitoring guidelines (California Department of Fish and Game 2012) and consistent with the most up-to-date checklist of passive relocation techniques[2]. This may include the installation of one-way doors in burrow entrances by a qualified biologist during the nonbreeding season. These doors will be in place for 48 hours and monitored twice daily to ensure that the owls have left the burrow, after which time the biologist will collapse the burrow to prevent reoccupation. Burrows will be excavated using hand tools. During excavation, an escape route will be maintained at all times. This may include inserting an artificial structure, such as piping, into the burrow to prevent collapsing until the entire burrow can be excavated and it can be determined that no owls are trapped inside the burrow. The Conservancy may allow other methods of passive or active relocation, based on best available science, if approved by the wildlife agencies. Artificial burrows will be constructed prior to exclusion and will be created less than 300 feet from the existing burrows on lands that are protected as part of the reserve system.

[2] The Conservancy will maintain a checklist of passive relocation techniques. CDFW will approve the initial list, and the Conservancy will update as needed in coordination with CDFW.

AMM19, Minimize Take and Adverse Effects on Least Bell's vireo. The project proponent will retain a qualified biologist to conduct planning-level surveys and determine if habitat for least Bell's vireo (as defined in Appendix A, *Covered Species Accounts*) is present within 500 feet of covered activities. If habitat is present, the project proponent will redesign the project to avoid or minimize activities within 500 feet of least Bell's vireo habitat. If the activity will encroach within 500 feet of habitat and there are no breeding season records for the species within one-quarter mile of the covered activity within the previous three years, the qualified biologist will conduct planning-level surveys for active territories, consistent with USFWS (2001) guidelines, during the breeding season (April 1 to July 15). Operations and maintenance activities that do not occur during the breeding season and do not affect least Bell's vireo habitat are not required to conduct surveys or record searches, and no further avoidance or minimization is necessary for such activities.

- If an occupied territory is discovered during planning-level surveys, or there is a record of the species occurring within one-quarter mile of the covered activity within the previous three years, the project proponent will design the project to avoid activities within 500 feet of suitable habitat, unless the Conservancy, USFWS, and CDFW approve a shorter distance.

- If an activity occurs within 500 feet of suitable habitat during the breeding season, regardless of whether or not the species was detected during planning-level surveys or there are records for the species in the area, a qualified biologist will conduct preconstruction surveys, consistent with USFWS (2001) guidelines, during the same season when the activity will occur. If active territories are found, the project proponent will avoid activity within 500 feet of the habitat from April 1 to July 15. This buffer may be reduced with approval from the Conservancy, USFWS, and CDFW.

- The project proponent will avoid disturbance of previous least Bell's vireo territories (up to three years since known nest activity) during the breeding season, unless the disturbance is to maintain public safety. Least Bell's vireo uses previous territories; disturbance during the breeding season may preclude birds from using existing unoccupied territories.

- The required buffer may be reduced in areas where barriers or topographic relief features are adequate for protecting the nest from excessive noise or other disturbance. Conservancy staff members will coordinate with the wildlife agencies and evaluate exceptions to the minimum nondisturbance buffer distance on a case-by-case basis. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

- If occupied territories are identified, a qualified biologist will monitor construction activities in the vicinity of all active territories to ensure that covered activities do not affect nest success.

AMM20, Minimize Take and Adverse Effects on Habitat of Bank Swallow. The project proponent will retain a qualified biologist to identify and quantify (in acres) bank swallow nesting habitat (as defined in Appendix A, *Covered Species Accounts*) within 500 feet of the project footprint. If a 500-foot buffer from nesting habitat cannot be maintained, the qualified biologist will check records maintained by the Conservancy and CDFW to determine if bank swallow nesting colonies have been active on the site within the previous five years. If there are no records of nesting bank swallows on the site, the qualified biologist will conduct visual surveys during the period from March 1 to August 31 to determine if a nesting colony is present.

For operations and maintenance activities or other temporary activities that do not remove nesting habitat and occur outside the nesting season (September 1 to February 28), it is not necessary to conduct a record search, planning and preconstruction surveys, or any additional avoidance measures. If activities will occur during the nesting season, surveys will be necessary as for other covered activities, but the 500-foot survey distance and buffer distance may be reduced upon Conservancy and wildlife agency approval based on site-specific conditions, such as the level of noise and disturbance generated by the activity, the duration of the activity, and the presence of visual and noise buffers (e.g., vegetation, structures) between the activity and the nesting colony.

If an active bank swallow colony is present or has been present within the last 5 years within the planning-level survey area, the Conservancy, USFWS and CDFW will be notified in writing within 15 working days, and the project proponent will design the project to avoid adverse effects within 500 feet of the colony site(s), unless a shorter distance is approved by the Conservancy, USFWS, and CDFW, based on site-specific conditions such as visual barriers (trees or structures) between the activity and the colony. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

The reserve system management plan including bank swallow habitat will provide examples of additional measures that may apply to activities on reserve system lands to avoid and minimize effects on bank swallow.

AMM21, Minimize Take and Adverse Effects on Habitat of Tricolored Blackbird. The project proponent will retain a qualified biologist to identify and quantify (in acres) tricolored blackbird nesting and foraging habitat (as defined in Appendix A, *Covered Species Accounts*) within 1,300 feet of the footprint of the covered activity. If a 1,300-foot buffer from nesting habitat cannot be maintained, the qualified biologist will check records maintained by the Conservancy (which will include CNDDB data, and data from the tricolored blackbird portal) to determine if tricolored blackbird nesting colonies have been active in or within 1,300 feet of the project footprint during the previous five years. If there are no records of nesting tricolored blackbirds on the site, the qualified biologist will conduct visual surveys to determine if an active colony is present, during the period from March 1 to July 30, consistent with protocol described by Kelsey (2008).

Operations and maintenance activities or other temporary activities that do not remove nesting habitat and occur outside the nesting season (March 1 to July 30) do not need to conduct planning or construction surveys or implement any additional avoidance measures.

If an active tricolored blackbird colony is present or has been present within the last five years within the planning-level survey area, the project proponent will design the project to avoid adverse effects within 1,300 feet of the colony site(s), unless a shorter distance is approved by the Conservancy, USFWS, and CDFW. If a shorter distance is approved, the project proponent will still maintain a 1,300-foot buffer around active nesting colonies during the nesting season but may apply the approved lesser distance outside the nesting season. Adjacent parcels under different land ownership will be surveyed only if access is granted or if the parcels are visible from authorized areas.

Avoidance and Minimization Measures within the Reserve System

Reserve system activities, including agricultural activities as described in Appendix M, *Yolo County Agricultural Practices*, have the potential to result in take of covered species. Covered species potentially affected by ongoing reserve system activities, and measures to avoid and minimize these effects, are described below. Prohibited land uses and other restrictions on reserve lands will be stipulated in the conservation easements, as described in Section 7.5.5.3.2, *Minimum Restrictions within a Yolo HCP/NCCP Conservation Easement.* Management practices on reserve lands will be developed with landowners, further described in the management plans, and approved by the wildlife agencies. The species included below are the covered species most likely to be affected by covered activities in the reserve system because they are most likely to occur on cultivated lands. Cultivated lands consist of working landscapes on which agricultural activities take place on a regular basis. The potential scenarios described below for which take could occur are not exhaustive, however, and site-specific conditions could warrant different or additional measures to avoid and minimize take of the covered species found on cultivated lands that will count toward conservation commitments. The Conservancy will describe these avoidance and minimization measures as applicable in site-specific conservation easements or management plans that the wildlife agencies will approve. For bank swallow, agricultural practices on reserve system lands will comply with AMM20, *Bank Swallow,* above.

VALLEY ELDERBERRY LONGHORN BEETLE

On reserve lands whose primary conservation values include valley elderberry longhorn beetle conservation, agricultural and other activities that would potentially result in take of valley elderberry longhorn beetle will not occur within a 100-foot buffer around elderberry shrubs, thereby avoiding take. Management activities which would not result in take of valley elderberry longhorn beetle (e.g., hand weeding, planting native plants) may occur within the 100-foot buffer If existing, ongoing activities (e.g., agricultural activities, such as a farming road) encroach within 100 feet of elderberry shrubs on reserve land, the valley elderberry longhorn beetle habitat within 100 feet of such activities will not count toward the habitat protection commitment for this species. The Conservancy will coordinate with the wildlife agencies if elderberry shrubs are present within the reserve system on or near cultivated lands to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

CALIFORNIA TIGER SALAMANDER

Reserve system activities will avoid harming, harassing, injuring, or killing California tiger salamanders. If California tiger salamanders are present in a pond or other water feature on a site enrolled in the reserve system, the management plan for the site will specify water management measures intended to reduce the potential establishment of predatory non-native species and will restrict pond maintenance activities, and limit ground disturbing activities to the dry season to minimize the potential for harming California tiger salamanders that may be actively moving through uplands. In the event that a salamander needs to be moved out of harm's way to avoid injuring or killing individuals, a qualified biologist will relocate the salamander to nearby habitat. The Conservancy will coordinate with the wildlife agencies where California tiger salamanders may be present within the reserve system, to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

GIANT GARTER SNAKE

Canal and ditch maintenance on cultivated lands typically involves removal of vegetation, debris, and sediment from water conveyance channels. To minimize effects on giant garter snake, these activities within giant garter snake habitat will be limited to the giant garter snake's active season (May 1 to October 1) when possible. To minimize the take of giant garter snake, farmers and land managers on lands in the reserve system will limit maintenance of conveyance structures located within giant garter snake habitat to clearing one side along at least 80% of the linear distance of the channels during each maintenance year (e.g., the left bank of a canal is maintained in the first year and the right bank in the second year). In the event that a giant garter snake needs to be moved out of harm's way to avoid injuring or killing individuals, a qualified biologist will relocate the giant garter snake to nearby habitat.

For channel maintenance activities conducted within giant garter snake habitat, farmers on cultivated land within giant garter snake habitat in the reserve system will place removed material at least 200 feet from permanent aquatic habitat. For portions of channels that do not have previously used spoil disposal sites and the area has been checked by a qualified biologist to confirm that giant garter snakes are not in harm's way, removed materials may be placed along channels in areas that are at least 200 feet from permanent aquatic habitat and where materials will not re-enter the canal because of stormwater run-off. The Conservancy will coordinate with the wildlife agencies where giant garter snakes may be present within the reserve system on or near cultivated lands, to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

WESTERN POND TURTLE

Western pond turtles may occur within canals and ditches in the reserve system. To minimize the take of western pond turtle, farmers and land managers on lands in the reserve system will limit maintenance of conveyance structures located within western pond turtle habitat to clearing one side along at least 80% of

the linear distance of the channels during each maintenance year (e.g., the left bank of a canal is maintained in the first year and the right bank in the second year).

For channel maintenance activities conducted within western pond turtle habitat, farmers and land managers within western pond turtle habitat in the reserve system will place removed material at least 200 feet from permanent aquatic habitat. For portions of channels that do not have previously used spoil disposal sites and the area has been checked by a qualified biologist to confirm that western pond turtles are not in harm's way, removed materials may be placed along channels in areas that are at least 200 feet from permanent aquatic habitat and where materials will not re-enter the canal because of stormwater run-off. In the event that a western pond turtle needs to be moved out of harm's way to avoid injuring or killing individuals, a qualified biologist will relocate the western pond turtle to nearby habitat The Conservancy will coordinate with the wildlife agencies where western pond turtles may be present within the reserve system on or near cultivated lands, to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

SWAINSON'S HAWK AND WHITE-TAILED KITE

Swainson's hawk and white-tailed kite prey species can be considered agricultural pests and rodenticides are sometimes used as part of general agricultural operations to control pest populations. Rodenticides both reduce available food resources and can directly harm individual Swainson's hawks and white-tailed kites that ingest prey that have been poisoned by rodenticides. The use of rodenticides is prohibited on all lands in the reserve system, including cultivated lands, to avoid effects to Swainson's hawk and white-tailed kite.

The removal or cutting of trees on lands in the reserve system is prohibited except as reasonably necessary and/or prudent for (1) fire breaks, (2) prevention or treatment of disease; or (3) removing vegetation and debris which poses a health and safety hazard or a threat to standard agricultural operations including, but not limited to, downed trees or limbs. In cases where the cutting or removal of a tree is deemed necessary because of one of the reasons mentioned above, the removal of the tree shall not occur during the Swainson's hawk or white-tailed kite nesting season (February 1 through October 1) to avoid disturbance during the breeding season. No standing tree shall be removed until it has been verified that the tree is not an active Swainson's hawk or white-tailed kite nest tree. The Conservancy will coordinate with the wildlife agencies where Swainson's hawks or white-tailed kites are present within the reserve system on or near cultivated lands, to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

WESTERN BURROWING OWL

Farmers and land managers on lands in the reserve system will avoid disturbing burrows occupied by western burrowing owls. The Conservancy will coordinate with the wildlife agencies if burrowing owls are found on actively farmed lands within the reserve system to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

TRICOLORED BLACKBIRD

Tricolored blackbirds can nest in triticale and other types of grain crops, although this has not been documented in Yolo County. In the rare event that tricolored blackbirds nest in cultivated lands within the reserve system, the farmer will delay harvesting the crop and other agricultural practices a sufficient distance from the active nest to avoid harming, harassing, injuring, or killing individuals until the tricolored blackbirds have finished nesting (i.e., fledglings are capable of acquiring food on their own). A qualified biologist will confirm the distance in which harvesting can occur and the time at which tricolored blackbirds have finished nesting (and therefore when the remaining harvest may occur). The Conservancy will coordinate with the wildlife agencies if tricolored blackbirds are found within the reserve system on or near actively farmed lands, to develop additional protection measures as needed to maintain the conservation values of the easement and comply with the Yolo HCP/NCCP.

APPENDIX B

PRELIMINARY GEOTECHNICAL EVALUATION

Project No. S2925-05-01
February 5, 2025

VIA ELECTRONIC MAIL

Rod Stinson
Vice President
Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento, California 95834

Subject: PRELIMINARY GEOTECHNICAL EVALUATION
CLARK PACIFIC FACILITY EXPANSION PROJECT
40307 BEST RANCH ROAD
YOLO COUNTY, CALIFORNIA

Mr. Stinson:

In accordance with Geocon Consultants, Inc.'s (Geocon) Proposal No. SA-24-1774-P-GE dated September 18, 2024, we prepared this preliminary geotechnical evaluation to support development of the Environmental Impact Report (EIR) for the Clark Pacific facility expansion located at 40307 Best Ranch Road in Yolo County, California. The approximate project location is shown on the Vicinity Map, Figure 1.

BACKGROUND, SITE DESCRIPTION, AND PURPOSE

The proposed expansion site is a 76.67-acre parcel located immediately west of the existing Clark Pacific facility north of Woodland, California. The site is further identified as Yolo County Assessor's Parcel No. (APN) 027-250-019.

No plan has been developed for the project, but we understand that the site will be subdivided into 7 parcels and developed with new facilities similar to those at the existing Clark Pacific pre-cast concrete facility to the east.

We performed a site reconnaissance on October 25, 2024. The site has been in use as corn cropland and was being disced at the time of our site visit (Photos 1 and 2). The site is bounded on the east by the existing Clark Pacific facility; on the south by County Road 18C with farmland and an agricultural product manufacturing and trucking facility beyond; on the west and north by Clark Junction, a two-lane paved roadway, with a spur track of the California Northern Railroad. Beyond the railroad tracks, agricultural fields and orchards extend to the west; the Graymont Western Co. Sugarfield Terminal is located to the northwest; and Best Ranch Road extends from west to east with agricultural fields beyond to the north (Figure 2).

The site is relatively flat lying with an elevation of approximately 55 to 65 feet above mean sea level (USGS, 2023) and is largely undeveloped. Unimproved roads extend north to south within the eastern portion of the site and west to east across the central portion of the site. Two power line towers are present in the southern portion of the site, with associated power lines crossing the site from north to south. An additional line of power poles with overhead transmission lines extends west to east along

County Road 18C to the south. A drainage ditch extends north to south along the eastern site boundary, west to east along the southern site boundary, and along the southern portion of the western site boundary. Two irrigation standpipes are present on the eastern side of the site near the central roadway.

The purpose of our services was to conduct a "desktop study" to research subsurface conditions at the site, identify geotechnical constraints that may impact development, and provide a statement regarding the project's feasibility from a geotechnical engineering standpoint.

SCOPE OF SERVICES

To prepare this report, we performed the following scope of services:

- Performed a geologic literature review to aid in determining the geologic conditions at the site;
- Reviewed the results of available geotechnical studies for the site and nearby developments;
- Performed a site reconnaissance to observe existing conditions; and
- Prepared this summary letter report presenting our findings and preliminary conclusions.

ANTICIPATED SUBSURFACE CONDITIONS

The following geologic and soil conditions are based on our review of the referenced geologic literature and our experience in the area.

Regional and Site Geology

The site is located in the Sacramento Valley, which is the northern portion of the Great Valley geomorphic province of California. The Great Valley is a sedimentary basin between the Sierra Nevada mountains and Cascade Range on the east and the Coast Ranges on the west. The Great Valley is filled with a thick sequence of Jurassic- to Recent-age sedimentary deposits, both continental and marine in origin (CGS, 2002; Harden, 2003). Based on published geologic mapping (Gutierrez, 2011), the site is underlain by Holocene alluvial deposits (Map ID Qha) consisting of poorly to moderately sorted sand, gravel, and silt (Figure 3).

Soil Conditions

The United States Department of Agriculture – Natural Resources Conservation Service *Web Soil Survey* (http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx) indicates that surficial soil on the site is primarily classified as Reiff very fine sandy loam comprised of silty clay formed from alluvium (Figure 4). Based on the USDA Soil Survey, the soil is more than 80 inches deep to a restrictive feature and is well-drained.

Groundwater

The most recent groundwater elevation data available on the California Department of Water Resources (DWR) Sustainable Groundwater Management Act (SGMA) Data Viewer (https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels) shows that groundwater varied from less than 20 feet to approximately 45 feet below the site with flow direction to the west from 2011 to 2023. Depth to groundwater at the site may vary due to seasonal fluctuations in rainfall, temperature, localized pumping and irrigation practices, and other factors.

GEOLOGIC HAZARDS

Mapped Geologic Hazard Zones

The site is located not located in any geologic hazard zones mapped by the California Geological Survey (CGS, 2024a) including earthquake fault zones, liquefaction zones, or seismic landslide hazard zones.

The County of Yolo General Plan (2009) indicates the site vicinity has low susceptibility to landslides and expansive soil, but may be susceptible to land subsidence due to groundwater withdrawal. Based on published maps associated with the General Plan, the site vicinity experienced approximately 3 to 4 centimeters (cm) of subsidence (precision +/- 2 cm) between 1999 and 2002 (County of Yolo, 2005). Land subsidence may adversely impact improvements (buildings, underground utilities, etc.) over time. Additionally, the County General Plan notes a potential risk from volcanic eruption of Mount Konocti, which is part of the Clear Lake Volcanic Field located 57.2 miles northwest in Lake County. The United States Geological Survey's (USGS) 2018 update to the U.S. Geological Survey national volcanic threat assessment indicates that the Clear Lake Volcanic Field has a threat ranking of high; however, the associated hazard zone is distant from the site, about 51 miles northwest.

Surface Fault Rupture

The numerous faults in Northern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Division of Mines and Geology (CDMG, now California Geological Survey [CGS]) for the Alquist-Priolo Earthquake Fault Zone (APEFZ) Program (Hart and Bryant, 1999). By definition, an active fault is one that has had surface displacement within the last 11,000 years. A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years) but has had no known movement within the past 11,000 years. Faults that have not moved in the last 1.6 million years are considered inactive.

Based on our research, analyses, and observations, the site is not located on any known "active" earthquake fault trace. In addition, the site is not located within an APEFZ. Therefore, we consider the potential for ground rupture due to onsite active faulting to be low.

Based on our review of local and regional geologic maps, the closest fault with historic displacement is within the Hunting Creek-Berryessa fault system, a well constrained right lateral fault, located approximately 34.1 miles west-northwest of the site. The closest mapped Holocene-active fault to the site is a moderately constrained unnamed fault located 11.7 miles west-northwest of the site, followed by a segment of the Hunting Creek-Berryessa fault system located approximately 28.6 miles southwest of the site. The closest mapped pre-Holocene (Quaternary) fault to the site is the Dunnigan Hills fault located approximately 5.2 miles west-northwest of the site.

Seismic Shaking

We used the United States Geological Survey (USGS) *Unified Hazard Tool* (https://earthquake.usgs.gov/hazards/interactive/) to determine the deaggregated seismic source parameters including controlling magnitude and fault distance. The USGS estimated modal magnitude is 6.1 and the estimated Peak Ground Acceleration (PGA) for the Maximum Considered Earthquake (MCE) with a 2,475-year return period is 0.502g (USGS, 2024).

The intensity scale of earthquake ground shaking currently used in the United States is the Modified Mercalli (MM) Intensity Scale. This scale, composed of increasing levels of intensity that range from imperceptible shaking to catastrophic destruction, is designated by Roman numerals. It does not have a mathematical basis; instead it is an arbitrary ranking based on observed effects. The lower numbers of the intensity scale generally deal with the manner in which the earthquake is felt by people. The higher numbers of the scale are based on observed structural damage. Structural engineers usually contribute information for assigning intensity values of VIII or above. Table 1 summarizes the MM Intensity Scale (USGS, public domain 1989):

TABLE 1
MODIFIED MERCALLI INTENSITY SCALE

Intensity	Shaking	Description/Damage
I	Not felt	Not felt except by a very few under especially favorable conditions.
II	Weak	Felt only by a few persons at rest,especially on upper floors of buildings.
III	Weak	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
IV	Light	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
V	Moderate	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
VI	Strong	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
VII	Very strong	Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
VIII	Severe	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned.
IX	Violent	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
X	Extreme	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.

An examination of available historic data from the California Geological Survey's Historical Earthquake Online Database (CGS, https://maps.conservation.ca.gov/cgs/historicearthquakes/) suggests that the site may have experienced ground shaking equivalent to Modified Mercalli Intensity (MMI) of VI to VII (CGS, 2024b). The most intense earthquake ground shaking likely resulted from two Vacaville-Winters earthquakes which occurred on April 19 and 21, 1892, with epicenters located approximately 26 miles and 16 miles southwest of the site, respectively. The earthquakes had Richter Scale Magnitudes of 6.4 and 6.6 and were felt as far away as Reno and Carson City, Nevada.

Liquefaction, Cyclic Softening, and Cyclic Densification

Strong shaking during an earthquake can result in ground failures such as those associated with soil liquefaction, cyclic softening, and cyclic densification.

Liquefaction is a phenomenon in which saturated cohesionless (sandy) soils are subject to a temporary loss of shear strength due to pore pressure buildup under the cyclic shear stresses associated with intense earthquakes. Cyclic softening is a term used to describe liquefaction-like behavior in certain low-plasticity clay and silt soils. Cyclic densification is a phenomenon in which non-saturated, cohesionless (sandy) soil is densified by earthquake vibrations, which can cause ground-surface settlement.

Liquefaction. As previously mentioned, the site is not located in a mapped liquefaction hazard zone. Based on the anticipated subsurface conditions and seismic shaking potential at this site, liquefaction is not expected to be a hazard.

Cyclic Softening. Pore pressure induced softening and strength loss of fine-grained soils is generally limited to soft soils with a Plasticity Index (PI) less than 12 and a natural water content (Wc) greater than 85% of the Liquid Limit (LL). Soils with $12 < PI < 18$ and $Wc/LL < 0.8$ are systematically more resistant to cyclic softening. Soils with $PI > 18$ are generally not susceptible to cyclic softening. Based on the anticipated subsurface conditions and seismic shaking potential at this site, cyclic softening may be a hazard and should be evaluated as part of a design-level geotechnical investigation.

Cyclic Densification. Seismically induced compaction or cyclic densification of unsaturated sand (i.e. sand above the groundwater table) resulting from earthquake vibrations may cause differential settlement. Based on the anticipated subsurface conditions (silt and clay soils) and seismic shaking potential at this site, cyclic densification is not expected to be a hazard. However, this should be confirmed as part of a design-level geotechnical investigation.

Slope Stability

The site and immediate vicinity are relatively flat and level. There are no significant existing natural or constructed slopes on or adjacent to the site. Slope instability is not a hazard for the site.

Expansive Soil

The near-surface soil at the site is expected to consist of silty and clayey alluvial soils. The Yolo County General Plan indicates low susceptibility for expansive soils at the project site. Site-specific sampling and analysis should be conducted as part of future design-level geotechnical investigations within building foundation zones of influence.

Soil Corrosion Potential

Based on the ratings provided in the USDA Soil Survey, site soils are generally neutral (medium pH) and are expected to have low corrosivity for concrete, but high corrosivity for steel/metallic improvements in contact with the ground. Corrosion potential is not a visually discernable characteristic and site-specific sampling and analysis should be conducted as part of future design-level geotechnical investigations.

CONCLUSIONS AND RECOMMENDATIONS

In our opinion, no significant geologic hazards or adverse geologic or geotechnical conditions are expected to be present that would preclude development of a manufacturing facility within the site, provided the facility is designed and constructed in accordance with local building codes and ordinances. The most significant geotechnical constraints are potential land subsidence due to groundwater withdrawal and soil corrosion potential for steel/metallic improvements in contact with the ground.

Additional site-specific subsurface exploration, laboratory testing, and engineering analysis will be necessary to provide geotechnical recommendations for design and construction. The investigations should be performed after site configuration/layout has been established.

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CLOSURE

The preliminary conclusions contained herein are based on a limited field reconnaissance, review of available information, and our geotechnical experience in the project area. This report is intended for project planning, due-diligence, and EIR preparation only. Additional geotechnical investigation and laboratory testing will be required for project design and construction. Our professional services were performed, our findings obtained, and our recommendations prepared in accordance with generally accepted geotechnical engineering principles and practices used in this area at this time. We make no warranty, either express or implied.

Please contact us if you have any questions regarding this letter or if we may be of further service.

Respectfully Submitted,

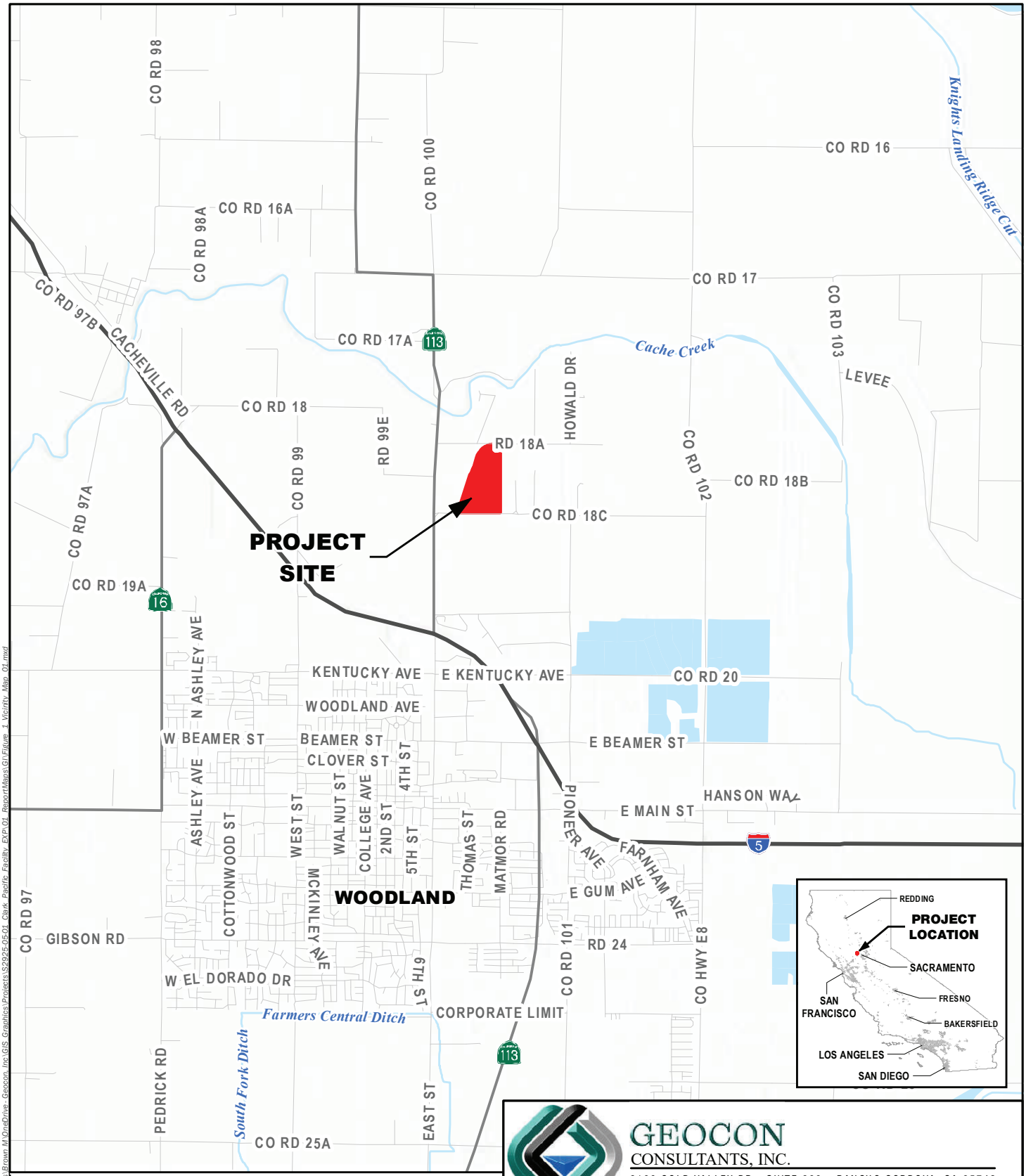
GEOCON CONSULTANTS, INC.



Jeremy J. Zorne, PE, GE
Senior Engineer

Alice M. Orton, PG
Project Geologist

Attachments: Figure 1, Vicinity Map
Figure 2, Site Plan
Figure 3, Geologic Map
Figure 4, Soils Map
Photos 1 and 2



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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

VICINITY MAP

S2925-05-01	February 2025	Figure 1

GEOCON 11/5/2024 USER:Brown, M PATH:C:\Users\Brown, M\OneDrive - Geocon, Inc\GIS Graphics\Projects\S2925-05-01 Clark Pacific Facility EXP.01 Report\Maps\GI Figure 1 Vicinity Map 01.mxd



Legend

Proposed Parcel Subdivision Boundaries

Approximate Site Boundary

N

0 300

Scale in Feet

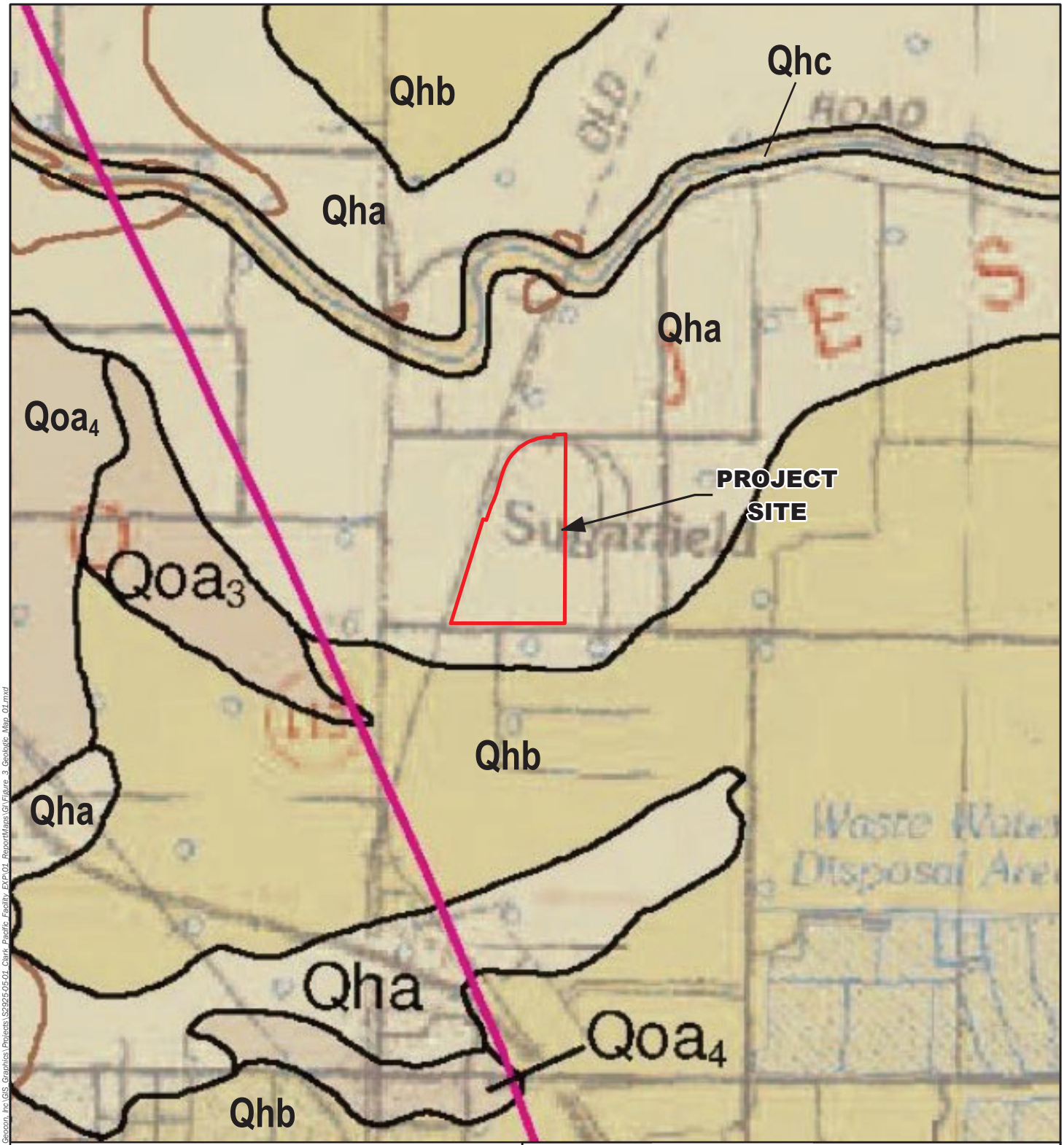
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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

SITE PLAN

S2925-05-01	February 2025	Figure 2



Preliminary Geologic Map of the Sacramento 30'x60' Quadrangle, California; Carlos I. Gutierrez, 2011

Unit Explantion

- Qhc — Latest Holocene stream channel deposits
- Qha — Holocene alluvium
- Qhb — Holocene basin deposits

Older alluvium

- Qoa_4 — Unit 4
- Qoa_3 — Unit 3

N

0 2,000

Scale in Feet

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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

GEOLOGIC MAP

S2925-05-01	February 2025	Figure 3

GEOCON 11/7/2024 USER Brown M PATH C:\Users\Brown M\OneDrive - Geocon, Inc\GIS Graphics\Projects\S2925-05-01 Clark Pacific Facility EXP-01 ReportMaps\GI\Figure 3 Geologic Map 01.mxd



Legend

USDA Soil Survey

Approximate Site Boundary

Map Unit Symbol	Map Unit Name
Ra	Reiff very fine sandy loam
Sp	Sycamore silt loam, drained, 0 percent slopes, MLRA 17
Tc	Tyndall very fine sandy loam, drained

Soil Data: USDA Web Soil Survey

N

0 300

Scale in Feet

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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

SOILS MAP

S2925-05-01	February 2025	Figure 4

GEOCON 11/7/2024 USER: Brian.M.Rife C:\Users\Brian.M.Rife\OneDrive - Geocon, Inc\GIS_Graphics Projects\S2925-05-01_Clark Pacific Facility_EXP-01_Report\Maps\01-Figure 4_Soils_Map_01.mxd



Photo No. 1 View of the site to the northwest.



Photo No. 2 View of the site to the northeast.

PHOTOS NO. 1 & 2

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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

GEOCON Project No. S2925-05-01 | February 2025

APPENDIX C

PHASE I ENVIRONMENTAL SITE ASSESSMENT

PHASE 1
ENVIRONMENTAL SITE ASSESSMENT
REPORT



Clark Pacific Facility Expansion Project
40307 Best Ranch Road
Yolo County, California

PREPARED FOR:

RANEY PLANNING & MANAGEMENT INC.
1501 SPORTS DRIVE, SUITE A
SACRAMENTO, CALIFORNIA 95834

PREPARED BY:

GEOCON CONSULTANTS, INC.
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RANCHO CORDOVA, CALIFORNIA 95742

GEOCON PROJECT NO. S2925-07-02

NOVEMBER 2024

GEOCON
CONSULTANTS, INC.
GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS

Project No. S2925-07-02
November 25, 2024

Raney Planning & Management, Inc.
1501 Sports Drive, Suite A
Sacramento, California 95834

Attn: Rod Stinson, Vice President

Subject: PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT
CLARK PACIFIC FACILITY EXPANSION PROJECT
40307 BEST RANCH ROAD
YOLO COUNTY, CALIFORNIA

Mr. Stinson:

In accordance with Geocon Consultants, Inc.'s (Geocon) Proposal No. SA-24-1774-P-GE dated September 18, 2024, Geocon has performed a Phase I Environmental Site Assessment (ESA) of the property and improvements for the Clark Pacific facility expansion (the site) located at 40307 Best Ranch Road in Yolo County, California. The site is further identified by Yolo County assessor's parcel number 027-250-019. The enclosed report describes our Phase I ESA and presents our findings, opinions, and conclusions.

We performed this Phase I ESA for Randy Planning & Management, Inc. (Raney) to assess the site for the potential presence of recognized environmental conditions (REC) as defined by ASTM International (ASTM) *Designation E1527-21 – Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* The Code of Federal Regulations (CFR) *Standards and Practices for All Appropriate Inquiries* (AAI; CFR Title 40, Part 312) identifies ASTM *Designation E1527-21* as an acceptable guidance document for performing a Phase I ESA that satisfies the federal requirements for AAI under Sections 101(35)(B)(ii) and (iii) of the Comprehensive Environmental Response, Compensation, and Liability Act. We understand that searches for recorded environmental cleanup liens (required by CFR Title 40 312.25) will be performed by a title company or other real estate professional and not as part of this Phase I ESA.

We appreciate the opportunity to have performed this Phase I ESA for Raney. Please contact us if you have any questions concerning the report and our findings or if we may be of further service.

Sincerely,

GEOCON CONSULTANTS, INC.

Alice M. Orton, PG
Project Geologist

John Juhrend, PE, CEG
Senior Engineer

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PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

1.0 INTRODUCTION

Geocon Consultants, Inc. (Geocon) has performed a Phase I Environmental Site Assessment (ESA) of the approximate 77-acre Clark Pacific Facility expansion project (the site), located at 40307 Best Ranch Road in Yolo County, California. We performed the Phase I ESA for Raney Planning & Management, Inc. (Raney) to assess the site for the potential presence of recognized environmental conditions (REC) pursuant to guidelines established by ASTM International (ASTM) *Designation E1527-21 – Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. We performed the Phase I ESA as part of Raney's environmental due diligence for development of an Environmental Impact Report (EIR).

This report describes the Phase I ESA methodology and presents our findings, opinions, and conclusions. The report is organized as follows:

- Section 1.0 describes the purpose and objectives of the Phase I ESA, defines terms, and describes the Phase I ESA services, limitations, and identified data gaps;
- Section 2.0 describes the site's physical setting and conditions;
- Section 3.0 summarizes information provided by Raney as the "user" of the Phase I ESA;
- Section 4.0 summarizes readily available records for the site and surrounding properties that we obtained from regulatory and administrative agencies and other sources;
- Section 5.0 describes the historical use of the site and surrounding area ascertained from historical records and information sources;
- Section 6.0 describes the site and surrounding properties and facilities from our observations during the site reconnaissance;
- Section 7.0 summarizes information obtained from interviews of persons familiar with the site;
- Section 8.0 presents our findings and conclusions regarding RECs and recommendations for further environmental assessment, if any;
- Section 9.0 lists the references cited in this Phase I ESA report; and
- Section 10.0 provides a qualifications statement from the environmental professional responsible for the Phase I ESA and report.

1.1 Purpose and Definitions

The purpose of the Phase I ESA was to identify evidence or indications of RECs, or other qualified RECs, at the site as defined by ASTM *Designation E1527-21.* ASTM *Designation E1527-21* defines an REC as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A de minimis condition is not a recognized environmental condition." "Release" refers to an unauthorized release of a petroleum product or hazardous substance to the environment - i.e., the ground surface, soil, soil vapor, groundwater, or surface water on the site. De minimis conditions are further described as "a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. A condition determined to be a de minimis condition is not a recognized environmental condition nor a controlled recognized environmental condition."

ASTM *Designation E1527-21* also defines "historical" and "controlled" RECs (HREC and CREC, respectively). An HREC is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the subject property to any controls (for example, activity and use limitations or other property use limitations)." A CREC is defined as a "recognized environmental condition affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls (for example, activity and use limitations or other property use limitations)." An HREC is not an REC if a property meets current standards for unrestricted residential use. A CREC remains an REC by definition when a property does not meet the unrestricted residential use requirement unconditionally.

We define a "potential environmental concern" as a past use of the site or adjoining or adjacent property that may have involved the use, storage, and/or release of hazardous substances or petroleum products that could have impacted the site, but for which there are no records or other information to confirm that use, storage, or release. An example would be the possible application of pesticides to an agricultural field (i.e., irrigated row crop or orchard), but for which there are no records of such application or confirmation from a knowledgeable person (i.e., site owner/occupant/operator) that pesticides were used at the site.

As of July 8, 2024, the Environmental Protection Agency (EPA) has designated two types of per- and polyfluoroalkyl substances (PFAS) as hazardous substances under CERCLA. PFAS has been used since the 1940s for use in or manufacturing of a wide range of industrial and consumer products, including but not limited to clothing, carpets, fabrics, food packaging, cookware and firefighting foams. Due to their persistent and versatile properties, PFAS have become so widespread that they are now commonly found in a broad array of products and environmental settings. The EPA's PFAS Enforcement and Compliance History Online (ECHO) database, one of the PFAS databases that we reviewed as part of this assessment, tracks industry sectors that potentially handle or release PFAS. Enforcement is designed to target those entities that are significantly contributing to PFAS pollution, such as manufacturers, industrial users, and federal facilities. Given the pervasive presence of PFAS, consultants could identify PFAS-related RECs in nearly every Phase I ESA. This practice would undoubtedly raise concerns for lenders, buyers, and sellers, potentially complicating or even terminating real estate transactions. Additionally, it presents challenges for consultants in recommending, conducting, and evaluating PFAS-related assessments (i.e., Phase II ESAs) that may not be necessary or required. Therefore, for purposes of this assessment, we will rely on cited resources (such as federal, state, and local regulatory databases and records and Client-provided and site owner[s] information about site use) to evaluate whether the site and/or a nearby property has been involved in the manufacturing, use, storage, treatment, transportation, or disposal of PFAS.

The Code of Federal Regulations (CFR) *Standards and Practices for All Appropriate Inquiries* (AAI; CFR Title 40, Part 312) identifies ASTM *Designation E1527-21* as an acceptable guidance document for performing a Phase I ESA that satisfies the federal requirements for AAI under Sections 101(35)(B)(ii) and (iii) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The purpose of AAI is to meet some of the requirements to qualify for certain landowner liability protections under CERCLA. We understand that a title company or other real estate professional will search for recorded environmental cleanup liens and activity and use limitations (AUL) as required by CFR Title 40 312.25, as we did not search for them as part of this Phase I ESA.

1.2 Phase I ESA Principles

The following principles are an integral part of ASTM *Designation E1527-21*:

- **"Uncertainty Not Eliminated** – No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a subject property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a subject property, and this practice recognizes reasonable limits of time and cost."

- "**Not Exhaustive** – All Appropriate Inquiries does not mean an exhaustive assessment of a property. There is a point at which the cost of information obtained or the time required to gather it outweighs the usefulness of the information and, in fact, may be a material detriment to the orderly completion of transactions. One of the purposes of this practice is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing an environmental site assessment and the reduction of uncertainty about unknown conditions resulting from additional information."

- "**Level of Inquiry is Variable** – Not every property will warrant the same level of assessment. Consistent with good commercial and customary standards and practices as defined at 42 [United States Code] § 9601(35)(B), the appropriate level of environmental site assessment will be guided by the type of property subject to assessment, the expertise and risk tolerance of the user, future intended uses of the subject property disclosed to the environmental professional, and the information developed in the course of the inquiry."

- **"Comparison with Subsequent Inquiry** – It should not be concluded or assumed that an inquiry was not all appropriate inquiries merely because the inquiry did not identify recognized environmental conditions in connection with a subject property. Environmental site assessments must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent environmental site assessments should not be considered valid standards to judge the appropriateness of any prior assessment based on hindsight, new information, use of developing technology or analytical techniques, or other factors."

- **"Point in Time** – The environmental site assessment is based upon conditions at the time of completion of the individual environmental site assessment elements." The following table lists the Phase I ESA elements and the date they were completed:

Phase I ESA Element	Report Section	Completion Date
Physical Setting Resources	2.0	October 25, 2024
User's Responsibilities	3.0	November 18, 2024
Government Records	**4.0**	**October 21, 2024**
Historical Records	**5.0**	**October 21, 2024**
Site Reconnaissance	**6.0**	**October 25, 2024**
Owner/Operator/Occupant Interviews	**7.0**	**November 18, 2024**
Evaluation and Report	8.0	November 25, 2024

Note: **Bold** = Phase I ESA elements that are included in the presumed viability of this report as defined by ASTM *Designation E1527-21* Section 4.6.

Therefore, the information contained herein is valid as of October 21, 2024, and will require an update after 180 days to reflect updated records and another site reconnaissance to assess current site conditions.

1.3 Scope of Services

Geocon's Proposal No. SA-24-1774-P-GE, dated September 18, 2024, describes the services for this Phase I ESA. We performed the services as outlined in our proposal with the exception that we did not review Sanborn Fire Insurance Maps (Sanborn maps) as Environmental Data Resources, Inc. (EDR) indicated that Sanborn map coverage does not exist for the site and vicinity. The main components of a Phase I ESA and their objectives, pursuant to ASTM *Designation E1527-21*, include the following:

- **Physical Setting:** We reviewed various references to obtain information concerning the topographic, geologic, and hydrologic/hydrogeologic characteristics of the site and vicinity. Such information may be indicative of the direction and/or extent that a contaminant could be transported in the event of a spill or release on or near the site.

- **Records Review:** We reviewed publicly available federal, state, and local regulatory agency records to obtain information that could potentially help identify RECs at or potentially affecting the site.

- **Site History:** We reviewed historical information sources to assess previous uses of the site and surrounding area and identify those that could have led to RECs on the site. Those information sources included historical aerial photographs, topographic maps, and city directories. In addition, we conducted interviews with persons who were expected to be reasonably knowledgeable about historical and/or current uses and conditions at the site.

- **Site Reconnaissance:** We performed a site reconnaissance to observe site uses and conditions for evidence or indications of RECs. We viewed adjoining and adjacent offsite properties and features solely from the vantage of the site and public thoroughfares.

1.4 Report Limitations

We prepared this Phase I ESA report exclusively for Raney. The information obtained is only relevant for the latest of the dates of the records reviewed, the latest site visit, and completion of interviews with governmental officials and/or site owner(s), occupant(s), and/or operator(s) as cited in Section 1.2.

Raney should recognize that a Phase I ESA is not a comprehensive site characterization and should not be construed as such. The findings and conclusions presented in this report are predicated on the site reconnaissance, information in the specified regulatory records, and information regarding the historical usage of the site, as presented in this report. Raney should also understand that we did not assess the site for wetlands or perform testing (sample collection and laboratory analysis) for asbestos-containing building materials, lead-containing paint, lead in drinking water, radon, mercury and other contaminants related to mining, methane, mold, or potential naturally occurring hazards such as asbestos and arsenic as part of this Phase I ESA. The Phase I ESA did not include sample collection and laboratory analysis, nor did it include the evaluation of regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, air quality,

or geologic hazards. The information provided in this report is not meant to eliminate the risk involved in property transactions. No guarantee or warranty of the results of the Phase I ESA is expressed or implied by this report or any subsequent reports, correspondence, or consultation. We strived to conduct the services summarized herein in accordance with the local standard of care in the geographic region at the time the services were rendered.

1.5 Data Gaps and Significant Data Gaps

A data gap is defined by ASTM *Designation E1527-21* as "a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information." Data gaps could include such things as insufficient historical information, the inability to interview persons with direct site knowledge (e.g., the owner(s), past owner(s), tenants, workers, etc.) or the lack of access to all parts of a site during the site reconnaissance. As described in Section 1.3, we did not review Sanborn maps for the site as EDR indicated that Sanborn map coverage does not exist for the site and vicinity. However, we were able to review other sufficient historical information and therefore do not consider the lack of Sanborn map coverage a data gap.

A "significant" data gap is defined by ASTM *Designation E1527-21* as "a data gap that affects the ability of the environmental professional to identify a recognized environmental condition." These data gaps are significant if "other information and/or professional experience raises reasonable concerns involving the effects of that data gap on the ability of the environmental professional to render an opinion regarding whether conditions exist that are indicative of recognized environmental conditions or controlled recognized environmental conditions." We know of no significant data gaps.

2.0 SITE DESCRIPTION

This section describes the location and physical characteristics of the site including its size, topography, geologic, soil, and hydrogeologic conditions.

2.1 Location and Legal Description

The site is located at 40307 Best Ranch Road in Yolo County, California. The site is approximately 1 mile north of Interstate 5, and approximately 0.2 miles east of California State Route 113 (Figure 1).

Within the Public Land Survey System of California, the site is in the western half of Section 16 of Township 10 North, Range 2 East, Mount Diablo Base and Meridian.

The site is identified by Yolo County assessor's parcel number 027-250-019. A parcel map depicting the site is in Appendix A. The following table lists the APN, nominal size, address, and owner of the site parcel based on information from the ParcelQuest online property database (https://www.parcelquest.com/).

APN	Nominal Size (acres)	Address	Owner
027-250-019	76.6707	40307 CR 18A, Yolo County, California	Clark Structural LLC

2.2 Site and Vicinity General Characteristics

The approximate 77-acre site is in use as corn cropland. The site is surrounded by agricultural land on the north, west, and southeast, an agricultural product manufacturing and trucking facility on the southwest, and the existing Clark Pacific manufacturing facility on the east (Figure 2).

2.2.1 Topography

The topography of the site is relatively flat-lying with an elevation of approximately 55 to 65 feet above mean sea level (United States Geological Survey, 2023).

2.2.2 Geologic Conditions

We obtained site geologic information from a variety of sources including:

- *California Geology* (Harden, 2003);
- *Preliminary Geologic Map of the Sacramento 30' x 60' Quadrangle, California*, (Gutierrez, Carlos I., 2011; and
- *Note 36, California Geomorphic Provinces* (CGS, 2002).

Following are summaries of pertinent information obtained.

2.2.2.1 Geomorphic Region

The site is located in the Sacramento Valley, which is the northern portion of the Great Valley geomorphic province of California. The Great Valley is a sedimentary basin between the Sierra Nevada mountains and Cascade Range on the east and the Coast Ranges on the west. The Great Valley is filled with a thick sequence of Jurassic- to Recent-age sedimentary deposits, both continental and marine in origin (CGS, 2002; Harden, 2003).

2.2.2.2 Geologic Formations/Stratigraphy

Based on published geologic mapping, the site is underlain by Holocene alluvial deposits (Map ID Qha) consisting of poorly to moderately sorted sand, gravel, and silt (Gutierrez, 2011).

2.2.3 Soil Conditions

The United States Department of Agriculture – Natural Resources Conservation Service *Web Soil Survey* (http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx) indicates that surficial soil on the site is primarily classified as Reiff very fine sandy loam comprised of silty clay formed from alluvium (USDA, 2024). No evidence of apparent contamination such as odors, staining, or debris was observed onsite during our site investigation.

2.2.4 Hydrologic and Hydrogeologic Conditions

The site is located approximately ¼ mile southeast of Cache Creek in flat-lying agricultural lands. Drainage ditches are situated along the east, south, and southwestern site borders. No wells were observed onsite or noted in the literature reviewed.

The most recent groundwater elevation data available on the California Department of Water Resources (DWR) Sustainable Groundwater Management Act (SGMA) Data Viewer (https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels) shows that groundwater varied from less than 20 feet to approximately 45 feet below the site with flow to the west from 2011 to 2023. Depth to groundwater at the site may vary due to seasonal fluctuations in rainfall, temperature, localized pumping and irrigation practices, and other factors.

2.3 Current and Planned Uses of the Site

The site is currently cropland with irrigation standpipes in the eastern portion of the site. We understand that the planned use of the site will be an expansion of the existing Clark Pacific prefabricated building manufacturing facility located east of the site.

2.4 Descriptions of Structures, Roads, and Other Improvements on the Site

The site is fallow corn fields which have recently been disked. Unimproved roads extend across portions of the site. Two power line towers are present in the southern and central portions of the site, with associated power lines crossing the site from north to south. An additional line of power poles with overhead transmission lines extends across the southern site boundary. Drainage ditches extend along portions of the site boundary. Two irrigation standpipes are present within the central portion of the site. A further description of site conditions is in Section 6.0.

2.5 Current Uses of Adjoining and Adjacent Properties

Barbed-wire topped chain link fencing separates the site from the existing Clark Pacific facility to the east. County Road 18C extends along the site boundary on the south, beyond which is agricultural land and an agricultural product manufacturing and trucking facility. On the west and north, the site is bordered by Clark Junction, a two-lane paved roadway, beyond which is a spur of the California Northern Railroad. Agricultural fields and orchards are present to the west beyond the railroad tracks and the Graymont Western Co. Sugarfield Terminal is situated northwest of the site beyond the railroad tracks. North of the railroad tracks, Best Ranch Road extends west to east with agricultural fields beyond.

3.0 USER-PROVIDED INFORMATION

This section summarizes information regarding the site that Donald G. Clark, co-CEO of Clark Pacific (the "user" of this Phase I ESA), provided to us. We provided Mr. Clark with a User Questionnaire to obtain information regarding the past and present use of the site and the potential for RECs related to the use, storage, or disposal of hazardous substances and/or petroleum products on the site. A copy of responses to the User Questionnaire is in Appendix B.

3.1 Title, Appraisal and Sale Agreement Records

A title report, appraisal, and sale agreement records were not available since the site is not for sale.

3.2 Environmental Liens or Activity and Use Limitations

Mr. Clark indicated that he is not aware of any environmental liens or AULs for the site.

3.3 Specialized Knowledge

Mr. Clark indicated he has no specialized knowledge regarding the site or its past or current uses that could potentially impair, or could have impaired, the environmental conditions of the site. Mr. Clark also indicated that there are no pending legal or administrative proceedings involving the site.

3.4 Commonly Known or Reasonably Ascertainable Information

Mr. Clark indicated the current and past use of the site was agricultural/farming.

3.5 Valuation Reduction for Environmental Issues

Mr. Clark is not aware of any environmental conditions on the site that could lead to a potential valuation reduction for the site.

3.6 Owner, Property Manager, and Occupant Information

We also provided Mr. Clark, as co-CEO of Clark Pacific, the current site owner, with a Site Owner/Occupant Questionnaire. Information from this questionnaire is summarized in Section 7.0.

3.7 Reason for Performing Phase I ESA

Raney requested the Phase I ESA to obtain information regarding the potential presence of RECs at the site prior to developing an EIR.

3.8 Previous Documents

We asked Mr. Clark if he knew of previous environmental reports or documents that may exist and, if so, whether copies could be provided. He indicated that he is not aware of any environmental documents pertaining to the site.

4.0 RECORDS REVIEW

This section summarizes information we obtained from readily available agency records pertaining to the site and properties and facilities in the vicinity of the site.

4.1 Standard Environmental Record Sources

EDR searched federal, state, and local environmental databases for listings pertaining to the site and properties/facilities within one mile of the site. The following table shows the databases that list the site and/or offsite properties/facilities and the total number of listed properties/facilities for each database. Databases that list no properties/facilities within the specified search radius of the site are not included in the table. A copy of the *EDR Radius Map Report with GeoCheck* (radius report), dated October 21, 2024, is in Appendix C.

Database Name	Search Radius (Miles)	Number of Listings
FEDERAL DATABASES		
Superfund Enterprise Management System Archive (SEMS-ARCHIVE, previously CERCLIS-NFRAP)	0.50	1
Resource Conservation and Recovery Act – Large Quantity Generators (RCRA-LQG)	0.25	1
Resource Conservation and Recovery Act – Small Quantity Generators (RCRA-SQG)	0.25	1
Resource Conservation and Recovery Act – Very Small Quantity Generators (RCRA-VSQG)	0.25	1
STATE, LOCAL, AND TRIBAL DATABASES		
DTSC Site Mitigation and Brownfields Reuse Program (ENVIROSTOR)	1.0	3
Solid Waste Facilities/Landfill Sites (SWF/LF)	0.5	1
Leaking Underground Storage Tanks (LUST)	0.5	5
Cleanup Program Sites - Spills, Leaks, Investigations, and Cleanups sites (CPS-SLIC)	0.5	2
Underground Storage Tank (UST)	0.25	3
Above Ground Storage Tank (AST)	0.25	1
ADDITIONAL ENVIRONMENTAL RECORDS		
Waste Management Unit Database System (WMUDS/SWAT)	0.5	2
California Environmental Reporting System [CERS] Regulated Site Portal for Hazardous Waste (CERS HAZ WASTE)	0.25	4
Historical UST Properties/Facilities (HIST UST)	0.25	3
California Environmental Reporting System [CERS] for AST/UST regulatory program (CERS TANKS)	0.25	1
Resource Conservation and Recovery Act – Non-Generators/No Longer Regulated (RCRA NonGen/NLR)	0.25	4
Mineral Resources Data System (MINES MRDS)	0.25	1
Facility Index System/Facility Registry System (FINDS)	0.001	2
Enforcement & Compliance History Information (ECHO)	0.001	1
US EPA's Underground Storage Tank Finder (UST FINDER RELEASE)	0.5	3
EPA hazardous waste shipments (E MANIFEST)	0.25	3
"Cortese" Hazardous Waste & Substances Sites List (Cortese)	0.5	4
Emissions Inventory Data (EMI)	0.001	1
Historical "Cortese" Hazardous Waste & Substance Site List (HIST Cortese)	0.5	2
Hazardous Waste Tracking System (HWTS)	0.001	1
Facility and Manifest Data (HAZNET)	0.001	1
CalEPA Regulated Site Portal Data (CERS)	0.001	1

4.1.1 Site

The site address is listed on nine databases searched by EDR. However, each listing references the Graymont Western US facility which, although listed at the site address, is a separate parcel from the site. These listings are therefore addressed in the Offsite Properties section below.

4.1.2 Offsite Properties

Eleven properties or facilities within ¼ mile of the site are listed on various release-related and non-release-related databases[1].

Following are summaries of information for properties or facilities within ¼ mile of the site that are listed on one or more release-related databases or databases that indicate or suggest the storage and use of petroleum products and/or hazardous substances and therefore may have had the potential for a release, the status of their listings, and their potential, if any, to cause (or have caused) an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Agriform	40261-93 County Road 18C	99 feet south (downgradient)	UST	The UST database reported a permanent UST closure at this facility. The tank type, description, and capacity and the product type were not reported. No additional information about the tank or any releases was available from Yolo County Environmental Health or Agriculture Departments. Based on the downgradient location and lack of indication of any release, it is unlikely that this tank caused an REC at the site.

[1] "Release" refers to an unauthorized release of a petroleum product or hazardous substance to the environment (i.e., the ground surface, soil, soil vapor, groundwater, or surface water on a property). "Release-related database" refers to databases that provide information regarding an unauthorized release. "Non-release-related database" refers to databases that may report use, storage, or disposal of hazardous substances and/or petroleum products or other environmental conditions but do not report releases of such.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Grow West Trucking, LLC	40261 County Road 18C	99 feet south (downgradient)	CPS-SLIC, HAULERS, CERS HAZ WASTE, HWTS, CERS, RCRA NonGen/NLR, E MANIFEST	The CPS-SLIC database reports a Cleanup Program Case SLT5S3533665, at the Cache Creek Chemicals, Inc. facility located at this address wherein pesticide application equipment was washed on a gravel patch and wash pad that drained into a leach line. The GeoTracker database indicates that during a 1988 investigation, pesticide compounds were detected in soil samples from the wash area. The wash pad system was upgraded by 1994, eliminating further discharges to the ground. Pesticides were detected in soil samples collected across the site in 2015. It is expected that pesticide concentrations have attenuated below levels that pose a risk to human health and safety. Groundwater samples collected in 2015 and 2022 indicated elevated nitrate concentrations which were determined to be lower than regional background levels. A no further action report was filed 3/21/2023. Based on the downgradient location, it is unlikely that this release caused an REC at the site. The E MANIFEST database reported unspecified oil-containing waste stored onsite in metal drums, barrels, or kegs. No report of release was indicated. Based on the downgradient location and no reported release, it is unlikely that waste storage at this facility caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Spreckels Woodland Landfill	¼ mi N of County Road 20, off Kentucky Road	288 feet east (upgradient)	SWF/LF	This location is listed as a private unpermitted landfill and reported as closed. Although reported as 288 feet east of the site, based on the description given the location is more than 1 mile southeast of the site. Asbestos waste is reported for the landfill. Based on the type of waste and distance from the site, it is unlikely to have caused an REC at the site.
Spreckles Sugar	County Road 101	288 feet east (upgradient)	LUST, CORTESE, HIST CORTESE	The LUST, CORTESE, and HIST CORTESE databases indicate a LUST cleanup site at this facility, LUST Cleanup Case 570144. The GeoTracker database maps the location of this case as approximately 2.8 miles southwest of the site; however, the address given is mapped within the adjacent property. GeoTracker records indicate a diesel impacted soil stockpile associated with a tank excavation was located at the address. Soil was removed and a subsequent monitoring well showed no contamination at levels of impact to human health or the environment. The case status is completed/closed as of 7/7/1990. Based on cleanup actions taken and groundwater testing results, this release is unlikely to have caused an REC at the site.
Grow West – Woodland Wholesale	40189 County Road 18C	622 feet southwest (downgradient)	CERS HAZ WASTE, CERS	The CERS HAZ WASTE and CERS databases list the facility as a hazardous waste generator and chemical storage facility. No release-related violations were noted. Its downgradient location relative to the site and lack of release-related violations indicate that this facility is unlikely to have caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Grow West	40189 County Road 18C	622 feet southwest (downgradient)	RCRA-VSQG, RMP	The RCRA and RMP databases indicate methyl, dimethyl, ester compounds, and ammonia stored at this facility. No violations were reported. Its downgradient location relative to the site indicates that this facility is unlikely to have caused an REC at the site.
Agriform/Inland Terminal, LLC	40189 County Road 18C	622 feet southwest (downgradient)	ENVIROSTOR, EMI, CERS	The ENVIROSTOR database indicates that DTSC completed a site screening assessment for USEPA, completed 2/20/1996. previous test samples indicated pesticide residues in the dried rinsewater pond bed. On 11/5/95, the RWQCB certified that contamination levels were below RWQCB standards. Its downgradient location relative to the site indicates that this facility is unlikely to have caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Former Spreckels Agricultural Repair Shop	40600 County Road 18C	898 feet southeast (downgradient)	LUST, CORTESE, CERS	The LUST, CORTESE, and CERS databases indicate a leak being confirmed for an unreported substance and LUST Cleanup Case, 570342, completed/closed. The GeoTracker database reports that three USTs used for gasoline and waste oil storage were removed from the facility in 1988. Low concentrations of diesel had been detected in shallow soil but not in groundwater beneath the site. Diesel concentrations in soil were subsequently detected below levels of concern for human health and safety. Groundwater monitoring wells were properly abandoned in May 2010. Remaining TPH was expected to degrade over time. The case was closed as of 7/16/2010. Although EDR maps the facility location downgradient to the southeast of the site, the GeoTracker database maps the facility upgradient to the northeast. The continuing degradation of contaminants indicate that this facility is unlikely to have caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Clark Pacific	40600 County Road 18C	898 feet southeast (downgradient)	LUST, WMUDS/SWAT, EMI, ENF, HWTS, HAZNET, NPDES, CIWQS, CERS	The LUST database reports a LUST Cleanup Case 570342 for the adjacent Clark Pacific manufacturing facility. This is the same LUST case reported above for the same address, listed as the Former Spreckels Agricultural Repair Shop. The WMUDS/SWAT database indicates solid wastes "that pose a significant threat to water quality because of their high concentrations," which may include inorganic salts and heavy metals. No hazards or violations were reported. The HAZNET database indicates asbestos containing waste storage, bulking, and/or transfer. No violations are indicated. None of the database records indicate activities that are likely to have caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Former Spreckels Sugar Plant	40600 Country Road 18C	898 feet southeast (downgradient)	LUST, CORTESE, CERS	The LUST and CERS databases report a LUST Cleanup Case 570315, for the former Spreckels sugar plant with completed/ closed status as of 2/25/2008. The GeoTracker database indicates a 1,000-gallon gasoline UST was observed to have a hole in the tank during removal in August 1987. Soil samples collected from beneath the tank were originally analyzed for diesel rather than gasoline. In June 2002, additional subsurface sampling indicated weathered diesel and gasoline hydrocarbons at and northeast of the UST. Monitoring indicated that hydrocarbons had not impacted nearby water supply wells or the aquifer. Hydrocarbons have since degraded and levels reached water quality goals in July 2007. The case was closed on 2/25/2008. The continuing degradation of contaminants indicate that this occurrence is unlikely to have caused an REC at the site.
Clark Pacific Precast, LLC	40600 County Road 18C	898 feet southwest (downgradient)	RCRA-LQG, E MANIFEST	RCRA and E MANIFEST databases indicate storage of and shipment of hazardous wastes from the Clark Pacific facility, including paints, sealants, and solvents. No violations are listed in these databases. Therefore, it is unlikely that the activities reported have caused an REC at the site.
Clark Pacific – CR 18C	40600 County Road 18C	898 feet southwest (downgradient)	CERS HAZ WASTE, CERS TANKS, CERS	CERS HAZ WATE, CERS TANKS, and CERS databases indicate aboveground petroleum and chemical storage at the Clark Pacific facility. Violations listed pertain to preventive measures and record-keeping infractions. It is unlikely that actions listed have caused an REC at the site.

Business	Address	Approximate Distance from the Site	Database	Pertinent Information/Potential to Cause an REC at the Site
Agriform Farm Supply Co.	Highway 113 & County Road 18C	948 feet southwest (downgradient)	CPS-SLIC	The CPS-SLIC database indicates a Cleanup Program Case SLT5S0303071, with a completed/closed status as of 1/13/2012. On the GeoTracker database, this case is mapped approximately ¾ mile south of the site. Case notes indicate that in December 1980, local residents complained of improper disposal of pesticides at the facility in an open pond. Subsequent testing indicated elevated pesticide and petroleum hydrocarbon levels at various locations within the facility. Between 1981 and 1995, the facility completed remediation tasks including removing contaminated soils and creating a concrete cap over contaminated areas. A closure letter was issued by RWQCB in January 2012. Whether at the reported address or the mapped GeoTracker location, its downgradient location relative to the site and remediation steps completed indicate that this facility is unlikely to have caused an REC at the site.

4.2 Orphan Summary

EDR's Orphan Summary identifies properties and facilities that have incomplete address information and therefore could not be accurately plotted. One site is listed on the Orphan Summary as Cache Creek Settling Basin. A Google search identifies the location of the settling basin as approximately 3½ miles southeast of the site.

4.3 Other Environmental Record Sources

4.3.1 GeoTracker and EnviroStor

We reviewed information available on the State Water Resources Control Board's (SWRCB) GeoTracker (http://geotracker.waterboards.ca.gov) and the California Department of Toxic Substance Control's (DTSC) EnviroStor (http://www.envirostor.dtsc.ca.gov/public/) online environmental data

management systems for information regarding documented environmental assessment and cleanup at the site and/or properties/facilities within ¼ mile of the site. The EnviroStor database listed only evaluations within this range; no releases or cleanup sites were noted. Information pertaining to the site or properties/facilities within ¼ mile of the site which is available on GeoTracker is incorporated into the table in Section 4.1.2 above.

4.3.2 Yolo County Environmental Health Division

We submitted a request to the Yolo County Environmental Health Division (YCEHD) for records pertaining to the use, storage, disposal, or any releases of or violations related to hazardous substances and/or petroleum products at the site. YCEHD staff provided inspection reports issued to Graymont Western US, Inc. Although issued to the site address, the reports pertain to the transfer station located to the northwest of the site which is a separate parcel. Violations noted in the inspection reports are clerical and do not include any release violations.

4.3.3 Yolo County Agricultural Commissioners Office

We submitted a request to the Yolo County Agricultural Commissioners Office (YCACO) for records pertaining to the use of any pesticide products at the site. YCACO staff provided us with records of the permitted application of herbicides and pesticides on the site from 2016 to 2024. No violations were documented.

4.3.4 Yolo-Solano Air Quality Management District

We submitted a request to the Yolo-Solano Air Quality Management District (YSAQMD) for records pertaining to development or environmental impacts at the site. YSAQMD staff indicated they had Permits to Operate relating to a lime transfer station at the site address from 1999 to present. The permits were granted to Graymont Western US, Inc. and, although issued to the site address, appear to pertain to the transfer station located to the northwest of the site which is a separate parcel. No violations were documented.

4.3.5 California Geologic Energy Management Division

The California Geologic Energy Management Division's (CalGEM) *Well Finder*, an online petroleum (oil and natural gas) field and well mapping system, does not show any oil or natural gas wells on the site (CalGEM, 2024). The Well Finder shows a plugged dry gas well on the adjoining property to the east of the site (API No 0411320535) and plugged dry holes on nearby properties to the west and northwest of the site (APIs 0411321206 and 0411320581, respectively). Information provided on Well Finder

indicates none of these wells produced oil or natural gas and each was abandoned (CalGEM, 2024). The dry well status and plugged/abandoned description of these wells indicate it is unlikely they would have (or potentially) caused an REC at the site.

4.3.6 National Pipeline Mapping System

The online interactive National Pipeline Mapping System (https://pvnpms.phmsa.dot.gov/PublicViewer/) shows a natural gas transmission pipeline extending within Best Ranch Road on the north side of the site from State Route 113 on the west to the existing Clark Pacific Facility east of the site (USDOT, 2024). The map shows no accidents (liquid) or incidents (gas) within the vicinity of the site.

5.0 HISTORICAL USE

We evaluated the historical use of the site and adjoining and adjacent properties through review of historical aerial photographs, topographic maps, and city directories provided by EDR. This section summarizes information obtained from these sources.

5.1 Aerial Photographs

We reviewed historical aerial photographs for the years 1937, 1954, 1968, 1974, 1977, 1984, 1993, 2006, 2009, 2012, 2016, and 2020 (Appendix D) and 2021 through 2023 (available on Google Earth) for indications of past land uses that had the potential to have impacted the site through the use, storage or disposal of hazardous substances and/or petroleum products. The following table summarizes our observations of the site and adjoining and adjacent properties on the historical aerial photographs.

Year	Observations	
	Site	Adjoining and Adjacent Properties
1937 (1" = 500')	The site appeared to be in agricultural use as row crops. Various unimproved roadways are visible throughout the site.	Properties north, west, south, and east appeared to be in use as agricultural crop fields. A development with multiple buildings and silos was observed east of the site. Improved roads were noted north and south of the site and a railroad spur west and north of the site, terminating at the development east of the site.
1954 (1" = 500')	Conditions were similar to those observed on the 1937 photograph except that the unimproved roadway configuration through the site has changed.	Conditions were similar to those observed on the 1937 photograph

Year	Observations	
	Site	Adjoining and Adjacent Properties
1968 (1" = 500')	Conditions were similar to those observed on the 1954 photograph except that the unimproved roadway configuration through the site has changed.	Additional development had occurred east and southwest of the site.
1974 (1" = 500')	Conditions were similar to those observed on the 1968 photograph except that the unimproved roadway configuration through the site has changed and transmission towers are visible within the southern portion of the site.	Additional development had occurred east, southwest, and northwest of the site.
1977 (1" = 500')	Conditions were similar to those observed on the 1974 photograph except that the unimproved roadway configuration through the site has changed.	Conditions were similar to those observed on the 1974 photograph.
1984 (1" = 500')	Conditions were similar to those observed on the 1977 photograph.	Additional development had occurred north and southwest of the site.
1993 (1" = 500')	Conditions were similar to those observed on the 1984 photograph except that the unimproved roadway configuration through the site has changed.	Conditions were similar to those observed on the 1984 photograph.
2006 (1" = 500')	Conditions were similar to those observed on the 1993 photograph.	Development configurations have changed slightly on properties to the north, south, and west of the site. The silos are visible at the Graymont facility northwest of the site.
2009 (1" = 500')	Conditions were similar to those observed on the 2006 photograph.	Additional development had occurred to the south and west.
2012 (1" = 500')	Conditions were similar to those observed on the 2009 photograph except that the unimproved roadway configuration through the site has changed.	The property to the north at the west of the site has been planted as an orchard. Additional development had occurred to the southwest and southeast, and additional storage containers was observed to the east.
2016 (1" = 500')	Conditions were similar to those observed on the 2012 photograph.	Additional development had occurred east of the site.
2020 (1" = 500')	Conditions were similar to those observed on the 2016 photograph.	Additional development had occurred south of the site.
2021, 2022 (Google Earth)	Conditions were similar to those observed on the 2020 photograph.	Conditions were similar to those observed on the 2020 photograph except that development had continued south of the site.
2023 (Google Earth)	Conditions were similar to those observed on the 2020 photograph.	A solar field was installed northeast of the site.

Row crops were present on the site from as early as 1937 to modern day. Agricultural chemicals, if applied during the 1940s through 1970s, may have included environmentally persistent pesticides such as the organochlorine pesticides (OCPs), DDT, dieldrin, toxaphene, and others (and associated metals such as arsenic and lead). As a result, these pesticides and metals may be present in onsite soil and, therefore, are a potential environmental concern for the site. No other land uses or conditions that would suggest the presence of environmental concerns or RECs are visible on the site.

5.2 Topographic Maps

We reviewed historical topographic maps provided by EDR for the years 1907, 1915, 1916, 1941, 1953, 1954, 1968, 1975, 1981, 2012, 2015, 2018, and 2021 (Appendix E). The following table summarizes our observations of the site and adjoining and adjacent properties on the historical topographic maps.

Year	Observations	
	Site	Adjoining and Adjacent Properties
1907 (1:62,500)	The site is depicted as undeveloped.	The surrounding properties are depicted as mostly undeveloped land with a few buildings. A railroad line (Marysville Branch) extends along the western site boundary. Roadways are depicted extending east-west on the north and south of the site.
1915 and 1916 (1:31,680)	Conditions depicted are similar to those on the 1907 map.	Conditions depicted are similar to those on the 1907 map except that the railroad is now identified as the Oroville Branch.
1941 (1:50,000)	Conditions depicted are similar to those on the 1915 map.	The railroad is identified as the Marysville Branch and additional railroad spurs wrap around the northern end of the site to enter the facility east of the site, identified as Sugarfield. Additional buildings are depicted on the Sugarfield property and an unimproved road enters Sugarfield from the south.
1953 and 1954 (1:62,500)	Conditions depicted are similar to those on the 1941 map.	The railroad is identified as Southern Pacific. A water tank and a well are depicted on the Sugarfield property to the east, and the Sugarfield access road is depicted as an improved road. Wells are depicted on properties surrounding the site. Additional buildings are depicted on surrounding properties, and a labor camp and waste lime pond are depicted to the east of the Sugarfield property. The improved road west of the railroad tracks (SR-113) is identified as a 4-6 lane, medium duty improved roadway.

Year	Observations	
	Site	Adjoining and Adjacent Properties
1968 (1:24,000)	Conditions depicted are similar to those on the 1953 map	Conditions depicted are similar to those on the 1953 and 1954 maps except that additional buildings and silos are depicted on the Sugarfield property east of the project site.
1975 (1:24,000)	Conditions depicted are similar to those on the 1968 map.	Conditions depicted are similar to those on the 1968 map, except that additional undeveloped roadways are depicted on the property to the south.
1981 (1:24,000)	Conditions depicted are similar to those on the 1975 map.	Conditions depicted are similar to those on the 1975 map.
2012 (1:24,000)	Conditions depicted are similar to those on the 1981 map.	Roadway names/identifiers have been added to the map; the roadways north and south of the site are identified as Co Rd-18A and Co Rd-18C, respectively. Buildings and railroad spurs are no longer depicted. Well locations are still depicted.
2015 (1:24,000)	Conditions depicted are similar to those on the 2012 map.	Conditions depicted are similar to those on the 2012 map except that the roadway north and south of the site are identified as Best Ranch Rd and Co Road 18C, respectively; the main railroad spur west of the site is depicted but not identified.
2018 (1:24,000)	Conditions depicted are similar to those on the 2015 map.	Conditions depicted are similar to those on the 2015 map except that the waste lime pond east of the site is no longer depicted.
2021 (1:24,000)	Conditions depicted are similar to those on the 2018 map.	Conditions depicted are similar to those on the 2018 map.

No features were identified on the historical topographic maps that suggest the presence of RECs on the site.

5.3 City Directories

EDR prepared an abstract of city directories including city, cross reference and telephone directory listings (Appendix F). EDR included information from directories at approximate 5-year intervals, if available, from 1955 to 2020. The site address was not listed in source directories prior to 1995.

5.3.1 Site

The following table presents a list of occupants from the city directories for the site address.

Address	Years	Occupant Name
40307 Best Ranch Road	2000	Continental Lime Incorporated
	2010	Graymont Western Co Inc
	2014, 2017	Graymont Western US Inc
	2020	Graymont Western Co Inc

As discussed prior, these facilities are located on an adjacent parcel with the same address as the site.

5.3.2 Adjoining and Adjacent Properties

The following table presents a list of occupants and commercial businesses for the adjoining, adjacent and nearby property addresses listed in the city directories which suggest the potential to have had a release or stored or disposed of hazardous substances or petroleum products that may have caused an REC at the site.

Address	Years	Occupant Name
40189 County Road 18C	1995	Agriform Farm Supply Inc
40261 County Road 18C	2000, 2005	Cache Creek Chemicals Inc/Incorporated
	2010, 2020	Agriform
	2020	Tremont Group Inc
40600 County Road 18C	2020	Clark Pacific

6.0 SITE RECONNAISSANCE

This section summarizes our observations of the site and surrounding properties during the site reconnaissance.

6.1 Methodology and Limiting Conditions

Alice Orton, a Project Geologist with Geocon, performed the site reconnaissance on October 25, 2024, by driving and walking throughout the site to observe site features and conditions. Ms. Orton performed the offsite survey by observing adjoining and adjacent properties from the site and public roads. Weather at the time of the site reconnaissance was overcast with temperatures in the low 50s°F. Photographs of various site features and offsite properties are appended.

6.2 Site Setting

The site is situated in a rural area with cropland, farm-related manufacturing and shipping facilities, and the Clark Pacific manufacturing facility.

6.3 Onsite Survey

The site is fallow corn fields which were being disked at the time of our site visit (Photos 1 through 4). Unimproved roads extend north to south within the eastern portion of the site and west to east across the central portion of the site (Photos 5 and 6). Two power line towers are present in the southern and central portions of the site, with associated power lines crossing the site from north to south (Photo 7). An additional line of power poles with overhead transmission lines extends west to east along County Road 18C to the south (Photo 8). A drainage ditch extends north to south along the eastern site boundary, west to east along the southern site boundary, and along the southern portion of the western site boundary, with culverts under adjoining roadways (Photos 9 through 11). Two irrigation standpipes are present on the eastern side of the site near the central roadway (Photo 12). There are no buildings on the site.

We observed no conditions or uses on the site likely to have caused a REC other than the potential for agricultural-related residual pesticides in shallow soil.

6.4 Offsite Survey

Adjoining and adjacent properties consist of the following:

- East – The existing Clark Pacific facility (Photo 13);
- North – Clark Junction with the California Northern Raiload, Graymont Western Co. Sugarfield Terminal, Best Ranch Road, and agricultural fields beyond (Photos 14 through 16);
- West – Clark Junction with the California Northern Railroad and agricultural fields and orchards beyond (Photo 17); and
- South – County Road 18C with farm-related manufacturing and trucking facilities and agricultural land beyond (Photo 18).

We observed no conditions or uses on the adjoining and adjacent properties likely to cause or have caused an REC at the site.

6.5 Features, Activities, Uses, and Conditions Not Observed To Be Present

ASTM Designation E1527-21 states “During the site visit, the environmental professional (or the person under the supervision or responsible charge of the environmental professional) shall look for and identify the features, activities, uses, and conditions specified in 9.4.1 through 9.4.28. Any of the specified features, activities, uses, and conditions identified in, on, or at the subject property shall be described in the report. If any of the specified features, activities, uses, or conditions are not found to

be present in, on, or at the subject property, the environmental professional shall document as such in the report." The features, activities, uses and conditions that were present during our site reconnaissance are described in Sections 6.2 through 6.4. The following are features, activities, uses and conditions that were not observed to be present during the site reconnaissance:

- Geologic, hydrogeologic, hydrologic, and topographic conditions that would contribute to an REC for the site from an adjoining property;
- Potable water supply/source;
- Sewage disposal system;
- Strong, pungent, or noxious odors;
- Hazardous substance and petroleum product containers not in connection with identified uses;
- Drains and sumps;
- Pits, ponds, or lagoons;
- Stressed vegetation; and
- Septic systems or cesspools.

7.0 INTERVIEWS

We provided Donald G. Clark, co-CEO of Clark Pacific, with a Site Owner/Occupant Questionnaire to obtain information regarding the past and present use of the site and the potential for impacts related to the use, storage, or disposal of hazardous substances and/or petroleum products on the site. Mr. Clark indicated that Clark Pacific has owned the site for approximately 16 years and that the current and historic use of the site is agricultural crop production. The only structures on the site are power poles and utility line poles. The previous owner of the site was Spreckels, a sugar manufacturer, and the site was used for agricultural purposes. The adjacent Clark Pacific facility is used for manufacturing purposes. Mr. Clark does not know of any environmental documents pertaining to the site.

Mr. Clark did not indicate any past or present uses of or conditions within the site that that suggest any potential environmental concerns for the site.

8.0 FINDINGS AND CONCLUSIONS

We have performed a Phase I ESA, in general conformance with the scope and limitations of ASTM Designation E1527-21 of the property and improvements on the Clark Pacific Facility expansion project site located at 40307 Best Ranch Road in Yolo County, California. Exceptions to, or deletions from, this practice are described in Section 1.4 (limitations) and Section 1.5 (data gaps).

8.1 RECs, CRECs, and Significant Data Gaps

The Phase I ESA has revealed no evidence of RECs, CRECs, or significant data gaps in connection with the site.

8.2 Potential Environmental Concerns

The Phase I ESA revealed that the site was used for agriculture (farming) from as early as 1937 to the present. Agricultural-related chemicals applied during the 1940s to 1970s (if any), may have included environmentally persistent pesticides and associated metals (such as arsenic and lead) that may be present in soil as a result and therefore represents a potential environmental concern for the site. However, given the planned industrial use of the site and planned hardscape/pavement installation, assessment of soil on the site for pesticides and associated metals may not be warranted. If use of the site is planned to change to more sensitive land uses such as residential, school, park, etc., then assessment of site soil for the potential presence of pesticides and associated metals would be recommended.

9.0 REFERENCES

American Society for Testing and Materials, *Designation E 1527-21 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, 2021.

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10.0 QUALIFICATIONS

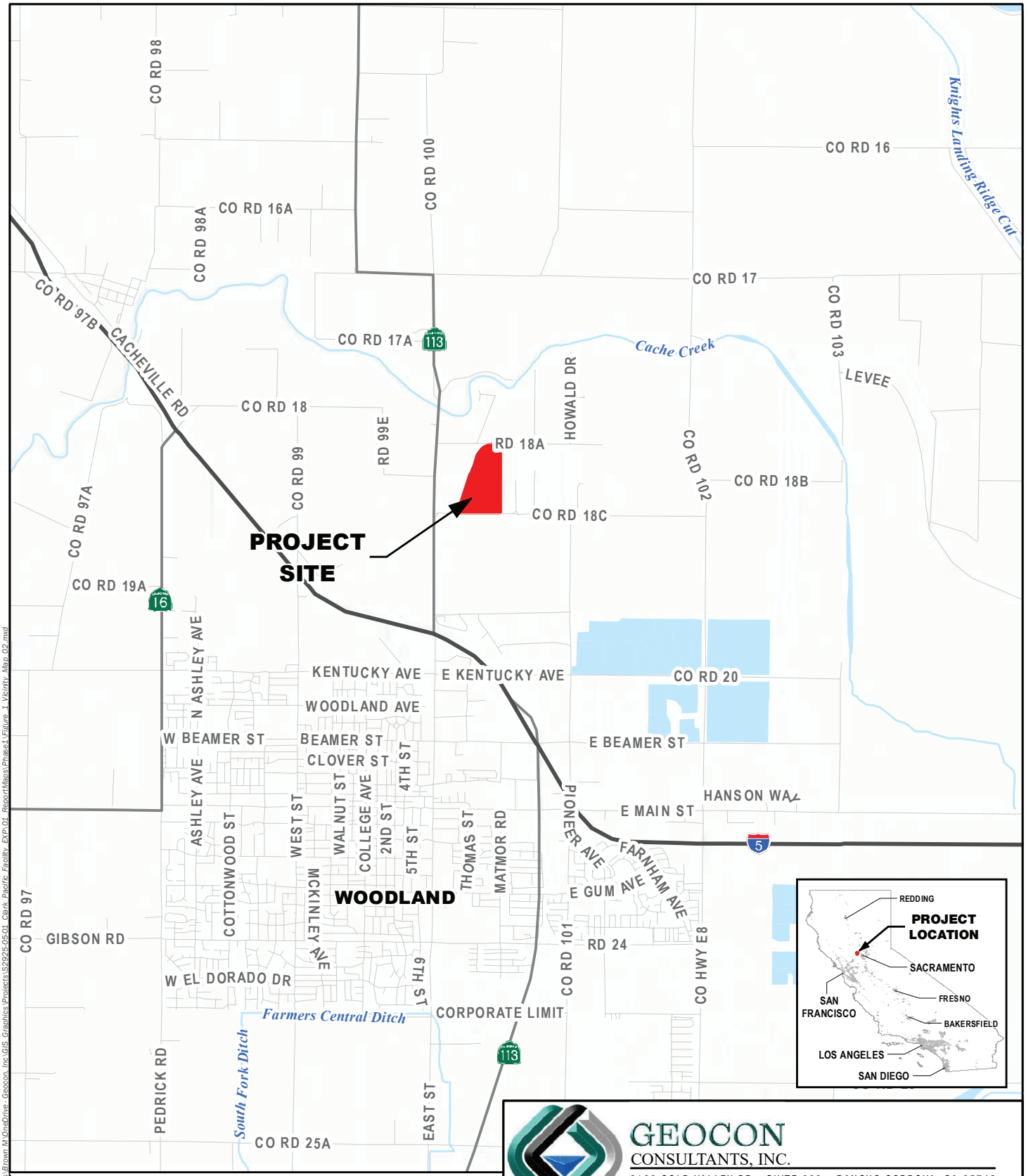
This Phase I ESA report was prepared by Alice Orton and reviewed by John Juhrend, PE, CEG. Ms. Orton is a Project Geologist with BS and MS degrees in geology and has worked on a variety of geotechnical and environmental investigation projects.

Mr. Juhrend has over 40 years of experience in the environmental and geotechnical consulting industry in California and Nevada. Mr. Juhrend is a California Professional Engineer and Certified Engineering Geologist, with a BS degree in engineering geology and MS degree in civil engineering. His personal experience includes the performance of hundreds of environmental projects including Phase I and Phase II site assessments, remedial investigations and feasibility studies, corrective action programs and litigation support. His primary expertise includes environmental assessments of Brownfields properties, industrial, commercial and residential properties, and transportation corridors.

I declare that, to the best of my professional knowledge and belief, I meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries investigation in conformance with the standards and practices set forth in 40 CFR Part 312.



John Juhrend PE, CEG
Senior Engineer



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Clark Pacific Facility Expansion Project
40307 Best Ranch Road
Yolo County, California

VICINITY MAP

S2925-07-02	November 2024	Figure 1

GEOCON 11/5/2024 USER:Brown M PATH:C:\Users\Brown M\OneDrive - Geocon, Inc\GIS Graphics\Projects\S2925-05-01 Clark Pacific Facility EXP\01 Report\Maps\Phase1\Figure 1 Vicinity Map 02.mxd



Legend

- Site Photograph Location and Orientation
- Proposed Parcel Subdivision Boundaries
- Approximate Site Boundary

N

0 300

Scale in Feet

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Clark Pacific Facility Expansion Project
40307 Best Ranch Road
Yolo County, California

SITE PLAN

S2925-07-02	November 2024	Figure 2



Photo No. 1 View of the site to the northwest.



Photo No. 2 View of the site to the northeast.

PHOTOS NO. 1 & 2

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Clark Pacific Facility Expansion Project

40307 Best Ranch Road
Yolo County, California

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Photo No. 3 Corn cobs and chaff.



Photo No. 4 Corn field being disked.

PHOTOS NO. 3 & 4

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40307 Best Ranch Road
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Photo No. 5 View to the north of an unimproved roadway extending along the east side of the site.



Photo No. 6 View to the west of an unimproved roadway extending east to west across the center of the site.

PHOTOS NO. 5 & 6

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Yolo County, California

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Photo No. 7 View to the north of transmission towers in the southern portion of the site with lines extending north-south across the site.



Photo No. 8 View to the east of power lines extending across the southern site boundary.

PHOTOS NO. 7 & 8

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Photo No. 9 View to the south of the drainage along the eastern site boundary.



Photo No. 10 View to the west of the drainage along the southern site boundary.

PHOTOS NO. 9 & 10

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Photo No. 11 Culvert extending westward from the site under Clark Junction.



Photo No. 12 View of irrigation standpipes adjacent to the eastern roadway in the central portion of the site.

PHOTOS NO. 11 & 12

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Photo No. 13 View of the existing Clark Pacific facility east of the site.



Photo No. 14 View to the west of Clark Junction with the California Northern Railroad beyond on the north side of the site.

PHOTOS NO. 13 & 14

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Photo No. 15 View to the south of the Graymont Western Co. Sugarfield Terminal located northwest of the site.



Photo No. 16 View to the north of Best Ranch Road and fallow fields beyond.

PHOTOS NO. 15 & 16

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Photo No. 17 View to the west of the California Northern Railroad with orchards beyond.



Photo No. 18 View to the southeast of County Road 18C with agricultural manufacturing and trucking facilities beyond.

PHOTOS NO. 17 & 18

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Clark Pacific Facility Expansion Project

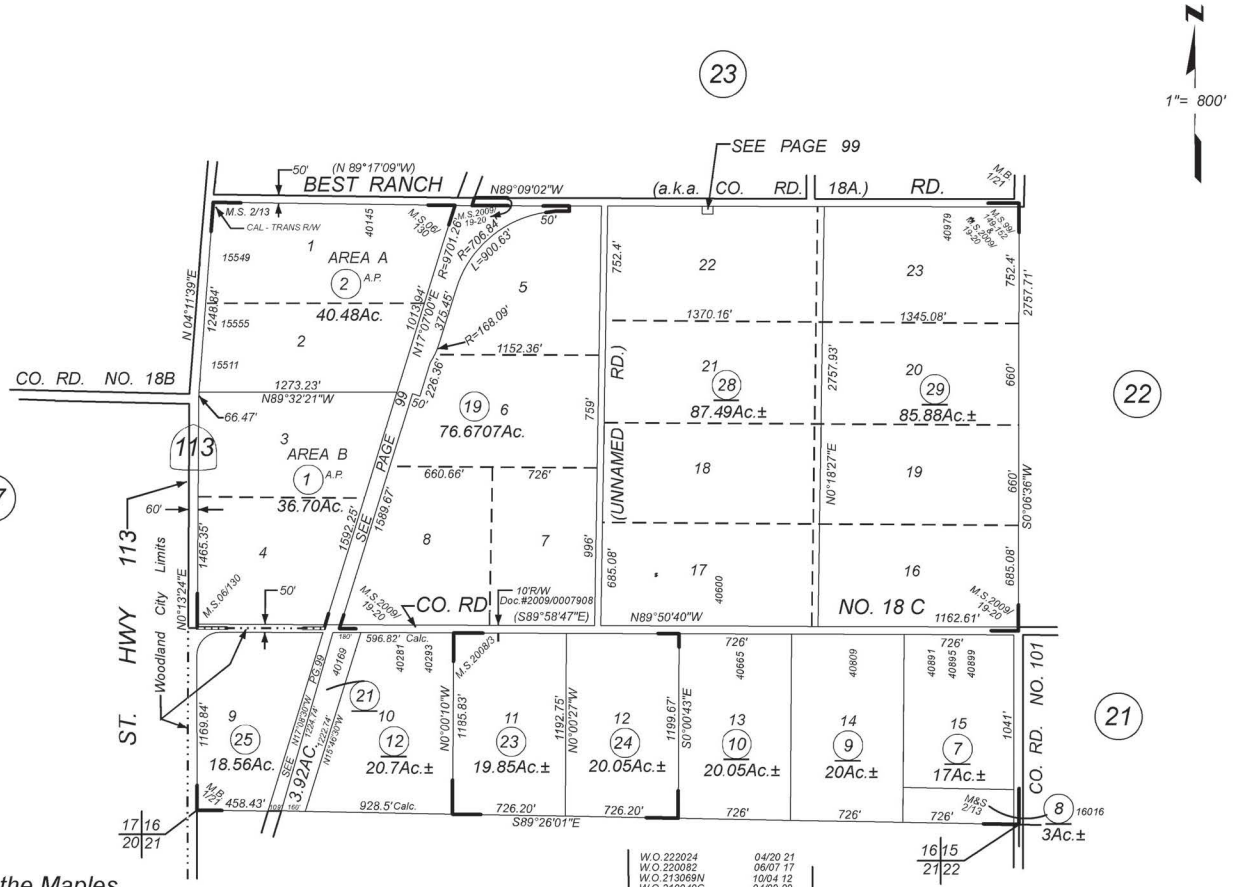
40307 Best Ranch Road
Yolo County, California

GEOCON Project No. S2925-07-02 | November 2024

APPENDIX A

POR. OF RANCHO RIO JESUS MARIA, T. 10N., R. 2E., M.D.B & M.

CAUTION - These maps ARE NOT to be used for legal descriptions.



W.O.222024	04/20 21
W.O.220082	06/07 17
W.O.213069N	10/04 12
W.O.210040C	04/09 09
W.O.209024C	01/22 08
W.O.207094C	06/27 06
W.O.206186N	12/31 05
W.O.206183G	7/19 05
W.O.206181G	7/19 05
W.O.206098N	8/18 05
W.O.205100E	4/30 04
W.O.202119G	9/24 01
W.O.200176C	11/23 99
WO. 9555F	6/28/93
WO 7483L	6/10/88
WO 7427A	2/4/88
WO 5965U	8/20/82
WO 5814A	3/18/82
WO 5219G	1/27/80
WO 4961C	4/02/79
WO 4926G	2/31/79
DDT 3110L	6/26/75
DDT 2431	1/10/75
— REVISIONS —	

M.B. Bk. 1, Pg. 21, Pearts Sub. of the Maples
M.& S. Bk. 2, Pg. 13 - Resurvey Part of Pearts Subd. of the Maples
M.S. Bk.99 Pg. 149 to 152 -Map of Survey.
M.& S. Bk. 06, Pg. 130 - Record of Survey for Matthew Morehart
M.S. Bk. 2008, Pg. 3 - Record of Survey for C Z Ventures, LLC
M.S. Bk. 2009, Pg. 19 - 20 - Record of Survey for Clark Pacific

(formerly por. 27 - 05)

NOTE - Assessor's Block Number Shown in Ellipses.
Assessor's Parcel Number Shown in Circles.

CITY & VICINITY OF WOODLAND
Assessor's Map Bk. 27, Pg. 25
County of Yolo, Calif

22 / 23

APPENDIX B

User Questionnaire

Property Name:	Unknown
Address(es):	40307 Best Ranch Road, Woodland, CA 95776
APN(s):	027-250-019

1. What is the purpose of the Phase I Environmental Site Assessment (i.e., purchase/lender requirement, conservation easement, environmental impact report requirement, etc.)? **CEQA consultant required a Phase I Environment Site Assessment before they finalize the project description and get started on the Notice of Preparation/Initial Study as part of Rezone application process.**

2. What is the planned use of the property? **The planned use of the property is to allow for the future expansion of Clark Pacific's existing industrial operations on its adjacent property.**

3. Who is the property owner(s)? Who is the tenant(s), if applicable? **Owner of property is Clark Pacific Structural, LLC. The property is leased to local individuals to farm.**

4. Do you know the past uses of the property? **The past uses of the property have been for agricultural purposes.**

5. Do you have any specialized knowledge related to the current and/or past uses of the property or nearby properties? Could any of those uses potentially impair, or could have impaired, the environmental conditions of the property? **We are aware of no current or past uses that will impair environmental conditions of the property.**

6. Do you know of specific chemicals that are present or once were present at the property? **We do not know of specific chemicals.**

7. Do you know of spills or other chemical releases that have taken place at the property? **We do not know of spills or other chemical releases.**

8. Do you know of any environmental cleanups that have taken place at the property? **We are not aware of any environmental cleanups.**

9. Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state, or local law? **We are not aware of any cleanup liens.**

10. Are you aware of any activity and land use limitations, such as engineering controls, land use restrictions or institutional controls that are in place for the site and/or have been filed or recorded in a registry under federal, tribal, state, or local law? **We are not aware of any activity and land use limitations.**

11. Does the purchase price reasonably reflect the fair market value of the property? **Not applicable.**

12. Are you aware of any environmental conditions on the property that could lead to a potential valuation reduction for it? **We are not aware of any environmental conditions.**

13. Do you know whether any helpful documents exist and, if so, whether copies can and will be provided for this assessment? These documents may include: Phase I or II Environmental Site Assessment reports, geotechnical investigation reports, title (or preliminary title) reports, appraisal, sales agreement, environmental compliance audit reports, environmental permits, registrations for underground or aboveground storage tanks, registrations for underground injection systems, or any other documents related to the property. **We do not know of any helpful documents.**

This questionnaire was completed by:

Name: Donald G. Clark

Title/Email: Co CEO dclarke clarkpacific.com

Company/Phone Number: Clark Pacific 916-374-0305

Date: 11/18/2024

Signature: 

Site Owner/Occupant Questionnaire

The following questions are for: (1) the current owner of the property, (2) any major occupant of the property or, if the property does not have any major occupants, at least 10% of the occupants of the property, and (3) in addition to the current owner and the occupants identified in (2), any occupant likely to be using, treating, generating, storing, or disposing of hazardous substances and/or petroleum products on or from the property. A major occupant is any occupant using at least 40% of the leasable area of the property or any anchor tenant when the property is a shopping center. In a multi-family property containing both residential and commercial uses, residential occupants do not need to respond to this questionnaire unless they are involved in or have knowledge of the commercial or other uses.

Address: 40307 Best Ranch Rd., Woodland, CA 95776
Description of Site: Currently the property site is for agricultural use, specifically farming of various crops.

Question	Owner			Occupants (if applicable)		
1a. Is the property used for an industrial use?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
1b. Is any adjoining property used for an industrial use?	Yes	No	Unk	Yes	No	Unk
Explain if yes: Clark Pacific Woodland Plant operates on the adjoining property.						
2a. Have you observed evidence of or do you have any knowledge that the property has been used for an industrial use in the past?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
2b. Have you observed evidence of or do you have any knowledge that any adjoining property has been used for an industrial use in the past?	Yes	No	Unk	Yes	No	Unk
Explain if yes: Clark Pacific Woodland Plant operates on the adjoining property.						
3a. Is the property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
3b. Is any adjoining property used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						

Question	Owner			Occupants (if applicable)		
4a. Have you observed evidence of or do you have any knowledge that the property was previously used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
4b. Have you observed evidence of or do you have any knowledge that any adjoining property was previously used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
5a. Are there currently any damaged or discarded automotive or industrial batteries, petroleum products, pesticides, paints or other chemicals in individual containers of > 5gal (19L) in volume or 50gal (190L) in the aggregate, stored on or used at the property or facility?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
5b. Have you observed evidence of or do you have any knowledge that there have been previously any damaged or discarded automotive or industrial batteries, petroleum products, pesticides, paints or other chemicals in individual containers of > 5gal (19L) in volume or 50gal (190L) in the aggregate, stored on or used at the property or facility?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
6a. Are there currently any industrial drums (typically 55 gal [208L]) or sacks of chemicals located on the property or at the facility?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
6b. Have you observed evidence of or do you have any knowledge that there have been previously any industrial drums (typically 55 gal [208L]) or sacks of chemicals located on the property or at the facility?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
7a. Have you observed evidence of or do you have any knowledge that fill dirt has been brought onto the property that originated from a contaminated site?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						

7b. Have you observed evidence of or do you have any knowledge that fill dirt has been brought onto the property that is of an unknown origin?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
8a. Are there currently any pits, ponds, or lagoons located on the property in connection with waste treatment or disposal?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
8b. Have you observed evidence of or do you have any knowledge that there have been previously any pits, ponds, or lagoons located on the property in connection with waste treatment or disposal?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
9a. Is there currently any stained soil on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
9b. Have you observed evidence of or do you have any knowledge that there has been previously any stained soil on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
10a. Are there currently any registered or unregistered storage tanks (aboveground or underground) located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
10b. Have you observed evidence of or do you have any knowledge that there have been previously any registered or unregistered storage tanks (aboveground or underground) located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
11a. Are there currently any vent pipe, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
11b. Have you observed evidence of or do you have any knowledge that there have been previously any vent pipe, fill pipes, or access ways indicating a fill pipe protruding from the ground on the property or adjacent to any structure located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						

12a. Are there currently any flooring, drains, or walls located within the facility that are stained by substances other than water or were emitting foul odors?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
12b. Have you observed evidence of or do you have any knowledge that there have been previously any flooring, drains, or walls located within the facility that are stained by substances other than water or were emitting foul odors?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
13a. If the property is served by a private well or non-public water system, is there evidence of or do you have knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
13b. If the property is served by a private well or non-public water system, is there evidence of or do you have knowledge that the well has been designated as contaminated by any government/health agency?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
14. Do you have any knowledge of environmental liens of governmental notification relating to past or recurrent violations of environmental laws with respect to the property or any facility located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
15a. Have you been informed of the past existence of hazardous substances and/or petroleum products with respect to the property or any facility located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
15b. Have you been informed of the current existence of hazardous substances and/or petroleum products with respect to the property or any facility located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
15c. Have you been informed of the past existence of environmental violations with respect to the property or any facility located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
15d. Have you been informed of the current existence of environmental violations with respect to the property or any facility located on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						

16. Do you have any knowledge of any environmental site assessment of the property or facility that indicated the presence of hazardous substances and/or petroleum products on, or contamination of, the property or recommended further assessment of the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
17. Do you know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any hazardous substances and/or petroleum products involving the property by any owner or occupant of the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
18a. Does the property discharge wastewater, on or adjacent to the property, other than stormwater, into a stormwater sewer system?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
18b. Does the property discharge wastewater, on or adjacent to the property, other than stormwater, into a sanitary sewer system?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
19. Have you observed evidence of or do you have any knowledge that any hazardous substances and/or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the property?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						
20. Is there a transformer, capacitor, or any hydraulic equipment for which there are records indicating the presence of PCBs?	Yes	No	Unk	Yes	No	Unk
Explain if yes:						

Unk – "unknown" or "no response"

Additional Questions

A) Describe the current use of the property. ***The current use of property is for agricultural use, specifically for growing and harvesting of various crops..***

B) How long has the property been used for this purpose? ***Unknown.***

C) How long have you owned the property? ***16 years approximately.***

D) List the existing structures on the property and their age. ***Power towers, utility lines poles***

E) Describe the past uses, owners, and operators of the property. (Be as detailed as possible and note approximate time periods.). ***Spreckel's owned the property before Clark Pacific and was used for agricultural purposes.***

F) Do any environmental documents exist for the Site such as environmental site assessment reports, environmental compliance audit reports, environmental permits, registrations for storage tank or any other environmentally related documents for the property? ***Unknown***

This questionnaire was completed by:

Name:	Donald G. Clark
Title:	Co- CEO
Company:	Clark Pacific
Address:	710 Riverpoint Court, #100
	West Sacramento, CA 95605
Phone number:	916.371.0305
Date:	11.18.2024

APPENDIX C

Clark Pacific Facility
40307 Best Ranch Rd
Woodland, CA 95776

Inquiry Number: 7798233.2s
October 21, 2024

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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GEOCHECK ADDENDUM

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

40307 BEST RANCH RD
WOODLAND, CA 95776

COORDINATES

Latitude (North):	38.7126360 - 38˚ 42' 45.48''
Longitude (West):	121.7582910 - 121˚ 45' 29.84''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	607959.9
UTM Y (Meters):	4285412.5
Elevation:	58 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50006023 WOODLAND, CA
Version Date:	2021
Southeast Map:	50005939 GRAYS BEND, CA
Version Date:	2021

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200617
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
40307 BEST RANCH RD
WOODLAND, CA 95776

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	GRAYMONT WESTERN US	40307 BEST RANCH RD	RCRA NonGen / NLR		TP
A2	GRAYMONT WESTERN US.	40307 BEST RANCH ROA	FINDS		TP
A3	GRAYMONT WESTERN US	40307 BEST RANCH RD	FINDS, ECHO		TP
A4	GRAYMONT WESTERN US	40307 BEST RANCH RD	CERS HAZ WASTE, HWTS, HAZNET, CERS		TP
A5	GRAYMONT WESTERN US.	40307 BEST RANCH ROA	EMI		TP
B6	AGRIFORM (UST PERMAN	40261-93 CR 18C	UST	Lower	99, 0.019, SSW
B7	GROW WEST TRUCKING L	40261 COUNTY ROAD 18	CPS-SLIC, HAULERS, CERS HAZ WASTE, HWTS, CERS	Lower	99, 0.019, SSW
B8	GROW WEST	40261 COUNTY RD. 18C	RCRA NonGen / NLR, E MANIFEST	Lower	99, 0.019, SSW
C9	SPRECKELS WOODLAND L	1/4 MI N OF COUNTY R	SWF/LF	Higher	288, 0.055, East
C10	SPRECKLES SUGAR	CO RD 101	LUST, Cortese, HIST CORTESE	Higher	288, 0.055, East
11	WOODLAND PLANT		MINES MRDS	Higher	518, 0.098, NE
D12	GROW WEST - WOODLAND	40189 COUNTY ROAD 18	CERS HAZ WASTE, CERS	Lower	622, 0.118, SSW
D13	GROW WEST	40189 COUNTY ROAD 18	RCRA-VSQG, RMP	Lower	622, 0.118, SSW
D14	AGRIFORM/INLAND TERM	40189 COUNTY ROAD 18	ENVIROSTOR, EMI, CERS	Lower	622, 0.118, SSW
E15	SPRECKELS SUGAR	40600 CR 18C	UST	Lower	898, 0.170, SE
E16	FORMER SPRECKELS AGR	40600 COUNTY ROAD 18	LUST, Cortese, CERS	Lower	898, 0.170, SE
E17	CLARK PACIFIC	40600 COUNTY ROAD 18	LUST, WMUDS/SWAT, EMI, ENF, HWTS, HAZNET, NPDES,...	Lower	898, 0.170, SE
E18	FORMER SPRECKELS SUG	40600 COUNTRY ROAD 1	UST FINDER RELEASE	Lower	898, 0.170, SE
E19	FORMER SPRECKELS SUG	40600 COUNTRY ROAD 1	LUST, Cortese, CERS	Lower	898, 0.170, SE
E20	CLARK PACIFIC - CR 1	40600 CR 18C	AST	Lower	898, 0.170, SE
E21	FORMER SPRECKELS AGR	40600 COUNTY ROAD 18	UST FINDER RELEASE	Lower	898, 0.170, SE
E22	CLARK METAL WORKS	40600 COUNTY ROAD 18	RCRA NonGen / NLR, E MANIFEST	Lower	898, 0.170, SE
E23	CLARK PACIFIC PRECAS	40600 COUNTY ROAD 18	RCRA-LQG, E MANIFEST	Lower	898, 0.170, SE
E24	CLARK PACIFIC - CR 1	40600 CR 18C	CERS HAZ WASTE, CERS TANKS, CERS	Lower	898, 0.170, SE
25	AMSTAR CORP SPRECKEL	CO RD EIGHTEENC	SEMS-ARCHIVE, RCRA-SQG, HIST UST, FINDS, ECHO	Higher	930, 0.176, ENE
F26	AGRIFORM FARM SUPPLY	SR 113 & CR 18C	HIST UST	Lower	948, 0.180, WSW
F27	AGRIFORM FARM SUPPLY	HIGHWAY 113 & COUNTY	CPS-SLIC	Lower	948, 0.180, WSW
F28	AGRIFORM FARM SUPPLY	SR 113 AND CR 18C	HIST UST	Lower	948, 0.180, WSW
29	MOREHART MATTHEW	40162 BEST RANCH RD	UST	Higher	949, 0.180, NNW
30	CENTER FOR LAND-BASE	40140 BEST RANCH RD	RCRA NonGen / NLR	Higher	1204, 0.228, NW
G31	SPRECKELS SUGAR COMP	COUNTY ROAD 18C	ENVIROSTOR	Lower	1297, 0.246, ESE
G32	SPRECKELS SUGAR COMP	COUNTY RD 18C	HIST CORTESE	Lower	1297, 0.246, ESE
G33	SPRECKELS SUGAR WWTF	PO BOX 2240	WMUDS/SWAT	Lower	1297, 0.246, ESE
H34	FORMER SPRECKELS FAR	40979 BEST RANCH ROA	UST FINDER RELEASE	Lower	2101, 0.398, ENE
H35	FORMER SPRECKELS FAR	40979 BEST RANCH ROA	LUST, Cortese, CERS	Lower	2101, 0.398, ENE
36	WESTERN WOOD TREATIN	1492 CHURCHHILL DOWN	ENVIROSTOR, CPS-SLIC, DEED, CIWQS, CERS	Lower	4411, 0.835, SSE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 9 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
GRAYMONT WESTERN US 40307 BEST RANCH RD WOODLAND, CA 95776	RCRA NonGen / NLR EPA ID:: CAL000302084	CAL000302084
GRAYMONT WESTERN US. 40307 BEST RANCH ROA WOODLAND, CA 95695	FINDS Registry ID:: 110071810865	N/A
GRAYMONT WESTERN US 40307 BEST RANCH RD WOODLAND, CA 95776	FINDS Registry ID:: 110070469805 ECHO Registry ID: 110070469805	N/A
GRAYMONT WESTERN US 40307 BEST RANCH RD WOODLAND, CA 95776	CERS HAZ WASTE HWTS HAZNET GEPAID: CAL000302084 CERS	N/A
GRAYMONT WESTERN US. 40307 BEST RANCH ROA WOODLAND, CA 95695	EMI Facility Id: 1096 Facility Id: 1060	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

EXECUTIVE SUMMARY

Lists of Federal Delisted NPL sites

Delisted NPL ---------- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---------- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROLS ---------- Institutional Controls Sites List

Federal ERNS list

ERNS ---------- Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE ---------- State Response Sites

Lists of state and tribal leaking storage tanks

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

Lists of state and tribal registered storage tanks

FEMA UST ---------- Underground Storage Tank Listing
INDIAN UST ---------- Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

INDIAN VCP ---------- Voluntary Cleanup Priority Listing
VCP ---------- Voluntary Cleanup Program Properties

Lists of state and tribal brownfield sites

BROWNFIELDS ---------- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

EXECUTIVE SUMMARY

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY ---- Recycler Database
HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations
ODI ---- Open Dump Inventory
IHS OPEN DUMPS ---- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---- Historical Calsites Database
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

SWEEPS UST ---- SWEEPS UST Listing
CA FID UST ---- Facility Inventory Database

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ---- Formerly Used Defense Sites
DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST
2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System

FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
PFAS NPL	Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES	Federal Sites PFAS Information
PFAS TRIS	List of PFAS Added to the TRI
PFAS TSCA	PFAS Manufacture and Imports Information
PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing
PFAS ATSDR	PFAS Contamination Site Location Listing
PFAS WQP	Ambient Environmental Sampling for PFAS
PFAS NPDES	Clean Water Act Discharge Monitoring Information
PFAS PROJECT	NORTHEASTERN UNIVERSITY PFAS PROJECT
PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing
PFAS ECHO FIRE TRAIN	Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing
BIOSOLIDS	ICIS-NPDES Biosolids Facility Data
UST FINDER	UST Finder Database
PFAS	PFAS Investigation Site Location Listing
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CHROME PLATING	Chrome Plating Facilities Listing
CUPA Listings	CUPA Resources List
DRYCLEANERS	Cleaner Facilities
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	Inspection, Compliance and Enforcement
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
HAZMAT	Hazardous Material Facilities
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)

WASTEWATER PITS Oil Wastewater Pits Listing
WDS Waste Discharge System
WIP Well Investigation Program Case List
MILITARY PRIV SITES MILITARY PRIV SITES (GEOTRACKER)
PROJECT PROJECT (GEOTRACKER)
WDR Waste Discharge Requirements Listing
CIWQS California Integrated Water Quality System
NON-CASE INFO NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ Well Stimulation Project (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP EDR Proprietary Manufactured Gas Plants
EDR Hist Auto EDR Exclusive Historical Auto Stations
EDR Hist Cleaner EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF Recovered Government Archive Solid Waste Facilities List
RGA LUST Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status

indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 07/24/2024 has revealed that there is 1 SEMS-ARCHIVE site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMSTAR CORP SPRECKEL	***CO RD EIGHTEENC***	***ENE 1/8 - 1/4 (0.176 mi.)***	***25***	***145***
Site ID: 0902656				
EPA Id: CAT000624767				

Lists of Federal RCRA generators

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/03/2024 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLARK PACIFIC PRECAS	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E23***	***113***
EPA ID:: CAL000331412				

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/03/2024 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMSTAR CORP SPRECKEL	***CO RD EIGHTEENC***	***ENE 1/8 - 1/4 (0.176 mi.)***	***25***	***145***
EPA ID:: CAT000624767				

RCRA-VSQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

A review of the RCRA-VSQG list, as provided by EDR, and dated 06/03/2024 has revealed that there is 1 RCRA-VSQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GROW WEST EPA ID:: CAL000240026	***40189 COUNTY ROAD 18***	***SSW 0 - 1/8 (0.118 mi.)***	***D13***	***47***

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/22/2024 has revealed that there are 3 ENVIROSTOR sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
AGRIFORM/INLAND TERM Facility Id: 57280008 Status: Refer: RWQCB	***40189 COUNTY ROAD 18***	***SSW 0 - 1/8 (0.118 mi.)***	***D14***	***53***
SPRECKELS SUGAR COMP Facility Id: 57200003 Status: Refer: RWQCB	COUNTY ROAD 18C	ESE 1/8 - 1/4 (0.246 mi.)	G31	155
WESTERN WOOD TREATIN Facility Id: 57240003 Status: Refer: RWQCB	***1492 CHURCHHILL DOWN***	***SSE 1/2 - 1 (0.835 mi.)***	***36***	***166***

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within

approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPRECKELS WOODLAND L	1/4 MI N OF COUNTY R	E 0 - 1/8 (0.055 mi.)	C9	36
Database: SWF/LF (SWIS), Date of Government Version: 05/06/2024 Facility ID: 57-AA-0020 Operational Status: Closed Regulation Status: Unpermitted				

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 5 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPRECKLES SUGAR	***CO RD 101***	***E 0 - 1/8 (0.055 mi.)***	***C10***	***39***
Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Case Closed				

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER SPRECKELS AGR	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E16***	***63***
Database: LUST REG 5, Date of Government Version: 07/01/2008 Status: Leak being confirmed				
CLARK PACIFIC	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E17***	***65***
Database: LUST, Date of Government Version: 08/28/2024 Status: Completed - Case Closed Global Id: T0611374000				
FORMER SPRECKELS SUG	***40600 COUNTRY ROAD 1***	***SE 1/8 - 1/4 (0.170 mi.)***	***E19***	***92***
Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 08/28/2024 Status: Completed - Case Closed Status: Case Closed Global Id: T0611345442				
FORMER SPRECKELS FAR	***40979 BEST RANCH ROA***	***ENE 1/4 - 1/2 (0.398 mi.)***	***H35***	***159***
Database: LUST, Date of Government Version: 08/28/2024 Status: Completed - Case Closed Global Id: T10000000458				

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites

within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GROW WEST TRUCKING L	***40261 COUNTY ROAD 18***	***SSW 0 - 1/8 (0.019 mi.)***	***B7***	***25***
Database: CPS-SLIC, Date of Government Version: 08/28/2024 Global Id: SLT5S3533665 Facility Status: Completed - Case Closed				
AGRIFORM FARM SUPPLY	HIGHWAY 113 & COUNTY	WSW 1/8 - 1/4 (0.180 mi.)	F27	151
Database: CPS-SLIC, Date of Government Version: 08/28/2024 Global Id: SLT5S0303071 Facility Status: Completed - Case Closed				

Lists of state and tribal registered storage tanks

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MOREHART MATTHEW	40162 BEST RANCH RD	NNW 1/8 - 1/4 (0.180 mi.)	29	152
Database: YOLO CO. UST, Date of Government Version: 06/20/2024 Current Status: 04 - active, exempt from billing Facility Id: FA0011065				

Lower Elevation	Address	Direction / Distance	Map ID	Page
AGRIFORM (UST PERMAN	40261-93 CR 18C	SSW 0 - 1/8 (0.019 mi.)	B6	24
Database: YOLO CO. UST, Date of Government Version: 06/20/2024 Current Status: 02 - inactive, non-billable Facility Id: FA0000496				
SPRECKELS SUGAR	40600 CR 18C	SE 1/8 - 1/4 (0.170 mi.)	E15	62
Database: YOLO CO. UST, Date of Government Version: 06/20/2024 Current Status: 02 - inactive, non-billable Facility Id: FA0000357				

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLARK PACIFIC - CR 1	40600 CR 18C	SE 1/8 - 1/4 (0.170 mi.)	E20	100
Database: AST, Date of Government Version: 07/06/2016				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there are 2 WMUDS/SWAT sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLARK PACIFIC	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E17***	***65***
SPRECKELS SUGAR WWTF	PO BOX 2240	ESE 1/8 - 1/4 (0.246 mi.)	G33	157

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/10/2024 has revealed that there are 3 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GROW WEST TRUCKING L	***40261 COUNTY ROAD 18***	***SSW 0 - 1/8 (0.019 mi.)***	***B7***	***25***
GROW WEST - WOODLAND	***40189 COUNTY ROAD 18***	***SSW 0 - 1/8 (0.118 mi.)***	***D12***	***41***
CLARK PACIFIC - CR 1	***40600 CR 18C***	***SE 1/8 - 1/4 (0.170 mi.)***	***E24***	***130***

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMSTAR CORP SPRECKEL Facility Id: 00000008420	***CO RD EIGHTEENC***	***ENE 1/8 - 1/4 (0.176 mi.)***	***25***	***145***

Lower Elevation	Address	Direction / Distance	Map ID	Page
AGRIFORM FARM SUPPLY Facility Id: 00000052875	SR 113 & CR 18C	WSW 1/8 - 1/4 (0.180 mi.)	F26	150
AGRIFORM FARM SUPPLY	SR 113 AND CR 18C	WSW 1/8 - 1/4 (0.180 mi.)	F28	152

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 07/10/2024 has revealed that there is 1 CERS TANKS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CLARK PACIFIC - CR 1	***40600 CR 18C***	***SE 1/8 - 1/4 (0.170 mi.)***	***E24***	***130***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/03/2024 has revealed that there are 3 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTER FOR LAND-BASE EPA ID:: CAL000461963	40140 BEST RANCH RD	NW 1/8 - 1/4 (0.228 mi.)	30	153

Lower Elevation	Address	Direction / Distance	Map ID	Page
GROW WEST EPA ID:: CAL000351927	***40261 COUNTY RD. 18C***	***SSW 0 - 1/8 (0.019 mi.)***	***B8***	***31***
CLARK METAL WORKS EPA ID:: CAL000404790	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E22***	***101***

MINES MRDS: Mineral Resources Data System

A review of the MINES MRDS list, as provided by EDR, and dated 08/23/2022 has revealed that there is 1 MINES MRDS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WOODLAND PLANT		NE 0 - 1/8 (0.098 mi.)	11	40

UST FINDER RELEASE: US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there are 3 UST FINDER RELEASE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER SPRECKELS SUG	40600 COUNTRY ROAD 1	SE 1/8 - 1/4 (0.170 mi.)	E18	92

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER SPRECKELS AGR	40600 COUNTY ROAD 18	SE 1/8 - 1/4 (0.170 mi.)	E21	101
FORMER SPRECKELS FAR	40979 BEST RANCH ROA	ENE 1/4 - 1/2 (0.398 mi.)	H34	159

E MANIFEST: EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

A review of the E MANIFEST list, as provided by EDR, and dated 07/24/2023 has revealed that there are 3 E MANIFEST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GROW WEST	***40261 COUNTY RD. 18C***	***SSW 0 - 1/8 (0.019 mi.)***	***B8***	***31***
CLARK METAL WORKS	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E22***	***101***
CLARK PACIFIC PRECAS	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E23***	***113***

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/17/2024 has revealed that there are 4 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPRECKLES SUGAR	***CO RD 101***	***E 0 - 1/8 (0.055 mi.)***	***C10***	***39***
Cleanup Status: COMPLETED - CASE CLOSED				

Lower Elevation	Address	Direction / Distance	Map ID	Page
FORMER SPRECKELS AGR	***40600 COUNTY ROAD 18***	***SE 1/8 - 1/4 (0.170 mi.)***	***E16***	***63***
Cleanup Status: COMPLETED - CASE CLOSED				
FORMER SPRECKELS SUG	***40600 COUNTRY ROAD 1***	***SE 1/8 - 1/4 (0.170 mi.)***	***E19***	***92***
Cleanup Status: COMPLETED - CASE CLOSED				
FORMER SPRECKELS FAR	***40979 BEST RANCH ROA***	***ENE 1/4 - 1/2 (0.398 mi.)***	***H35***	***159***
Cleanup Status: COMPLETED - CASE CLOSED				

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 2 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SPRECKLES SUGAR	***CO RD 101***	***E 0 - 1/8 (0.055 mi.)***	***C10***	***39***
Reg Id: 570144				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SPRECKELS SUGAR COMP	COUNTY RD 18C	ESE 1/8 - 1/4 (0.246 mi.)	G32	157

EXECUTIVE SUMMARY

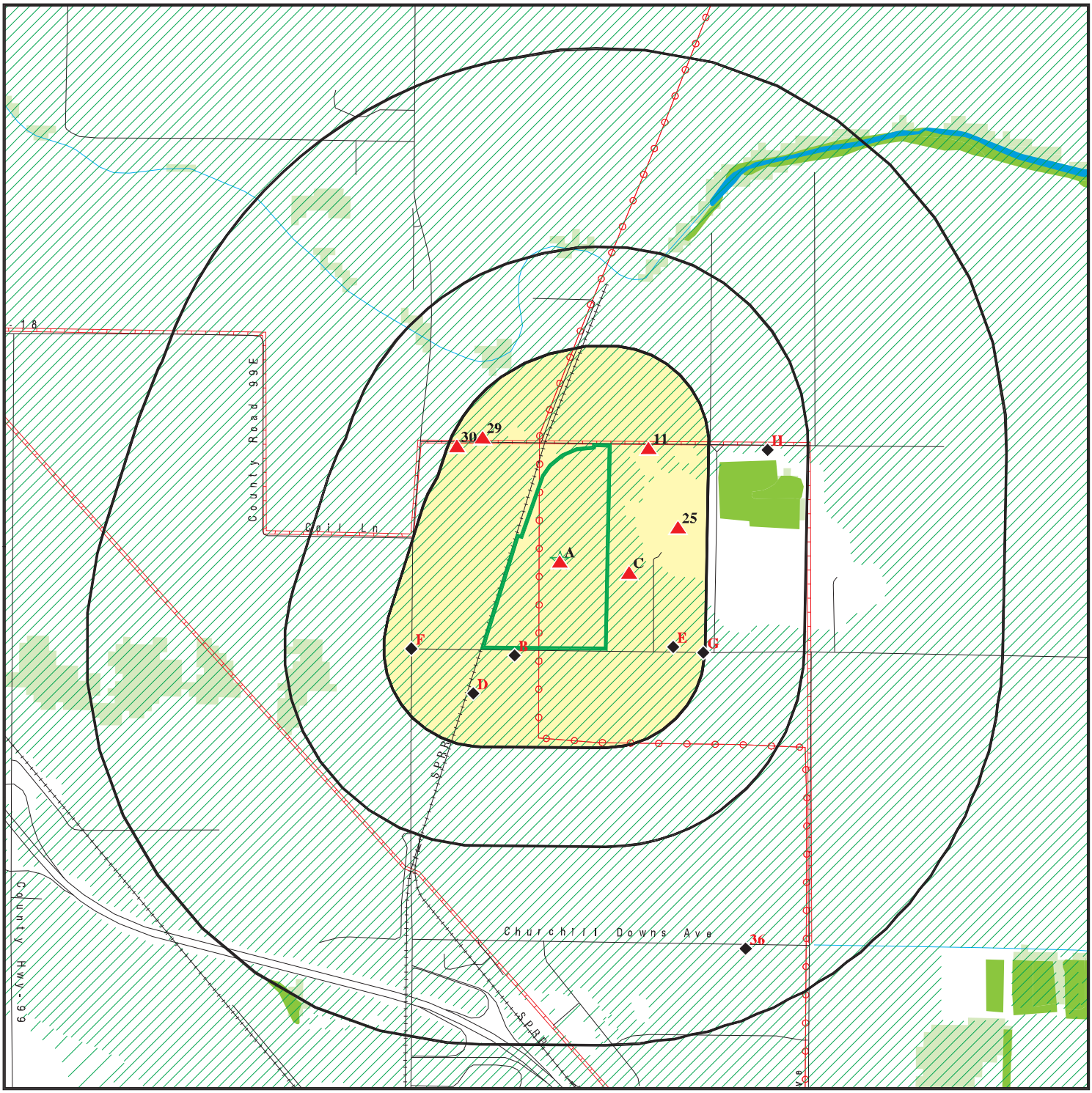
Reg Id: 57200003

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
CACHE CREEK SETTLING BASIN	SEMS

OVERVIEW MAP - 7798233.2S



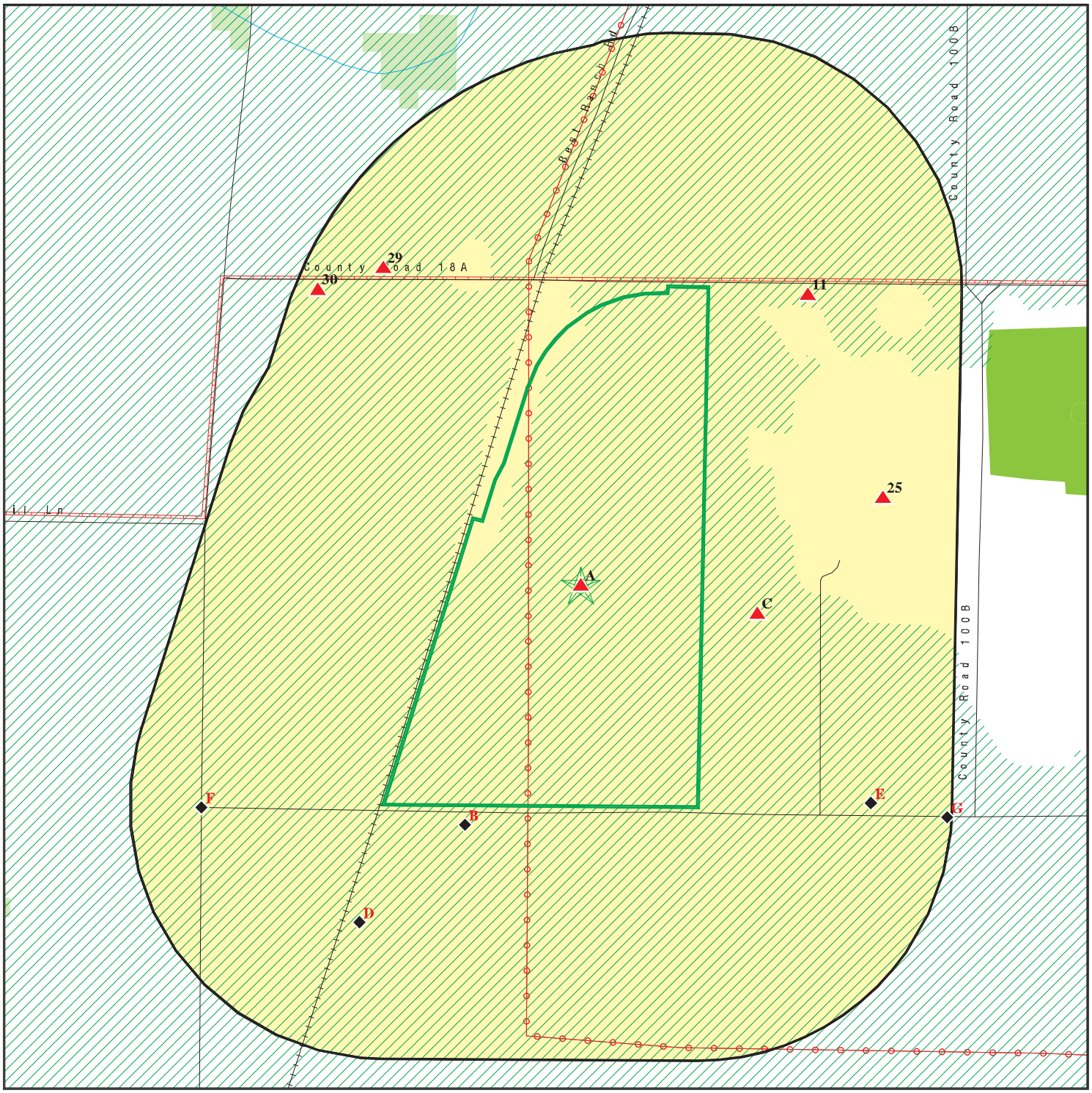
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Clark Pacific Facility	CLIENT:	Geocon Consultants, Inc.
ADDRESS:	40307 Best Ranch Rd Woodland CA 95776	CONTACT:	Alice Orton
		INQUIRY #:	7798233.2s
LAT/LONG:	38.712636 / 121.758291	DATE:	October 21, 2024 5:44 pm

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DETAIL MAP - 7798233.2S



Target Property
Sites at elevations higher than or equal to the target property
Sites at elevations lower than the target property
Manufactured Gas Plants
Sensitive Receptors
National Priority List Sites
Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA
Power transmission lines
Pipelines
Special Flood Hazard Area (1%)
0.2% Annual Chance Flood Hazard
National Wetland Inventory
State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Clark Pacific Facility	CLIENT:	Geocon Consultants, Inc.
ADDRESS:	40307 Best Ranch Rd Woodland CA 95776	CONTACT:	Alice Orton
LAT/LONG:	38.712636 / 121.758291	INQUIRY #:	7798233.2s
		DATE:	October 21, 2024 5:45 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	1	0	NR	NR	1
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250		0	1	NR	NR	NR	1
RCRA-VSQG	0.250		1	0	NR	NR	NR	1
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		1	1	0	1	NR	3
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		1	0	0	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		1	3	1	NR	NR	5
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		1	1	0	NR	NR	2
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		1	2	NR	NR	NR	3
AST	0.250		0	1	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	2	0	NR	NR	2
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250	1	2	1	NR	NR	NR	4
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	3	NR	NR	NR	3
CA FID UST	0.250		0	0	NR	NR	NR	0
CERS TANKS	0.250		0	1	NR	NR	NR	1
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250	1	1	2	NR	NR	NR	4
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
MINES MRDS	0.250		1	0	NR	NR	NR	1
FINDS	0.001	2	0	NR	NR	NR	NR	2
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001	1	0	NR	NR	NR	NR	1
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
PFAS NPL	0.250		0	0	NR	NR	NR	0
PFAS FEDERAL SITES	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS TSCA	0.250		0	0	NR	NR	NR	0
PFAS RCRA MANIFEST	0.250		0	0	NR	NR	NR	0
PFAS ATSDR	0.250		0	0	NR	NR	NR	0
PFAS WQP	0.250		0	0	NR	NR	NR	0
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS PROJECT	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	0	NR	NR	NR	0
PFAS ECHO FIRE TRAIN	0.250		0	0	NR	NR	NR	0
PFAS PT 139 AIRPORT	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	0.001		0	NR	NR	NR	NR	0
UST FINDER	0.250		0	0	NR	NR	NR	0
UST FINDER RELEASE	0.500		0	2	1	NR	NR	3
E MANIFEST	0.250		1	2	NR	NR	NR	3
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CHROME PLATING	0.500		0	0	0	NR	NR	0
Cortese	0.500		1	2	1	NR	NR	4
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001	1	0	NR	NR	NR	NR	1
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	1	0	NR	NR	2
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWTS	0.001	1	0	NR	NR	NR	NR	1
HAZNET	0.001	1	0	NR	NR	NR	NR	1
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001	1	0	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		9	13	27	3	1	0	53

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **GRAYMONT WESTERN US INC** **RCRA NonGen / NLR** **1024812981**
Target **40307 BEST RANCH RD** **CAL000302084**
Property **WOODLAND, CA 95776**

Site 1 of 5 in cluster A

Actual: **58 ft.**

RCRA Listings:

Date Form Received by Agency:	20060110
Handler Name:	Graymont Western Us Inc
Handler Address:	40307 Best Ranch Rd
Handler City,State,Zip:	WOODLAND, CA 95776-9106
EPA ID:	CAL000302084
Contact Name:	NATE STETTLER
Contact Address:	3950 S 700 E, SUITE 301
Contact City,State,Zip:	SALT LAKE CITY, UT 84107
Contact Telephone:	801-716-2621
Contact Fax:	801-264-8039
Contact Email:	NSTETTLER@GRAYMONT.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	3950 S 700 E
Mailing City,State,Zip:	SALT LAKE CITY, UT 84107-1303
Owner Name:	Graymont Western Us Inc
Owner Type:	Other
Operator Name:	Nate Stettler
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

GRAYMONT WESTERN US INC (Continued) **1024812981**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180905
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: NATE STETTLER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3950 S 700 E, SUITE 301
Owner/Operator City,State,Zip:	SALT LAKE CITY, UT 84107
Owner/Operator Telephone:	801-716-2621
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: GRAYMONT WESTERN US INC	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3950 S 700 E
Owner/Operator City,State,Zip:	SALT LAKE CITY, UT 84107-1303
Owner/Operator Telephone:	801-716-2642
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20060110
Handler Name: GRAYMONT WESTERN US INC	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

GRAYMONT WESTERN US INC (Continued) **1024812981**

List of NAICS Codes and Descriptions:
NAICS Code: 32741
NAICS Description: LIME MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

A2 Target Property **GRAYMONT WESTERN US. INC.** **FINDS** **1031252036**
40307 BEST RANCH ROAD **N/A**
WOODLAND, CA 95695

Site 2 of 5 in cluster A

Actual: 58 ft.

FINDS:
Registry ID: 110071810865

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

A3 Target Property **GRAYMONT WESTERN US INC** **FINDS** **1024681411**
40307 BEST RANCH RD **ECHO** **N/A**
WOODLAND, CA 95776

Site 3 of 5 in cluster A

Actual: 58 ft.

FINDS:
Registry ID: 110070469805

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:

THE EMISSION INVENTORY SYSTEM (EIS) MAINTAINS AN INVENTORY OF LARGE STATIONARY SOURCES AND VOLUNTARILY-REPORTED SMALLER SOURCES OF AIR POINT POLLUTANT EMITTERS. IT CONTAINS INFORMATION ABOUT FACILITY SITES AND THEIR PHYSICAL LOCATION, EMISSIONS UNITS, EMISSIONS PROCESSES, RELEASE POINTS, CONTROL APPROACHES, AND REGULATIONS. FACILITY INVENTORY DATA ARE KEPT SEPARATE FROM THE EMISSIONS DATA AND HAVE STABLE IDENTIFIERS TO IMPROVE CONTINUITY FROM YEAR TO YEAR AND TO HELP IDENTIFY DUPLICATE OR MISSING FACILITIES
The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

GRAYMONT WESTERN US INC (Continued) **1024681411**

ECHO:
- Envid: 1024681411
- Registry ID: 110070469805
- DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110070469805
- Name: GRAYMONT WESTERN US INC
- Address: 40307 BEST RANCH RD
- City,State,Zip: WOODLAND, CA 95776

A4 Target Property **GRAYMONT WESTERN US INC**
40307 BEST RANCH RD
WOODLAND, CA 95776

CERS HAZ WASTE
HWTS
HAZNET
CERS

S113797347
N/A

Site 4 of 5 in cluster A

Actual: 58 ft.

CERS HAZ WASTE:
- Name: GRAYMONT WESTERN US INC
- Address: 40307 BEST RANCH RD
- City,State,Zip: WOODLAND, CA 95776
- Site ID: 34246
- CERS ID: 10214893
- CERS Description: Hazardous Waste Generator

HWTS:
- Name: GRAYMONT WESTERN US INC
- Address: 40307 BEST RANCH RD
- Address 2: Not reported
- City,State,Zip: WOODLAND, CA 95776
- EPA ID: CAL000302084
- Inactive Date: Not reported
- Create Date: 01/10/2006
- Last Act Date: Not reported
- Mailing Name: Not reported
- Mailing Address: 585 WEST SOUTHRIDGE WAY
- Mailing Address 2: Not reported
- Mailing City,State,Zip: SANDY, UT 84070
- Owner Name: GRAYMONT WESTERN US INC
- Owner Address: 585 WEST SOUTHRIDGE WAY
- Owner Address 2: Not reported
- Owner City,State,Zip: SANDY, UT 84070
- Owner Phone: Not reported
- Owner Fax: Not reported
- Contact Name: NATE STETTLER
- Contact Address: 585 WEST SOUTHRIDGE WAY
- Contact Address 2: Not reported
- City,State,Zip: SANDY, UT 84070
- Contact Phone: Not reported
- Contact Fax: Not reported
- Facility Status: Active
- Facility Type: PERMANENT
- Category: STATE
- Latitude: 38.716993
- Longitude: -121.759157

NAICS:
- EPA ID: CAL000302084
- Create Date: 2006-01-10 09:11:58.593
- NAICS Code: 32741

GRAYMONT WESTERN US INC (Continued) **S113797347**

NAICS Description: Lime Manufacturing
Issued EPA ID Date: 2006-01-10 09:11:58.54700
Inactive Date: Not reported
Facility Name: GRAYMONT WESTERN US INC
Facility Address: 40307 BEST RANCH RD
Facility Address 2: Not reported
Facility City: WOODLAND
Facility County: Not reported
Facility State: CA
Facility Zip: 957769106

HAZNET:
Name: GRAYMONT WESTERN US INC
Address: 40307 BEST RANCH RD
Address 2: Not reported
City,State,Zip: WOODLAND, CA 957769106
Contact: Hal Lee
Telephone: 8017162652
Mailing Name: Not reported
Mailing Address: 3950 S 700 E STE 301

Year: 2012
Gepaid: CAL000302084
TSD EPA ID: CAD982446874
CA Waste Code: 223 - Unspecified oil-containing waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.22935

Additional Information:
Year: 2012
Gen EPA ID: CAL000302084

Shipment Date: 20120822
Creation Date: 10/23/2012 22:15:21
Receipt Date: 20120822
Manifest ID: 009436045JJK
Trans EPA ID: CAD982413262
Trans Name: EVERGREEN ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD982446874
Trans Name: EVERGREEN OIL INC -DAVIS
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 223 - Unspecified oil-containing waste
RCRA Code: Not reported
Meth Code: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons: 0.22935
Waste Quantity: 55
Quantity Unit: G
Additional Code 1: Not reported
Additional Code 2: Not reported

GRAYMONT WESTERN US INC (Continued) **S113797347**

Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

CERS:
Name: GRAYMONT WESTERN US INC
Address: 40307 BEST RANCH RD
City,State,Zip: WOODLAND, CA 95776
Site ID: 34246
CERS ID: 10214893
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 34246
Site Name: GRAYMONT WESTERN US INC
Violation Date: 10-16-2018
Citation: HSC 6.95 25507 - California Health and Safety Code, Chapter 6.95, Section(s) 25507
Violation Description: Failure to adequately establish and implement a business plan when storing/handling a hazardous material at or above reportable quantities.
Violation Notes: Returned to compliance on 11/29/2018. HSC 6.95 25507(a)(1)(A); 19 CCR 4 2729.1(a). OBSERVATION: The owner/operator failed to implement the Employee Training Plan part of the Hazardous Materials Business Plan (HMBP) when storing hazardous materials at or above the thresholds quantities of 55 gallons/500 pounds/200 cubic feet. Correction required. CORRECTIVE ACTION: Begin providing employee training based on the contents of the HMBP, document the training, and maintain at least three years' worth of documentation so that it is available. Submit verification of compliance with 30 days.
Violation Division: Yolo County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-02-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-12-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-12-2016
Violations Found: No
Eval Type: Routine done by local agency

GRAYMONT WESTERN US INC (Continued) **S113797347**

Eval Notes: Advisements: Employee Training documentation for 2014 and 2015 will be forwarded to YCEH within seven-days and maintained on site.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-02-2022
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-16-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-16-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Three years worth of employee training documentation will be forwarded to Yolo County Environmental Health (YCEH) within 30-days.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 34246
Site Name: GRAYMONT WESTERN US INC
Site Address: 40307 BEST RANCH RD
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 10-16-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 34246
Facility Name: GRAYMONT WESTERN US INC
Env Int Type Code: HWG
Program ID: 10214893
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 38.716930

GRAYMONT WESTERN US INC (Continued) **S113797347**

Longitude: -121.759210

Affiliation:

Affiliation Type Desc:	Property Owner
Entity Name:	GRAYMONT WESTERN US, INC.
Entity Title:	Not reported
Affiliation Address:	585 West Southridge Way
Affiliation City:	Sandy
Affiliation State:	UT
Affiliation Country:	United States
Affiliation Zip:	84070
Affiliation Phone:	(435) 841-4464,

Affiliation Type Desc:	Environmental Contact
Entity Name:	Nate Stettler
Entity Title:	Not reported
Affiliation Address:	585 West Southridge Way
Affiliation City:	Sandy
Affiliation State:	UT
Affiliation Country:	Not reported
Affiliation Zip:	84070
Affiliation Phone:	,

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	40307 BEST RANCH ROAD
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95776
Affiliation Phone:	,

Affiliation Type Desc:	Identification Signer
Entity Name:	Nate Stettler
Entity Title:	Senior HSE Specialist and Lead Auditor
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Operator
Entity Name:	BEST RANCH RD - WOODLAND CA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(916) 871-3832,

Affiliation Type Desc:	Parent Corporation
Entity Name:	GRAYMONT WESTERN US INC
Entity Title:	Not reported
Affiliation Address:	Not reported

GRAYMONT WESTERN US INC (Continued) **S113797347**

Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Document Preparer
Entity Name:	Nate Stettler
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	GRAYMONT WESTERN US INC
Entity Title:	Not reported
Affiliation Address:	585 West Southridge Way
Affiliation City:	Sandy
Affiliation State:	UT
Affiliation Country:	United States
Affiliation Zip:	84070
Affiliation Phone:	(801) 262-3942,
Affiliation Type Desc:	CUPA District
Entity Name:	YOLO COUNTY
Entity Title:	Not reported
Affiliation Address:	292 West Beamer Street
Affiliation City:	Woodland
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95695
Affiliation Phone:	(530) 666-8646,

A5 **GRAYMONT WESTERN US. INC.** **EMI** **S109281663**
Target **40307 BEST RANCH ROAD** **N/A**
Property **WOODLAND, CA 95695**

Site 5 of 5 in cluster A

Actual: **58 ft.**

EMI:

Name:	GRAYMONT WESTERN US, INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2006
County Code:	57
Air Basin:	SV
Facility ID:	1060
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.12
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.06

Name:	GRAYMONT WESTERN US, INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 93001
Year:	2007
County Code:	57
Air Basin:	SV
Facility ID:	1060
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.12
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.06

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA
Year:	2007
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.05
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.025

Name:	GRAYMONT WESTERN US, INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2008
County Code:	57
Air Basin:	SV
Facility ID:	1060
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.12
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.06

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2008
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.05
Part. Matter 10 Micrometers and Smllr Tons/Yr:	.025

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2009
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	5.0000000000000003E-2
Part. Matter 10 Micrometers and Smllr Tons/Yr:	2.5000000000000001E-2

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2010
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.02
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.01

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2011
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.02
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.01

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2012
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.02
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.01

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2013
County Code:	57

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2014
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2015
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

City,State,Zip:	WOODLAND, CA 95695
Year:	2016
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.08
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.04

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2017
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.08
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.04

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2018
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.08
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.04

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2019
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2020
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03

Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2021
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported

GRAYMONT WESTERN US. INC. (Continued) **S109281663**

Particulate Matter Tons/Yr:	0.06
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.03
Name:	GRAYMONT WESTERN US. INC.
Address:	40307 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95695
Year:	2022
County Code:	57
Air Basin:	SV
Facility ID:	1096
Air District Name:	YS
SIC Code:	5032
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.12
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.06

B6 **AGRIFORM (UST PERMANENT CLOSURE SITE)** **UST** **U004190618**
SSW **40261-93 CR 18C** **N/A**
< 1/8 **WOODLAND, CA 95695**
0.019 mi.
99 ft. **Site 1 of 3 in cluster B**

Relative: YOLO CO. UST:
Lower

Name:	AGRIFORM (UST PERMANENT CLOSURE SITE)
Address:	40261-93 CR 18C
City,State,Zip:	WOODLAND, CA 95695
Facility Id:	FA0000496
Owner Id:	OW0000395
Owner Name:	THE TREMONT GROUP INC
Owner Address:	201 EAST STREET
Owner City/State/Zip:	WOODLAND, CA 95776
Billing Name:	AGRIFORM FARM SUPPLY INC
Billing Address1:	201 EAST STREET
Billing City/State/Zip:	WOODLAND, CA 95776
Contact Name:	Not reported
Contact Phone:	Not reported
Current Status:	02 - inactive, non-billable
Program Element:	Not reported
Business Code:	09 - UNKNOWN
Business Type:	6 - OTHER
Tank Number:	1
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Other
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000496

Actual:
54 ft.

B7
SSW
< 1/8
0.019 mi.
99 ft.

GROW WEST TRUCKING LLC
40261 COUNTY ROAD 18C
WOODLAND, CA 95776

Site 2 of 3 in cluster B

CPS-SLIC **S124831347**
HAULERS **N/A**
CERS HAZ WASTE
HWTS
CERS

Relative:
Lower

Actual:
54 ft.

CPS-SLIC:

Name:	CACHE CREEK CHEMICALS INC.
Address:	40261 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	03/21/2023
Global Id:	SLT5S3533665
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Lead Agency Case Number:	Not reported
Latitude:	38.7087672780613
Longitude:	-121.760173900742
Case Type:	Cleanup Program Site
Case Worker:	MWM
Local Agency:	Not reported
RB Case Number:	SLT5S353
File Location:	All Files are only on GeoTracker
Potential Media Affected:	Well used for drinking water supply
Potential Contaminants of Concern:	Nitrate
EPA Region:	9
Coordinate Source:	Google Map Move
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	01/01/1988
Leak Reported Date:	03/18/1985
How Discovered:	Not reported
How Discovered Description:	Not reported
Discharge Source:	Not reported
Discharge Cause:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	03/21/2023
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	61-65%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	Pesticide application equipment was previously washed on a gravel patch and a wash pad that drained into a leachline. During a 1988 investigation, multiple pesticide compounds were detected in a soil sample from the wash area. By 1994, the property owner installed an upgraded wash pad system that eliminated further discharges of wash water to the ground. During a 2015 investigation, pesticide concentrations were detected in soil samples collected from across the property. It is expected that the residual pesticide concentrations in soil on the property have attenuated below levels that pose a risk to human health and safety. Groundwater analyses from 2015 and 2022 detected elevated nitrate concentrations. These nitrate concentrations were determined to be lower than regional background levels for groundwater in the area.

GROW WEST TRUCKING LLC (Continued) **S124831347**

Click here to access the California GeoTracker records for this facility:

HAULERS:

Name:	GROW WEST TRUCKING, LLC
Address:	40261 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility ID:	1951881
Facility Phone:	(530) 665-4375
Business Email Address:	mfreitas@growwest.com
Contact Person:	Matt Freitas
Mailing Address:	40261 County Road 18C
Mailing City:	Woodland
Mailing State:	CA
Mailing Zip:	95776
Mailing County:	Not reported
Mailing Phone:	(530) 681-1488
Current Status:	Active
Current Hauler Status:	Not reported
Accepting Tires From Public:	Not reported
Regulatory Status Last Changed:	2022-05-24 10:51:28
Business Types:	Not reported

CERS HAZ WASTE:

Name:	GROW WEST TRUCKING LLC
Address:	40261 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	273771
CERS ID:	10620793
CERS Description:	Hazardous Waste Generator

HWTS:

Name:	CACHE CREEK CHEMICALS
Address:	40261 COUNTY RD 18C
Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 95776
EPA ID:	CAL000236129
Inactive Date:	06/30/2004
Create Date:	02/06/2002
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	821 CALIFORNIA STREET
Mailing Address 2:	Not reported
Mailing City,State,Zip:	WOODLAND, CA 956950000
Owner Name:	MANUEL CASTANEDA
Owner Address:	PO BOX 116
Owner Address 2:	Not reported
Owner City,State,Zip:	WOODLAND, CA 957760000
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	ISAAC CASTANEDA-MGR
Contact Address:	PO BOX 116
Contact Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 957760000
Contact Phone:	Not reported
Contact Fax:	Not reported

GROW WEST TRUCKING LLC (Continued) **S124831347**

Facility Status: Inactive
Facility Type: PERMANENT
Category: STATE
Latitude: 38.709341
Longitude: -121.760459

NAICS:
EPA ID: CAL000236129
Create Date: 2002-03-14 16:36:29.000
NAICS Code: 325311
NAICS Description: Nitrogenous Fertilizer Manufacturing
Issued EPA ID Date: 2002-02-06 00:00:00
Inactive Date: 2004-06-30 00:00:00
Facility Name: CACHE CREEK CHEMICALS
Facility Address: 40261 COUNTY RD 18C
Facility Address 2: Not reported
Facility City: WOODLAND
Facility County: Not reported
Facility State: CA
Facility Zip: 957760000

CERS:
Name: CACHE CREEK CHEMICALS INC.
Address: 40261 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95695
Site ID: 885321
CERS ID: SLT5S3533665
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: MITCH MESSMER - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title: Not reported
Affiliation Address: 11020 Sun Center Drive
Affiliation City: RANCHO CORDOVA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 9164645817,

Name: GROW WEST TRUCKING LLC
Address: 40261 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Site ID: 273771
CERS ID: 10620793
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 273771
Site Name: Grow West Trucking LLC
Violation Date: 06-02-2022
Citation: 22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description: Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical

GROW WEST TRUCKING LLC (Continued) **S124831347**

characteristics of the Hazardous Waste, and starting accumulation date.

Violation Notes: Returned to compliance on 07/05/2022. 22 CCR 12 66262.34(f) OBSERVATION: The Generator failed to properly label hazardous waste accumulation containers with the following requirements: the words "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date. Observed one 55-gallon barrel of oily debris and one 55-gallon barrel of used oil filters unlabeled. Four used oil barrels did not include accumulation date on label. -SE CORRECTIVE ACTION: The Generator shall immediately label these containers and ensure that all hazardous waste containers are marked with all the required information. Submit verification of compliance to the CUPA within 30 days. Send verification of labeling to CUPA within 30 days. For a small quantity generator, accumulation time (180 days) starts once generation has reached 100kg/ about [Truncated]
Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 273771
Site Name: Grow West Trucking LLC
Violation Date: 06-02-2022
Citation: HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes: Returned to compliance on 07/05/2022. HSC 6.95 25505(a)(4) OBSERVATION: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. Training records not available at the time of the inspection. -SE CORRECTIVE ACTION: Include provisions in the business plan to ensure that appropriate personnel receive initial and annual training. Submit verification of compliance to the CUPA within 30 days.
Violation Division: Yolo County Environmental Health
Violation Program: HMRRP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-20-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-02-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported

GROW WEST TRUCKING LLC (Continued) **S124831347**

Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-20-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: The facility is not generating hazardous waste at this time.
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-02-2022
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Grow West Trucking, LLC is a new facility, which supervisor reported began operations about a year and a half ago. Named The Tremont Group, Inc. doing business as Grow West Trucking, LLC. Matt Freitas reported most of the current employees had transferred from other locations and had been previously trained. Training records are kept at the corporate office. Observed welding shop and truck service shop. See violations and Return to Compliance form for details.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Coordinates:
Site ID: 273771
Facility Name: Grow West Trucking LLC
Env Int Type Code: HWG
Program ID: 10620793
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 38.707810
Longitude: -121.760710

GROW WEST TRUCKING LLC (Continued) **S124831347**

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	YOLO COUNTY
Entity Title:	Not reported
Affiliation Address:	292 West Beamer Street
Affiliation City:	Woodland
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95695
Affiliation Phone:	(530) 666-8646,
Affiliation Type Desc:	Document Preparer
Entity Name:	DAVID ITO
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Environmental Contact
Entity Name:	DAVID ITO
Entity Title:	Not reported
Affiliation Address:	201 EAST STREET
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95776
Affiliation Phone:	,
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	201 EAST STREET
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95776
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	THE TREMONT GROUP, INC
Entity Title:	Not reported
Affiliation Address:	201 EAST STREET
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95776
Affiliation Phone:	(530) 662-5442,
Affiliation Type Desc:	Identification Signer
Entity Name:	David Ito
Entity Title:	VP
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

GROW WEST TRUCKING LLC (Continued) **S124831347**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Grow West
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	THE TREMONT GROUP INC
Entity Title:	Not reported
Affiliation Address:	201 EAST STREET
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95776
Affiliation Phone:	(530) 662-5442,
Affiliation Type Desc:	Operator
Entity Name:	GROW WEST TRUCKING LLC
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(530) 665-4375,

B8 **GROW WEST** **RCRA NonGen / NLR** **1024825699**
SSW **40261 COUNTY RD. 18C** **E MANIFEST** **CAL000351927**
< 1/8 **WOODLAND, CA 95776**
0.019 mi.
99 ft. **Site 3 of 3 in cluster B**

Relative: **Lower**
Actual: **54 ft.**

RCRA Listings:

Date Form Received by Agency:	20230421
Handler Name:	Grow West
Handler Address:	County Road 18c
Handler City,State,Zip:	WOODLAND, CA 95776-9105
EPA ID:	CAL000351927
Contact Name:	DAVID ITO
Contact Address:	EAST STREET
Contact City,State,Zip:	WOODLAND, CA 95776
Contact Telephone:	530-662-5442
Contact Fax:	866-612-1372
Contact Email:	DITO@GROWWEST.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported

GROW WEST (Continued) **1024825699**

Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	EAST STREET
Mailing City,State,Zip:	WOODLAND, CA 95776-0000
Owner Name:	The Tremont Group, Inc
Owner Type:	Private
Operator Name:	The Tremont Group, Inc.
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20230426
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: THE TREMONT GROUP, INC.	
Legal Status:	Private

GROW WEST (Continued) **1024825699**

Date Became Current: 20230419
Date Ended Current: Not reported
Owner/Operator Address: 201 EAST STREET
Owner/Operator City,State,Zip: WOODLAND, CA 95776
Owner/Operator Telephone: 530-662-5442
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: DITO@GROWWEST.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: THE TREMONT GROUP, INC
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 201 EAST STREET
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 530-662-5442
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: DAVID ITO
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 201 EAST STREET
Owner/Operator City,State,Zip: WOODLAND, CA 95776
Owner/Operator Telephone: 530-662-5442
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: THE TREMONT GROUP, INC
Legal Status: Private
Date Became Current: 20230419
Date Ended Current: Not reported
Owner/Operator Address: 201 EAST STREET
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 530-662-5442
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: DITO@GROWWEST.COM

Historic Generators:
Receive Date: 20100422
Handler Name: AGRIFORM, A DIVISION OF THE TREMONT GROUP INC
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported

GROW WEST (Continued) **1024825699**

Electronic Manifest Broker: Not reported

Receive Date: 20230421
Handler Name: GROW WEST
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 424910
NAICS Description: FARM SUPPLIES MERCHANT WHOLESALERS

NAICS Code: 44422
NAICS Description: NURSERY, GARDEN CENTER, AND FARM SUPPLY STORES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:
Manifest Tracking Number: 008524128SKS
Last Updated Date: 20220802
Shipped Date: 20220624
Received Date: 20220705
Manifest Status: Signed
Submission Type: DataImage5Copy
Origin Type: Service
Generator EPA ID: CAL000351927
Generator Name: Grow West
Generator Mail Street Number: Not reported
Generator Mail Street 1: 40261 COUNTY RD. 18C
Generator Mail Street 2: Not reported
Generator Mail City: WOODLAND
Generator Mail State: CA
Generator Mail Zip: 95776
Generator Location Street Number: Not reported
Generator Location Street 1: 40261 County Rd. 18c
Generator Location Street 2: Not reported
Generator Location City: Woodland
Generator Location Zip: 95776
Generator Location State: CA
Generator Contact Company Name: Grow West
Designated Facility EPA ID: UTD991301748
Designated Facility Name: Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number: Not reported

GROW WEST (Continued) **1024825699**

Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

State Waste:

Manifest Tracking Number:	008524128SKS
Waste Line Number:	1
State Waste Code Owner:	CA
State Waste Code:	223
State Waste:	Unspecified oil-containing waste

Transporter:

Manifest Tracking Number:	008524128SKS
Transporter Line Number:	1
Transporter EPA ID:	TXR000081205
Transporter Name:	Safety-Kleen Systems, Inc.
Manifest Tracking Number:	008524128SKS
Transporter Line Number:	2
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.
Manifest Tracking Number:	008524128SKS
Transporter Line Number:	3
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.
Manifest Tracking Number:	008524128SKS
Transporter Line Number:	4
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.

Waste Line:

Manifest Tracking Number:	008524128SKS
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	NONE, NONE, NON D.O.T. REGULATED,), N/A (PETROLEUM OIL AND DIRT), N/A, NONE
Number of Containers:	1
Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	250
Quantity Unit of Measure Code:	P

GROW WEST (Continued) **1024825699**

Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.125
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.125
Waste Quantity, in Kilograms:	113.37875
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	113.37875
Management Method Code:	H132
Management Method Description:	LANDFILL (WITH PRIOR TREATMENT AND/OR STABILIZATION)
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N

C9 **SPRECKELS WOODLAND LANDFILL** **SWF/LF** **S102363164**
East **1/4 MI N OF COUNTY RD 20,OFF KENTUCKY RD** **N/A**
< 1/8 **WOODLAND, CA 95695**
0.055 mi.
288 ft. **Site 1 of 2 in cluster C**

Relative:
Higher

Actual:
58 ft.

SWF/LF (SWIS):

Name:	SPRECKELS WOODLAND LANDFILL
Address:	1/4 MI N OF COUNTY RD 20,OFF KENTUCKY RD
City,State,Zip:	WOODLAND, CA 95695
Region:	STATE
Facility ID:	57-AA-0020
SWIS Number:	57-AA-0020
Point of Contact:	Dawn Liang
Is Archived:	No
Is Closed Illegal Abandoned:	Yes
Is Site Inert Debris Engineered Fill:	No
Is Financial Assurances Responsible:	No
Absorbed On:	Not reported
Operational Status:	Closed
Absorbed By:	Not reported
Closed Illegal Abandoned Category:	C3
EPA Federal Registry ID:	Not reported
ARB District:	Yolo-Solano
SWRCB Region:	Central Valley
Local Government:	Woodland
Reporting Agency Legal Name:	County of Yolo
Reporting Agency Department:	Department of Community Services, Environmental Health Division
Enforcing Agency Legal Name:	County of Yolo
Enforcing Agency Department:	Department of Community Services, Environmental Health Division
Regulation Status:	Unpermitted

Activity:

SWIS Number:	57-AA-0020

SPRECKELS WOODLAND LANDFILL (Continued) **S102363164**

Site Name:	Spreckels Woodland Landfill
Activity:	Solid Waste Disposal Site
Activity Is Archived:	No
Category:	Disposal
Activity Classification:	Solid Waste Disposal Site
WDR Number:	Not reported
WDR Landfill Class:	Not reported
Cease Operation:	12/31/1972
Cease Operation Type:	Estimated
Inspection Frequency:	Annual
Throughput:	0
Throughput Units:	Not reported
Remaining Capacity:	0
Remaining Capacity Date:	Not reported
Capacity:	0
Capacity Units:	Not reported
Total Acreage:	0
Disposal Acreage:	0
Permitted Elevation:	0
Permitted Elevation Type:	Not reported
Permitted Depth:	0
Permitted Depth Type:	Not reported
Point of Contact:	Dawn Liang
Site Operational Status:	Closed
Site Regulatory Status:	Unpermitted
Site Is Archived:	No
Is Closed Illegal Abandoned:	Yes
Is Site Inert Debris Engineered Fill:	No
Is Financial Assurances Responsible:	No
Absorbed On:	Not reported
Absorbed By:	Not reported
Closed Illegal Abandoned Category:	C3
EPA Federal Registry ID:	Not reported
County:	Yolo
ARB District:	Yolo-Solano
SWRCB Region:	Central Valley
Local Government:	Woodland
Street Address:	1/4 Mi N Of County Rd 20,off Kentucky Rd
City:	Woodland
State:	CA
ZIP Code:	95695
Reporting Agency Legal Name:	County of Yolo
Reporting Agency Department:	Department of Community Services, Environmental Health Division
Enforcing Agency Legal Name:	County of Yolo
Enforcing Agency Department:	Department of Community Services, Environmental Health Division

Operator:

SWIS Number:	57-AA-0020
Site Name:	Spreckels Woodland Landfill
Site Operational Status:	Closed
Site Type:	Disposal Only
Site Regulatory Status:	Unpermitted
Latitude:	38.68451
Longitude:	-121.72975
Is Archived:	No
Operator:	Spreckles Sugar Company
Started On:	Not reported

SPRECKELS WOODLAND LANDFILL (Continued) **S102363164**

Contact Name:	Not reported
Contact Title:	Not reported
Contact Email:	Not reported
Contact Phone:	(530) 662-3261
Street Address:	PO Box 2240
Operator City:	Woodland
Operator State:	CA
Operator Zip:	95776

Owner:

SWIS Number:	57-AA-0020
Owner:	Spreckles Sugar Company
Owner Address:	PO Box 2240
Owner City:	Woodland
Owner State:	CA
Owner Zip:	95776
Site Name:	Spreckels Woodland Landfill
Site Operational Status:	Closed
Site Type:	Disposal Only
Site Regulatory Status:	Unpermitted
Latitude:	38.68451
Longitude:	-121.72975
Is Archived:	No
Started On:	Not reported
Contact Name:	Not reported
Contact Title:	Not reported
Contact Email:	Not reported
Contact Phone:	(530) 662-3261

Waste:

SWIS Number:	57-AA-0020
Site Name:	Spreckels Woodland Landfill
Activity:	Solid Waste Disposal Site
Waste Type:	Asbestos
Site Is Archived:	No
Site Operational Status:	Closed
Site Regulatory Status:	Unpermitted
Site Type:	Disposal Only
Point of Contact:	Dawn Liang
Activity Is Archived:	No
Activity Operational Status:	Closed
Activity Regulatory Status:	Unpermitted
Activity Category:	Disposal
Activity Classification:	Solid Waste Disposal Site

SWIS Number:	57-AA-0020
Site Name:	Spreckels Woodland Landfill
Activity:	Solid Waste Disposal Site
Waste Type:	Other designated
Site Is Archived:	No
Site Operational Status:	Closed
Site Regulatory Status:	Unpermitted
Site Type:	Disposal Only
Point of Contact:	Dawn Liang
Activity Is Archived:	No
Activity Operational Status:	Closed

SPRECKELS WOODLAND LANDFILL (Continued) **S102363164**

Activity Regulatory Status: Unpermitted
Activity Category: Disposal
Activity Classification: Solid Waste Disposal Site

C10 **SPRECKLES SUGAR** **LUST** **S102437970**
East **CO RD 101** **Cortese** **N/A**
< 1/8 **WOODLAND, CA 95695** **HIST CORTESE**
0.055 mi.
288 ft. **Site 2 of 2 in cluster C**

Relative:
Higher

Actual:
58 ft.

LUST REG 5:
Name: SPRECKLES SUGAR
Address: CO RD 101
City: WOODLAND
Region: 5
Status: Case Closed
Case Number: 570144
Case Type: Soil only
Substance: HYDROCARBONS
Staff Initials: DFS
Lead Agency: Local
Program: LUST
MTBE Code: N/A

CORTESE:
Name: SPRECKLES SUGAR
Address: CO RD 101
City,State,Zip: WOODLAND, CA 95695
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0611300109
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:
edr_fname: SPRECKLES SUGAR
edr_fadd1: CO RD 101
City,State,Zip: WOODLAND, CA 95695
Region: CORTESE
Facility County Code: 57

SPRECKLES SUGAR (Continued) **S102437970**

Reg By: LTNKA
Reg Id: 570144

11
NE
< 1/8
0.098 mi.
518 ft.

WOODLAND PLANT
YOLO (County), CA

MINES MRDS **1025692143**
N/A

Relative:
Higher

Actual:
61 ft.

MINES MRDS:

Name:	WOODLAND PLANT
Address:	Not reported
Deposit identification Number:	10214505
City,State,Zip:	CALIFORNIA
URL:	https://mrdata.usgs.gov/mrds/show-mrds.php?dep_id=10214505
MRDS Identification Number:	Not reported
MAS/MILS Identification Number:	0061139002
Region:	NA
Country:	United States
Primary Commodities:	Calcium
Secondary Commodities:	Not reported
Tertiary Commodities:	Not reported
Operation Type:	Processing Plant
Deposit Type:	Not reported
Production Size:	Not reported
Development Status:	Producer
Ore Minerals or Materials:	Not reported
Gangue Minerals or Materials:	Not reported
Other Minerals or Materials:	Not reported
Ore Body Form:	Not reported
Workings Type:	Not reported
Mineral Deposit Model:	Not reported
Alteration Processes:	Not reported
Concentration Processes:	Not reported
Previous Names:	Not reported
Ore Controls:	Not reported
Reporter:	Western Field Operations Center (WFOC)
Host Rock Unit Name:	Not reported
Host Rock Type:	Not reported
Associated Rock Unit Name:	Not reported
Associated Rock Type Code:	Not reported
Structural Characteristics:	Not reported
Tectonic Setting:	Not reported
References:	Not reported
First Production Year:	Not reported
Began Before/After FPY:	Not reported
Last Production Year:	Not reported
Ended Before/After LPY:	Not reported
Year Discovered:	Not reported
Found Before/After YD:	Not reported
Production History:	Not reported
Discovery Information:	Not reported
Latitude:	38.71679
Longitude:	-121.75415

D12
SSW
< 1/8
0.118 mi.
622 ft.

GROW WEST - WOODLAND WHOLESALE
40189 COUNTY ROAD 18C
WOODLAND, CA 95776

CERS HAZ WASTE
CERS

S121758548
N/A

Site 1 of 3 in cluster D

Relative:
Lower

Actual:
53 ft.

CERS HAZ WASTE:

Name:	GROW WEST - WOODLAND WHOLESALE
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	273770
CERS ID:	10620742
CERS Description:	Hazardous Chemical Management

Name:	GROW WEST - WOODLAND WHOLESALE
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	273770
CERS ID:	10620742
CERS Description:	Hazardous Waste Generator

CERS:

Name:	GROW WEST - WOODLAND WHOLESALE
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	273770
CERS ID:	10620742
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	273770
Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-09-2015
Citation:	19 CCR 4.5 2765.2(b) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2765.2(b)
Violation Description:	Failure to coordinate the emergency response plan with the community emergency response plan developed under Section 11003 of Title 42 of the United States Code.
Violation Notes:	Returned to compliance on 07/15/2015.
Violation Division:	Yolo County Environmental Health
Violation Program:	CalARP
Violation Source:	CERS,

Site ID:	273770
Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-09-2015
Citation:	19 CCR 4.5 2735.6(c) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2735.6(c)
Violation Description:	Failure to document the following when responsibility for implementing individual requirements of this chapter is assigned to persons other than the person identified under section (b): 1. Names or positions. 2. Lines of authority defined through an organization chart or similar document.
Violation Notes:	Returned to compliance on 06/25/2015.
Violation Division:	Yolo County Environmental Health
Violation Program:	CalARP
Violation Source:	CERS,

Site ID:	273770

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-09-2015
Citation:	19 CCR 4.5 2745.11(a)(1) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2745.11(a)(1)
Violation Description:	Failure to notify the Administering Agency in writing of the intent to modify the stationary source at least five calendar days before implementing any modifications.
Violation Notes:	Returned to compliance on 06/25/2015.
Violation Division:	Yolo County Environmental Health
Violation Program:	CalARP
Violation Source:	CERS,
Site ID:	273770
Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-09-2015
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 06/25/2015.
Violation Division:	Yolo County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	273770
Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-15-2018
Citation:	HSC 6.95 25505(a)(4) - California Health and Safety Code, Chapter 6.95, Section(s) 25505(a)(4)
Violation Description:	Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years.
Violation Notes:	Returned to compliance on 07/12/2018. HSC 6.95 25505(a)(4) OBSERVATION: Failure to provide initial and annual training to all employees in safety procedures in the event of a release or threatened release of a hazardous material or failure to document and maintain training records for a minimum of three years. CORRECTIVE ACTION: Include provisions in the business plan to ensure that appropriate personnel receive initial and annual training. Submit verification of compliance to the CUPA within 30 days. ML: The facility does not have annual refresher training for employees that cover the minimum of notification, evacuation, and spill control. Corrective Action Required: All employees must have initial and annual refresher training on the minimum of notification, evacuation, and spill control.
Violation Division:	Yolo County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	273770
Site Name:	GROW WEST - WOODLAND WHOLESALE
Violation Date:	06-09-2015
Citation:	19 CCR 4.5 2755.2(f) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2755.2(f)
Violation Description:	Failure to update the hazard review at least once every 5 years.

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Violation Notes: Returned to compliance on 07/26/2015.
Violation Division: Yolo County Environmental Health
Violation Program: CalARP
Violation Source: CERS,

Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Violation Date: 06-09-2015
Citation: 19 CCR 4.5 2755.5(a) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2755.5(a)
Violation Description: Failure to prepare and implement procedures to maintain the on-going mechanical integrity of the process equipment.
Violation Notes: Returned to compliance on 07/26/2015.
Violation Division: Yolo County Environmental Health
Violation Program: CalARP
Violation Source: CERS,

Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Violation Date: 06-15-2018
Citation: 19 CCR 4.5 2745.10(f) - California Code of Regulations, Title 19, Chapter 4.5, Section(s) 2745.10(f)
Violation Description: Failure to contact the Administering Agency within 30 days of a change of owner or operator to update the registration information.
Violation Notes: Returned to compliance on 07/12/2018. 19 CCR 4.5 2745.10(f) OBSERVATION: The owner/operator failed to contact the CUPA within 30 days of a change of owner or operator to update the registration information. CORRECTIVE ACTION: Update the registration information and submit a copy to the CUPA within 30 days.
Violation Division: Yolo County Environmental Health
Violation Program: CalARP
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-09-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-02-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-09-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Eval Division: Yolo County Environmental Health
Eval Program: CalARP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-23-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: ML: The facility does not have contractor's program for when hiring outside companies to repair/replace the ammonia system. Corrective Action Required: A contractor's program needs to be implemented for when hiring outside contractors.
Eval Division: Yolo County Environmental Health
Eval Program: CalARP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-23-2021
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: No violations noted.
Eval Division: Yolo County Environmental Health
Eval Program: CalARP
Eval Source: CERS,

Enforcement Action:
Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Site Address: 40189 COUNTY ROAD 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 06-09-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: CalARP
Enf Action Source: CERS,

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Site Address: 40189 COUNTY ROAD 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 06-09-2015
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Site Address: 40189 COUNTY ROAD 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 06-15-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: CalARP
Enf Action Source: CERS,

Site ID: 273770
Site Name: GROW WEST - WOODLAND WHOLESALE
Site Address: 40189 COUNTY ROAD 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 06-15-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Coordinates:
Site ID: 273770
Facility Name: GROW WEST - WOODLAND WHOLESALE
Env Int Type Code: HMBP
Program ID: 10620742
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.,
Latitude: 38.707820
Longitude: -121.762300

Affiliation:
Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 40189 COUNTY ROAD 18 C
Affiliation City: Woodland
Affiliation State: CA

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Affiliation Country:	Not reported
Affiliation Zip:	95776
Affiliation Phone:	,
Affiliation Type Desc:	Property Owner
Entity Name:	GROW WEST
Entity Title:	Not reported
Affiliation Address:	201 EAST STREET
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95776
Affiliation Phone:	(530) 662-5442,
Affiliation Type Desc:	Identification Signer
Entity Name:	Ken Bates
Entity Title:	Safety / Regulatory Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Operator
Entity Name:	GROW WEST - WOODLAND WHOLESALE
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(530) 662-1034,
Affiliation Type Desc:	Parent Corporation
Entity Name:	Grow West
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	CUPA District
Entity Name:	YOLO COUNTY
Entity Title:	Not reported
Affiliation Address:	292 West Beamer Street
Affiliation City:	Woodland
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95695
Affiliation Phone:	(530) 666-8646,
Affiliation Type Desc:	Document Preparer
Entity Name:	DAVID ITO
Entity Title:	Not reported

GROW WEST - WOODLAND WHOLESALE (Continued) **S121758548**

Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,
Affiliation Type Desc:	Legal Owner
Entity Name:	Grow West
Entity Title:	Not reported
Affiliation Address:	201 East Street
Affiliation City:	Woodland
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95776
Affiliation Phone:	(530) 662-5442,
Affiliation Type Desc:	Environmental Contact
Entity Name:	Dave Ito
Entity Title:	Not reported
Affiliation Address:	728 Sanborn Rd.
Affiliation City:	same
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95993
Affiliation Phone:	,

D13 **GROW WEST** **RCRA-VSQG 1017785627**
SSW **40189 COUNTY ROAD 18C** **RMP CAL000240026**
< 1/8 **WOODLAND, CA 95776**
0.118 mi.
622 ft. **Site 2 of 3 in cluster D**

Relative: **Lower**

Actual: **53 ft.**

RCRA Listings:

Date Form Received by Agency:	20191015
Handler Name:	Grow West
Handler Address:	County Road 18c
Handler City,State,Zip:	WOODLAND, CA 95776
EPA ID:	CAL000240026
Contact Name:	KEN BATES
Contact Address:	COUNTY ROAD 18C
Contact City,State,Zip:	WOODLAND, CA 95776
Contact Telephone:	530-671-3571
Contact Fax:	530-671-7644
Contact Email:	KBATES@GROWWEST.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	EAST ST
Mailing City,State,Zip:	WOODLAND, CA 95776

GROW WEST (Continued) **1017785627**

Owner Name:	The Tremont Group Inc
Owner Type:	Private
Operator Name:	The Tremont Group Inc
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20191023
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2013

Click Here for Biennial Reporting System Data:

Hazardous Waste Summary:
Waste Code: P071
Waste Description: Methyl Parathion (Or) Phosphorothioic Acid, O,O,-Dimethyl O-(4-Nitrophenyl) Ester

GROW WEST (Continued) **1017785627**

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name: THE TREMONT GROUP INC	
Legal Status:	Private
Date Became Current:	19960101
Date Ended Current:	Not reported
Owner/Operator Address:	201 EAST ST
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	530-662-5442
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	530-207-5550
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: AGRIFORM, A DIV OF TREMONT GROUP INC	
Legal Status:	Private
Date Became Current:	19960101
Date Ended Current:	Not reported
Owner/Operator Address:	Not reported
Owner/Operator City,State,Zip:	Not reported
Owner/Operator Telephone:	Not reported
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: THE TREMONT GROUP INC	
Legal Status:	Private
Date Became Current:	19960101
Date Ended Current:	Not reported
Owner/Operator Address:	201 EAST ST
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	530-662-5442
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name: THE TREMONT GROUP INC	
Legal Status:	Private
Date Became Current:	19960101
Date Ended Current:	Not reported
Owner/Operator Address:	201 EAST ST
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	530-662-5442
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	530-207-5550
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20141020
Handler Name: AGRIFORM	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No

GROW WEST (Continued) **1017785627**

Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	No
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported
Receive Date:	20191015
Handler Name: GROW WEST	
Federal Waste Generator Description:	Conditionally Exempt Small Quantity Generator
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	42491
NAICS Description:	FARM SUPPLIES MERCHANT WHOLESALERS

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

RMP:

Facility ID:	1000088742
Name:	GROW WEST - WOODLAND WHOLESALE
Address:	40189 COUNTY ROAD 18C
Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 95776
LEPC city:	Yolo County Env. Health Dept.
Facility decimal latitude:	38.708660
Facility decimal longitude:	-121.763481
Is facility in county box:	T
LatLong method:	I4
LatLong description:	CE
Home page web address:	Not reported
Facility telephone:	5306661034
Facility email:	Not reported
Facility DUNS #:	Not reported
Parents name:	The Tremont Group, Inc.
Partners name:	Not reported
Parents DUNS #:	190002274
Partners DUNS #:	190002274
Operators name:	The Tremont Group, Inc.
Operators telephone:	5306625442
Operators address:	201 East Street
Operators City,St,Zip:	Woodland, CA 95776

GROW WEST (Continued) **1017785627**

RMP implementation contact:	Ken Bates
RMP contact title:	Safety/Regulatory Manager
Emergency contact:	Ken Bates
Emergency contact title:	Safety/Regulatory Manager
Emergency contact telephone:	5306713571
24 hour emergency telephone:	5306812948
Emergency contact ext/pin #:	Not reported
Number of full time employees:	5
EPA ID:	Not reported
Facility ID provided by CEPPO:	100000028846
Is facility covered by OSHA PSM:	T
Is facility covered by EPCRA 302:	T
Is fac. covered by CAA Title V 112(2):	F
Clean air op. permit/State ID:	Not reported
Last safety insp. dat:	2019-10-14 00:00:00
Inspected by:	City of Woodland Fire Department
Is it OSHA approved with star/merit ranking:	False
Will RMP involve predictive filing:	False
Submission type:	Resubmission
RMP description:	Not reported
Facility has no accident hist. recs:	False
Foreign owner's address:	Not reported
Foreign owner's zip:	Not reported
Foreign owner's country:	Not reported
Claim # of employees as CBI:	False
Date RMP accepted by EPA:	2020-07-17 09:58:02
Date of error Report:	Not reported
Date RMP received:	2020-07-17 09:58:02
Does RMP contain graphics files:	False
Does RMP contain attachments:	False
Was certification letter received:	True
RMP submission method:	RMP*eSubmit
Does RMP contain CBI substantiation:	False
Does RMP contain electronic waiver:	False
Date RMP postmarked:	2020-07-17 09:58:02
Is RMP complete:	True
Date of de-registration:	Not reported
Date de-registration is effective:	Not reported
Aniversary date:	2025-07-17 00:00:00
Does RMP contain CBI data:	False
Does RMP contain unsanitized CBI version:	False
RMP version #:	1.0
FRS latitude:	38.708660000000002
FRS longitude:	-121.763481
FRS Description:	CENTER OF FACILITY
FRS Method:	INTERPOLATION - DIGITAL MAP SRCE (TIGER)

Emergency Responses:

ER plan most recent review date:	2015-06-02 00:00:00
ER plan most recent employee training date:	2015-06-02 00:00:00
Local agency coordinating ER plan:	Yolo County Office of Emergency Ser
Telephone of the coordinating local agency:	5304068203
Federal regulation:	True
OSHA 1910 120:	True
SPCC:	False
RCRA:	False
OPA 90:	True
EPCRA:	True

GROW WEST (Continued) **1017785627**

Other Regulations: Not reported

Processes:
Process ID: 1000110409
Optional facility description: Anhydrous Ammonia Storage
Program level: 3
Record contains CBI data: False

Process NAICS:
NAICS code description: 42491

Prevention Program 3:
Safety review date: 2020-06-23 00:00:00
Most recent PHA date: 2020-06-23 00:00:00
Process Hazard Analysis: What if
Expected PHA changes completion date: 2020-08-28 00:00:00
Major Hazard: Toxic Release, Overpressurization, Overfilling, Equipment failure, Earthquake
Process Control: Vents, Relief valves, Check valves, Manual shutoffs, Alarms, Grounding equipment, Excess flow device
Mitigation Systems: Operating procedures
Monitoring/Detection: Not reported
Changes since the last process hazard analysis: No changes since last PHA
Most recent review of op. procedures: 2019-08-14 00:00:00
Most recent training progs review/update: 2019-08-14 00:00:00
Training: Classroom
Competency testing: Written test, Oral test, Demonstration, Observation
Most recent maintenance review date: 2019-07-30 00:00:00
Most recent equipment inspection date: 2019-07-30 00:00:00
Equipment tested: anhydrous ammonia piping, tanks, pumps, safety systems
Most recent changes by mgmt: 2015-02-20 00:00:00
Date of most recent review/update: 2020-07-14 00:00:00
Date of pre-start review: 2015-02-20 00:00:00
Most recent compliance audit date: 2019-05-23 00:00:00
Expected date of audit completion: 2019-08-23 00:00:00
Most recent incident investigation: Not reported
Expected date of investigation changes: Not reported
Date of participation plan review: 2020-06-23 00:00:00
Date of hot work permit review: 2019-03-18 00:00:00
Date of contractor safety review: 2019-03-18 00:00:00
Date of contractor safety eval. review: 2019-03-18 00:00:00
Record has CBI data: False

Process Chemicals:
Chemical name: Ammonia (anhydrous)
Process Chemicals qty in lbs: 98040

Process ID: 1000110410
Optional facility description: Aqua Ammonia Storage
Program level: 2
Record contains CBI data: False

Process NAICS:
NAICS code description: 42491

GROW WEST (Continued) **1017785627**

Prevention Program 2:

Safety review date:	2019-08-14 00:00:00
Federal regulation comment:	Not reported
Major Hazard:	Toxic Release, Overfilling, Equipment failure, Earthquake
Process Control:	Vents, Check valves, Scrubbers, Manual shutoffs, Automatic shutoffs, Alarms, Grounding equipment
Mitigation Systems:	Dikes, Operating Procedures
Monitoring/Detection:	Not reported
Changes since the last process hazard analysis:	No changes since last PHA
Most recent hazard review/update:	2020-06-23 00:00:00
Most recent review of op. procedures:	2020-07-14 00:00:00
Most recent training progs review/update:	2019-07-30 00:00:00
Expected completion of review changes:	2020-08-28 00:00:00
Training:	Classroom, On the job
Competency testing:	Written test, Oral test, Demonstration, Observation
Most recent maintenance review date:	2019-08-14 00:00:00
Most recent equipment inspection date:	2019-08-14 00:00:00
Equipment tested:	Aqua Ammonia Process tank. pipes, pumps, valves
Most recent compliance audit date:	2019-05-23 00:00:00
Expected date of audit completion:	2019-08-28 00:00:00
Most recent incident investigation:	Not reported
Expected date of investigation changes:	Not reported
Record has CBI data:	False
Date of most recent changes:	2019-05-23 00:00:00

Process Chemicals:

Chemical name:	Ammonia (conc 20% or greater)
Process Chemicals qty in lbs:	532000

D14 **AGRIFORM/INLAND TERMINAL, LLC** **ENVIROSTOR** **S105936369**
SSW **40189 COUNTY ROAD 18C** **EMI** **N/A**
< 1/8 **WOODLAND, CA 95776** **CERS**
0.118 mi.
622 ft. **Site 3 of 3 in cluster D**

Relative: **Lower**
Actual: **53 ft.**

ENVIROSTOR:

Name:	AGRIFORM FARM SUPPLY, INC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Facility ID:	57280008
Status:	Refer: RWQCB
Status Date:	06/15/2009
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	5
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Steven Becker
Division Branch:	Cleanup Sacramento
Assembly:	04
Senate:	03
Special Program:	EPA - PASI

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 38.70782
Longitude: -121.7622
APN: NONE SPECIFIED
Past Use: DISTRIBUTOR - CHEMICAL
Potential COC: DDE DDT Toxaphene Disulfoton
Confirmed COC: 30023-NO 30256-NO 30007-NO 30008-NO
Potential Description: SOIL
Alias Name: CHEVRON/AGRIFORM FARM SUPPLY/ACID SPILL
Alias Type: Alternate Name
Alias Name: CAC000081605
Alias Type: EPA Identification Number
Alias Name: CAL000240026
Alias Type: EPA Identification Number
Alias Name: CAN000908653
Alias Type: EPA Identification Number
Alias Name: 57280008
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: PA/SI Site Screening
Completed Date: 06/15/2009
Comments: DTSC completed a Site Screening Assessment for USEPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/20/1996
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/28/1995
Comments: Site Screening completed. Test results from samples taken from rinsewater pond revealed Di-Syston at up to 2491.8 parts per million (ppm), the pesticide residue DDE at up to 46.5 ppm, and Toxaphene at up to 2281.5 ppm of contamination in the dried pond bed. A cleanup agreement was made between the Regional Water Quality Control Board (RWQCB) and Agriform. On 11/5/95 the RWQCB certified that the rinsewater pond contamination levels were below standards set by the RWQCB. Refer site to RWQCB for ongoing oversight.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

EMI:

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	1998
County Code:	48
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2002
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2003
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2004
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2005
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY RD. 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2006
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2007
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2008
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2009
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2010
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2011
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2012
County Code:	57
Air Basin:	SV
Facility ID:	152

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	AGRIFORM/INLAND TERMINAL, LLC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2013
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.95555555556
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.86

Name:	AGRIFORM/INLAND TERMINAL, LLC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2014
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.95555555556
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.86

Name:	AGRIFORM/INLAND TERMINAL, LLC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2015

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.95555555556
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.86

Name:	AGRIFORM/INLAND TERMINAL, LLC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2016
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.91111111111
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.82

Name:	AGRIFORM/INLAND TERMINAL, LLC
Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2017
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.91111111111
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.82

Name:	AGRIFORM/INLAND TERMINAL, LLC

AGRIFORM/INLAND TERMINAL, LLC (Continued) **S105936369**

Address:	40189 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2018
County Code:	57
Air Basin:	SV
Facility ID:	152
Air District Name:	YS
SIC Code:	2873
Air District Name:	YOLO-SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	0.91111111111
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0.82

CERS:

Name:	AGRIFORM, DIV. OF TREMONT
Address:	40189 COUNTY ROAD 18 C
City,State,Zip:	WOODLAND, CA 95776-
Site ID:	449951
CERS ID:	110023166517
CERS Description:	US EPA Air Emission Inventory System (EIS)

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	KEVIN KEEFER REGL AFF
Entity Title:	DAVID ITO-DIR REG AFF
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Environmental Contact
Entity Name:	JOE ASLETT
Entity Title:	SITE MGR
Affiliation Address:	201 EAST ST
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Facility Owner
Entity Name:	TIM P MCGAHEY VP
Entity Title:	DAVID ITO REGUL AFF MGR
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

E15
SE
1/8-1/4
0.170 mi.
898 ft.

SPRECKELS SUGAR
40600 CR 18C
WOODLAND, CA 95776

Site 1 of 10 in cluster E

UST **U003850956**
N/A

Relative:
Lower

Actual:
53 ft.

YOLO CO. UST:

Name:	SPRECKELS SUGAR
Address:	40600 CR 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Id:	FA0000357
Owner Id:	OW0000008
Owner Name:	SPRECKELS SUGAR
Owner Address:	PO BOX 2240
Owner City/State/Zip:	WOODLAND, CA 95776
Billing Name:	SPRECKELS SUGAR
Billing Address1:	PO BOX 60
Billing City/State/Zip:	TRACY, CA 95378
Contact Name:	Not reported
Contact Phone:	Not reported
Current Status:	02 - inactive, non-billable
Program Element:	Not reported
Business Code:	09 - UNKNOWN
Business Type:	6 - OTHER
Tank Number:	5
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Regular Unleaded
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357
Tank Number:	6
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Used Oil
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357
Tank Number:	4
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Regular Unleaded
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357
Tank Number:	1

SPRECKELS SUGAR (Continued) **U003850956**

Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Regular Unleaded
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357

Tank Number:	3
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Diesel
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357

Tank Number:	2
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Diesel
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	000357

E16 **FORMER SPRECKELS AGRICULTURAL REPAIR SHOP** **LUST** **S109117795**
SE **40600 COUNTY ROAD 18C** **Cortese** **N/A**
1/8-1/4 **WOODLAND, CA 95776** **CERS**
0.170 mi.
898 ft. **Site 2 of 10 in cluster E**

Relative:
Lower

Actual:
53 ft.

LUST REG 5:

Name:	FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
Address:	40600 COUNTY ROAD 18C
City:	WOODLAND
Region:	5
Status:	Leak being confirmed
Case Number:	570342
Case Type:	Other ground water affected
Substance:	Not reported
Staff Initials:	DFS
Lead Agency:	Regional
Program:	LUST
MTBE Code:	N/A

CORTESE:

Name:	FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Region:	CORTESE

FORMER SPRECKELS AGRICULTURAL REPAIR SHOP (Continued) **S109117795**

Envirostor Id:	Not reported
Global ID:	T0611374000
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

CERS:

Name:	FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	859649
CERS ID:	T0611374000
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	JEFF PINNOW - YOLO COUNTY
Entity Title:	Not reported
Affiliation Address:	137 N. COTTONWOOD STREET, SUITE 2400
Affiliation City:	WOODLAND
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	BENJAMIN LEHMANN - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 Sun Center Drive #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9164644760,

E17 **CLARK PACIFIC** **LUST** **S104384460**
SE **40600 COUNTY ROAD 18C** **WMUDS/SWAT** **N/A**
1/8-1/4 **WOODLAND, CA 95776** **EMI**
0.170 mi. **ENF**
898 ft. **Site 3 of 10 in cluster E** **HWTS**
HAZNET
Relative: Lower **NPDES**
CIWQS
Actual: 53 ft. **CERS**

LUST:

Name:	FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611374000
Global Id:	T0611374000
Latitude:	38.7147434
Longitude:	-121.7553272
Status:	Completed - Case Closed
Status Date:	07/16/2010
Case Worker:	BJL
RB Case Number:	570342
Local Agency:	YOLO COUNTY
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Diesel, Waste Oil / Motor / Hydraulic / Lubricating
EPA Region:	9
Coordinate Source:	Manual Entry on Screens
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	08/15/2006
Leak Reported Date:	01/24/2008
How Discovered:	Site Assessment/Site Investigation
How Discovered Description:	Not reported
Discharge Source:	Other
Discharge Cause:	Unknown
Stop Method:	Close and Remove Tank
Stop Description:	Not reported
No Further Action Date:	07/16/2010
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	36-40%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	In 1988 three underground storage tanks, two gasoline and a waste oil UST, were removed from the site. Investigations from 2007 to 2009 indicate that only low concentrations of TPHd have been detected in shallow soil, but not in groundwater beneath the site. The soil results are below current ESLs of concern for human health and safety. In addition, as seen from the groundwater analysis, although grab samples A-1, A-3, A-5, and A-6 contain concentrations of TPH in excess of water quality objectives, sampling of properly installed and developed groundwater monitoring wells surrounding the grab

CLARK PACIFIC (Continued) **S104384460**

sample locations were non-detect for all constituents. As indicated above, the laboratory indicated that diesel hydrocarbons detected (in the grab samples) were higher boiling point than typical diesel. Further, the grab groundwater samples were also subject to a result of mixed media (soil and water) interference and were not as representative of actual groundwater conditions, as were the installed monitoring wells. As such, the heavier hydrocarbons present in groundwater do not pose a threat to water quality and human health. All groundwater monitoring wells were properly abandoned on 13 and 14 May 2010. It was estimated that approximately three pounds of TPH remain in soil and 0.13 pounds in groundwater, and this TPH will continue to degrade over time. All appropriate documents have been submitted to Geotracker, and the Yolo County Environmental Health Service and the current property owner have no concerns regarding case closure. As such, I concur with WKA s and Reverse Exchange Properties Inc./Clark Pacific s request for closure, and recommend that a NFAR letter be issued for closure of this case.

LUST:

Global Id:	T0611374000
Contact Type:	Regional Board Caseworker - Primary Caseworker
Contact Name:	BENJAMIN LEHMANN
Organization Name:	CENTRAL VALLEY RWQCB (REGION 5S)
Address:	11020 Sun Center Drive #200
City:	RANCHO CORDOVA
Email:	benjamin.lehmann@waterboards.ca.gov
Phone Number:	9164644760

Global Id:	T0611374000
Contact Type:	Local Agency Caseworker
Contact Name:	JEFF PINNOW
Organization Name:	YOLO COUNTY
Address:	137 N. COTTONWOOD STREET, SUITE 2400
City:	WOODLAND
Email:	jpinnow@yolocounty.org
Phone Number:	Not reported

LUST:

Global Id:	T0611374000
Action Type:	RESPONSE
Date:	11/07/2008
Action:	Email Correspondence

Global Id:	T0611374000
Action Type:	ENFORCEMENT
Date:	08/25/2009
Action:	Email Correspondence

Global Id:	T0611374000
Action Type:	ENFORCEMENT
Date:	08/11/2008
Action:	Verbal Communication

Global Id:	T0611374000
Action Type:	ENFORCEMENT
Date:	01/21/2010
Action:	Email Correspondence

CLARK PACIFIC (Continued) **S104384460**

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/19/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/03/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/24/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/19/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 04/27/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/05/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 06/02/2008
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 03/10/2008
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 10/27/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 10/31/2012
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 04/08/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT

CLARK PACIFIC (Continued) **S104384460**

Date: 08/03/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/28/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 11/14/2008
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/16/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/19/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/19/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 04/10/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: Other
Date: 01/01/1987
Action: Leak Began

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 07/16/2010
Action: Closure/No Further Action Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 07/28/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/21/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/08/2009
Action: Email Correspondence

CLARK PACIFIC (Continued) **S104384460**

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 12/01/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/24/2009
Action: Email Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 04/10/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 12/22/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 04/24/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/03/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 12/01/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/02/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/25/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 01/21/2010
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 10/22/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE

CLARK PACIFIC (Continued) **S104384460**

Date: 04/20/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/19/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/24/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 03/12/2010
Action: Well Destruction Workplan

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/19/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 05/14/2010
Action: Well Destruction Report

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 03/26/2008
Action: Unauthorized Release Form

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/18/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 03/10/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/03/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/17/2008
Action: Technical Correspondence / Assistance / Other

CLARK PACIFIC (Continued) **S104384460**

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 11/18/2008
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/13/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: 13267 Requirement

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/21/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 09/19/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 08/11/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 07/28/2009
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 10/19/2009
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 01/25/2010
Action: Staff Letter

Global Id: T0611374000
Action Type: ENFORCEMENT
Date: 01/12/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T0611374000
Action Type: ENFORCEMENT

CLARK PACIFIC (Continued) **S104384460**

Date: 03/15/2010
Action: Staff Letter

Global Id: T0611374000
Action Type: Other
Date: 12/17/2007
Action: Leak Discovery

Global Id: T0611374000
Action Type: RESPONSE
Date: 12/22/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 06/02/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/13/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 07/28/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/07/2008
Action: Soil and Water Investigation Workplan

Global Id: T0611374000
Action Type: RESPONSE
Date: 12/08/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/05/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 09/08/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 04/08/2009
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 10/28/2008
Action: Correspondence

CLARK PACIFIC (Continued) **S104384460**

Global Id: T0611374000
Action Type: RESPONSE
Date: 05/22/2009
Action: Other Report / Document

Global Id: T0611374000
Action Type: REMEDIATION
Date: 07/05/1987
Action: Other (Use Description Field)

Global Id: T0611374000
Action Type: Other
Date: 01/24/2008
Action: Leak Reported

Global Id: T0611374000
Action Type: RESPONSE
Date: 06/18/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/07/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 08/15/2006
Action: Preliminary Site Assessment Report

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/04/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 01/07/2009
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 11/07/2008
Action: Correspondence

Global Id: T0611374000
Action Type: RESPONSE
Date: 07/29/2008
Action: Verbal Communication

Global Id: T0611374000
Action Type: RESPONSE
Date: 05/03/2008
Action: Other Report / Document

Global Id: T0611374000
Action Type: RESPONSE

CLARK PACIFIC (Continued) **S104384460**

Date: 11/06/2008
Action: Other Report / Document

LUST:
Global Id: T0611374000
Status: Open - Case Begin Date
Status Date: 08/15/2006

Global Id: T0611374000
Status: Open - Site Assessment
Status Date: 12/17/2007

Global Id: T0611374000
Status: Open - Remediation
Status Date: 01/13/2010

Global Id: T0611374000
Status: Completed - Case Closed
Status Date: 07/16/2010

WMUDS/SWAT:
Edit Date: Not reported
Complexity: Not reported
Primary Waste: STORMS
Primary Waste Type: Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Base Meridian: Not reported
NPID: Not reported
Tonnage: 0
Regional Board ID: Not reported
Municipal Solid Waste: False
Superorder: False
Open To Public: False
Waste List: False
Agency Type: Private
Agency Name: SPRECKELS SUGAR CO.
Agency Department: Not reported
Agency Address: PO BOX 2240
Agency City,St,Zip: WOODLAND CA 95776
Agency Contact: NORM BATES, DIST. MGR.
Agency Telephone: 9169923261
Land Owner Name: Not reported
Land Owner Address: Not reported
Land Owner City,St,Zip: Not reported
Land Owner Contact: Not reported
Land Owner Phone: Not reported
Region: 5S
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Description: Not reported
Facility Telephone: 5306623261

CLARK PACIFIC (Continued) **S104384460**

SWAT Facility Name:	Not reported
Primary SIC:	2875
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	False
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	True
Regional Board Project Officer:	PWM
Number of WMUDS at Facility:	0
Section Range:	Not reported
RCRA Facility:	No
Waste Discharge Requirements:	H
Self-Monitoring Rept. Frequency:	Quarterly Submittal
Waste Discharge System ID:	5A572012002
Solid Waste Information ID:	Not reported

EMI:

Name:	CLARK PACIFIC
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2014
County Code:	57
Air Basin:	SV
Facility ID:	1483
Air District Name:	YS
SIC Code:	4212
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	4.4827586207
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1.3

Name:	CLARK PACIFIC
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Year:	2015
County Code:	57
Air Basin:	SV
Facility ID:	1483
Air District Name:	YS
SIC Code:	4212
Air District Name:	YOLO/SOLANO AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

CLARK PACIFIC (Continued) **S104384460**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 4.4827586207
Part. Matter 10 Micrometers and Smllr Tons/Yr: 1.3

Name: CLARK PACIFIC
Address: 40600 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Year: 2016
County Code: 57
Air Basin: SV
Facility ID: 1483
Air District Name: YS
SIC Code: 4212
Air District Name: YOLO-SOLANO AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: Not reported
Reactive Organic Gases Tons/Yr: Not reported
Carbon Monoxide Emissions Tons/Yr: Not reported
NOX - Oxides of Nitrogen Tons/Yr: Not reported
SOX - Oxides of Sulphur Tons/Yr: Not reported
Particulate Matter Tons/Yr: 4.4827586207
Part. Matter 10 Micrometers and Smllr Tons/Yr: 1.3

Name: CLARK PACIFIC
Address: 40600 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Year: 2017
County Code: 57
Air Basin: SV
Facility ID: 1483
Air District Name: YS
SIC Code: 4212
Air District Name: YOLO-SOLANO AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: Not reported
Reactive Organic Gases Tons/Yr: Not reported
Carbon Monoxide Emissions Tons/Yr: Not reported
NOX - Oxides of Nitrogen Tons/Yr: Not reported
SOX - Oxides of Sulphur Tons/Yr: Not reported
Particulate Matter Tons/Yr: 4.4827586207
Part. Matter 10 Micrometers and Smllr Tons/Yr: 1.3

Name: CLARK PACIFIC
Address: 40600 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Year: 2018
County Code: 57
Air Basin: SV
Facility ID: 1483
Air District Name: YS
SIC Code: 4212
Air District Name: YOLO-SOLANO AQMD
Community Health Air Pollution Info System: Not reported

CLARK PACIFIC (Continued) **S104384460**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	Not reported
Reactive Organic Gases Tons/Yr:	Not reported
Carbon Monoxide Emissions Tons/Yr:	Not reported
NOX - Oxides of Nitrogen Tons/Yr:	Not reported
SOX - Oxides of Sulphur Tons/Yr:	Not reported
Particulate Matter Tons/Yr:	4.4827586207
Part. Matter 10 Micrometers and Smllr Tons/Yr:	1.3

ENF:

Name:	FORMER SPRECKELS SUGAR CO FACILITY
Address:	40600 COUNTY ROAD 18C COURT
City,State,Zip:	WOODLAND, CA 95776
Region:	Not reported
Facility Id:	224990
Agency Name:	Clark Pacific Corporation
Place Type:	Industrial and Commercial Services
Place Subtype:	Food Processor
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	38.72089
Place Longitude:	-121.77229
SIC Code 1:	2063
SIC Desc 1:	Beet Sugar
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	3.6
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	LFNONOPER
Program Category1:	LNDISP
Program Category2:	LNDISP
# Of Programs:	1
WDID:	5A572012001
Reg Measure Id:	131960
Reg Measure Type:	WDR
Region:	Not reported
Order #:	R5-2003-0047
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported

CLARK PACIFIC (Continued) **S104384460**

Reclamation:	2 - Producer-User
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	02/22/2016
Effective Date:	03/14/2003
Expiration/Review Date:	03/14/2018
Termination Date:	02/18/2016
WDR Review - Amend:	10/4/2012
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	2/19/2016
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	59 - Land Disposal Site not paying tipping fee
Direction/Voice:	Passive
Enforcement Id(EID):	387761
Region:	Not reported
Order / Resolution Number:	R5-2012-0092
Enforcement Action Type:	Cease and Desist Order
Effective Date:	10/04/2012
Adoption/Issuance Date:	10/04/2012
Achieve Date:	Not reported
Termination Date:	02/23/2017
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	CDO R5-2012-0092 for Clark Pacific Corporation, Former Spreckels Sugar
Description:	CDO issued for the Discharger to conduct daily inspections of the site, install Best Management Practices for dust suppression, and complete the offsite removal of PCC to ensure compliance with WDR R5-2003-0047.
Program:	LNDISP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	FORMER SPRECKELS SUGAR CO FACILITY
Address:	40600 COUNTY ROAD 18C COURT
City,State,Zip:	WOODLAND, CA 95776
Region:	Not reported
Facility Id:	224990
Agency Name:	Clark Pacific Corporation
Place Type:	Industrial and Commercial Services
Place Subtype:	Food Processor
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1

CLARK PACIFIC (Continued) **S104384460**

Place Latitude:	38.72089
Place Longitude:	-121.77229
SIC Code 1:	2063
SIC Desc 1:	Beet Sugar
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	3.6
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	LFNONOPER
Program Category1:	LNDISP
Program Category2:	LNDISP
# Of Programs:	1
WDID:	5A572012001
Reg Measure Id:	131960
Reg Measure Type:	WDR
Region:	Not reported
Order #:	R5-2003-0047
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	2 - Producer-User
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	02/22/2016
Effective Date:	03/14/2003
Expiration/Review Date:	03/14/2018
Termination Date:	02/18/2016
WDR Review - Amend:	10/4/2012
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	2/19/2016
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	59 - Land Disposal Site not paying tipping fee
Direction/Voice:	Passive
Enforcement Id(EID):	385338
Region:	Not reported

CLARK PACIFIC (Continued) **S104384460**

Order / Resolution Number:	Not reported
Enforcement Action Type:	Notice of Violation
Effective Date:	04/30/2012
Adoption/Issuance Date:	04/30/2012
Achieve Date:	Not reported
Termination Date:	05/30/2012
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	NOV 04/30/2012 for Reverse Property Exchange
Description:	Not reported
Program:	LNDISP
Latest Milestone Completion Date:	5/18/2012
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	FORMER SPRECKELS SUGAR CO FACILITY
Address:	40600 COUNTY ROAD 18C COURT
City,State,Zip:	WOODLAND, CA 95776
Region:	Not reported
Facility Id:	224990
Agency Name:	Clark Pacific Corporation
Place Type:	Industrial and Commercial Services
Place Subtype:	Food Processor
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	38.72089
Place Longitude:	-121.77229
SIC Code 1:	2063
SIC Desc 1:	Beet Sugar
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	3.6
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported

CLARK PACIFIC (Continued) **S104384460**

Program:	LFNONOPER
Program Category1:	LNDISP
Program Category2:	LNDISP
# Of Programs:	1
WDID:	5A572012001
Reg Measure Id:	131960
Reg Measure Type:	WDR
Region:	Not reported
Order #:	R5-2003-0047
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	2 - Producer-User
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	02/22/2016
Effective Date:	03/14/2003
Expiration/Review Date:	03/14/2018
Termination Date:	02/18/2016
WDR Review - Amend:	10/4/2012
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	2/19/2016
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	59 - Land Disposal Site not paying tipping fee
Direction/Voice:	Passive
Enforcement Id(EID):	242970
Region:	Not reported
Order / Resolution Number:	Not reported
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	07/17/2003
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/17/2003
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 5A572012001
Description:	Sent SEL informing discharger about why monitoring rpeort was incomplete. Required complete report to be submitted by 8/15/03.
Program:	LNDISP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

CLARK PACIFIC (Continued) **S104384460**

Name:	FORMER SPRECKELS SUGAR CO FACILITY
Address:	40600 COUNTY ROAD 18C COURT
City,State,Zip:	WOODLAND, CA 95776
Region:	Not reported
Facility Id:	224990
Agency Name:	Clark Pacific Corporation
Place Type:	Industrial and Commercial Services
Place Subtype:	Food Processor
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	38.72089
Place Longitude:	-121.77229
SIC Code 1:	2063
SIC Desc 1:	Beet Sugar
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	3.6
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	LFNONOPER
Program Category1:	LNDISP
Program Category2:	LNDISP
# Of Programs:	1
WDID:	5A572012001
Reg Measure Id:	131960
Reg Measure Type:	WDR
Region:	Not reported
Order #:	R5-2003-0047
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	2 - Producer-User
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	02/22/2016
Effective Date:	03/14/2003
Expiration/Review Date:	03/14/2018
Termination Date:	02/18/2016
WDR Review - Amend:	10/4/2012

CLARK PACIFIC (Continued) **S104384460**

WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	2/19/2016
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	59 - Land Disposal Site not paying tipping fee
Direction/Voice:	Passive
Enforcement Id(EID):	236406
Region:	Not reported
Order / Resolution Number:	Not reported
Enforcement Action Type:	Staff Enforcement Letter
Effective Date:	07/19/2001
Adoption/Issuance Date:	Not reported
Achieve Date:	Not reported
Termination Date:	07/19/2001
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	Enforcement - 5A572012001
Description:	Sent Staff Enforcement Letter requiring concentration limits to be proposed by 8/31/2001.
Program:	LNDISP
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

Name:	FORMER SPRECKELS SUGAR CO FACILITY
Address:	40600 COUNTY ROAD 18C COURT
City,State,Zip:	WOODLAND, CA 95776
Region:	Not reported
Facility Id:	224990
Agency Name:	Clark Pacific Corporation
Place Type:	Industrial and Commercial Services
Place Subtype:	Food Processor
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	38.72089
Place Longitude:	-121.77229
SIC Code 1:	2063
SIC Desc 1:	Beet Sugar
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported

CLARK PACIFIC (Continued) **S104384460**

NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	3.6
Threat To Water Quality:	3
Complexity:	C
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Process waste, NEC
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	LFNONOPER
Program Category1:	LNDISP
Program Category2:	LNDISP
# Of Programs:	1
WDID:	5A572012001
Reg Measure Id:	131960
Reg Measure Type:	WDR
Region:	Not reported
Order #:	R5-2003-0047
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	2 - Producer-User
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	Not reported
Status:	Historical
Status Date:	02/22/2016
Effective Date:	03/14/2003
Expiration/Review Date:	03/14/2018
Termination Date:	02/18/2016
WDR Review - Amend:	10/4/2012
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	2/19/2016
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	59 - Land Disposal Site not paying tipping fee
Direction/Voice:	Passive
Enforcement Id(EID):	231449
Region:	Not reported
Order / Resolution Number:	Not reported
Enforcement Action Type:	Oral Communication
Effective Date:	09/30/2000
Adoption/Issuance Date:	Not reported
Achieve Date:	10/3/2000
Termination Date:	09/30/2000
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Historical
Title:	OC 09/30/2000 for Former Spreckels Sugar Co Facility
Description:	Called Spreckels to see where Winterization Plan is. They say it has been prepared, but not yest submitted. I tell

CLARK PACIFIC (Continued) **S104384460**

	them to submit it.
Program:	LNDISP
Latest Milestone Completion Date:	10/3/2000
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HWTS:

Name:	CLARK STRUCTURAL, LLC
Address:	40600 COUNTY ROAD 18C
Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 95776
EPA ID:	CAC002830465
Inactive Date:	12/19/2015
Create Date:	09/18/2015
Last Act Date:	Not reported
Mailing Name:	Not reported
Mailing Address:	1980 S RIVER RD
Mailing Address 2:	Not reported
Mailing City,State,Zip:	WEST SACRAMENTO, CA 956912817
Owner Name:	CLARK STRUCTURAL LLC
Owner Address:	1980 S RIVER RD
Owner Address 2:	Not reported
Owner City,State,Zip:	WEST SACRAMENTO, CA 956912817
Owner Phone:	Not reported
Owner Fax:	Not reported
Contact Name:	JOE KEREKGYARTO
Contact Address:	1980 S RIVER RD
Contact Address 2:	Not reported
City,State,Zip:	WEST SACRAMENTO, CA 956912817
Contact Phone:	Not reported
Contact Fax:	Not reported
Facility Status:	Inactive
Facility Type:	TEMPORARY
Category:	STATE
Latitude:	38.709448
Longitude:	-121.753232

HAZNET:

Name:	CLARK STRUCTURAL, LLC
Address:	40600 COUNTY ROAD 18C
Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 95776
Contact:	JOE KEREKGYARTO
Telephone:	9163710305
Mailing Name:	Not reported
Mailing Address:	1980 S RIVER RD
Year:	2015
Gepaid:	CAC002830465
TSD EPA ID:	CAD982042475

CLARK PACIFIC (Continued) **S104384460**

CA Waste Code: 151 - Asbestos containing waste
Disposal Method: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.23

Year: 2015
Gepaid: CAC002830465
TSD EPA ID: CAD028409019
CA Waste Code: 181 - Other inorganic solid waste
Disposal Method: H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.15

Additional Information:
Year: 2015
Gen EPA ID: CAC002830465

Shipment Date: 20150922
Creation Date: 11/6/2015 22:15:17
Receipt Date: 20150928
Manifest ID: 013783771JJK
Trans EPA ID: CAR000147025
Trans Name: FUTURE ENVIRONMENTAL SERVICES
Trans 2 EPA ID: Not reported
Trans 2 Name: Not reported
TSDF EPA ID: CAD982042475
Trans Name: RECOLOGY HAY ROAD
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 151 - Asbestos-containing waste
RCRA Code: Not reported
Meth Code: H132 - Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Quantity Tons: 0.23
Waste Quantity: 1
Quantity Unit: Y
Additional Code 1: Not reported
Additional Code 2: Not reported
Additional Code 3: Not reported
Additional Code 4: Not reported
Additional Code 5: Not reported

Shipment Date: 20150922
Creation Date: 1/11/2016 22:16:27
Receipt Date: 20151030
Manifest ID: 013783770JJK
Trans EPA ID: CAR000147025
Trans Name: FUTURE ENVIRONMENTAL SERVICES
Trans 2 EPA ID: CAR000217513
Trans 2 Name: ENVIRONMENTAL LOGISTICS INC
TSDF EPA ID: CAD028409019
Trans Name: CROSBY & OVERTON
TSDF Alt EPA ID: Not reported
TSDF Alt Name: Not reported
Waste Code Description: 181 - Other inorganic solid waste Organics
RCRA Code: D008

CLARK PACIFIC (Continued) **S104384460**

Meth Code:	H141 - Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Quantity Tons:	0.15
Waste Quantity:	300
Quantity Unit:	P
Additional Code 1:	Not reported
Additional Code 2:	Not reported
Additional Code 3:	Not reported
Additional Code 4:	Not reported
Additional Code 5:	Not reported

NPDES:

Name:	CLARK PACIFIC PRIVATE ROAD
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	5S57C396613
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	02/24/2022
Operator Name:	Clark Pacific
Operator Address:	710 Riverpoint Court Ste 100
Operator City:	West Sacramento
Operator State:	California
Operator Zip:	95605

Name:	CLARK PACIFIC PRIVATE ROAD
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Status:	Active
NPDES Number:	CAS000002
Region:	5S
Agency Number:	0
Regulatory Measure ID:	546783
Place ID:	Not reported
Order Number:	2009-0009-DWQ
WDID:	5S57C396613
Regulatory Measure Type:	Enrollee
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	02/24/2022

CLARK PACIFIC (Continued) **S104384460**

Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	710 Riverpoint Court Ste 100
Discharge Name:	Clark Pacific
Discharge City:	West Sacramento
Discharge State:	California
Discharge Zip:	95605
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

Name:	CLARK PACIFIC CR 100B
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	5S57C399710
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Active
Status Date:	02/02/2023
Operator Name:	Clark Pacific
Operator Address:	710 Riverpoint Court Ste 100
Operator City:	West Sacramento
Operator State:	California
Operator Zip:	95605

Name:	WOODLAND EAST STORAGE AREA SOLAR PROJECT
Address:	40600 COUNTY RD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	5S57W003115
Regulatory Measure Type:	Construction

CLARK PACIFIC (Continued) **S104384460**

Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
Status:	Expired
Status Date:	06/28/2017
Operator Name:	Clark Pacific
Operator Address:	1980 South River Rd
Operator City:	West Sacramento
Operator State:	California
Operator Zip:	95691

Name:	CLARK PACIFIC CR 100B
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Facility Status:	Active
NPDES Number:	CAS000002
Region:	5S
Agency Number:	0
Regulatory Measure ID:	557496
Place ID:	Not reported
Order Number:	2009-0009-DWQ
WDID:	5S57C399710
Regulatory Measure Type:	Enrollee
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	02/02/2023
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	710 Riverpoint Court Ste 100
Discharge Name:	Clark Pacific
Discharge City:	West Sacramento
Discharge State:	California
Discharge Zip:	95605
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

CIWQS:

Name:	CLARK PACIFIC CR 100B
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Agency:	Clark Pacific
Agency Address:	710 Riverpoint Court Ste 100, West Sacramento, CA 95605
Place/Project Type:	Construction - Reconstruction
SIC/NAICS:	Not reported
Region:	5S

CLARK PACIFIC (Continued) **S104384460**

Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	5S57C399710
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	02/02/2023
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.71295
Longitude:	-121.75103

Name:	CLARK PACIFIC PRIVATE ROAD
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Agency:	Clark Pacific
Agency Address:	710 Riverpoint Court Ste 100, West Sacramento, CA 95605
Place/Project Type:	Construction - Other: New Road
SIC/NAICS:	Not reported
Region:	5S
Program:	CONSTW
Regulatory Measure Status:	Active
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	5S57C396613
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	02/24/2022
Termination Date:	Not reported
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.71315
Longitude:	-121.75345

CERS:

Name:	CLARK PACIFIC CR 100B
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	627321
CERS ID:	910107
CERS Description:	Construction Storm Water

Name:	FORMER SPRECKELS SUGAR FAC
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776

CLARK PACIFIC (Continued) **S104384460**

Site ID: 873201
CERS ID: L10006223066
CERS Description: Land Disposal Site

Name: CLARK PACIFIC (PCC REMOVAL SITE)
Address: 40600 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Site ID: 914083
CERS ID: T10000000669
CERS Description: Land Disposal Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: TODD DEL FRATE - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title: Not reported
Affiliation Address: 11020 SUN CENTER DRIVE #200
Affiliation City: RANCHO CORDOVA
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Name: SPRECKELS SUGAR COMPANY
Address: 40600 COUNTY ROAD UNIT 18C
City,State,Zip: WOODLAND, CA 95776
Site ID: 472671
CERS ID: 110000601322
CERS Description: US EPA Air Emission Inventory System (EIS)

Affiliation:
Affiliation Type Desc: Public Contact
Entity Name: NORMAN D. BATES
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Name: CLARK PACIFIC PRIVATE ROAD
Address: 40600 COUNTY ROAD 18C
City,State,Zip: WOODLAND, CA 95776
Site ID: 619951
CERS ID: 902196
CERS Description: Construction Storm Water

E18 **FORMER SPRECKELS SUGAR PLANT** **UST FINDER RELEASE** **1028965854**
SE **40600 COUNTRY ROAD 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.170 mi.
898 ft. **Site 4 of 10 in cluster E**

Relative: **Lower**
Actual: **53 ft.**

UST FINDER RELEASE:

Object ID:	48101
Facility ID:	Not reported
Lust ID:	CAT0611345442
Name:	FORMER SPRECKELS SUGAR PLANT
Address:	40600 COUNTRY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Address Match Type:	PointAddress
Reported Date:	Not reported
Status:	No Further Action
Substance:	Not reported
Population within 1500ft:	4
Domestic Wells within 1500ft:	0
Land Use:	Non-Developed
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA5700518_40352
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180201160704
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	9
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	Geocode
X Coord:	-121.75338
Y Coord:	38.7094000000001
Latitude:	38.7094
Longitude:	-121.75338

E19 **FORMER SPRECKELS SUGAR PLANT** **LUST** **S105691706**
SE **40600 COUNTRY ROAD 18C** **Cortese** **N/A**
1/8-1/4 **WOODLAND, CA 95695** **CERS**
0.170 mi.
898 ft. **Site 5 of 10 in cluster E**

Relative: **Lower**
Actual: **53 ft.**

LUST:

Name:	FORMER SPRECKELS SUGAR PLANT
Address:	40600 COUNTRY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611345442
Global Id:	T0611345442
Latitude:	38.714010087
Longitude:	-121.754042008

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Status:	Completed - Case Closed
Status Date:	02/25/2008
Case Worker:	BJL
RB Case Number:	570315
Local Agency:	Not reported
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
EPA Region:	9
Coordinate Source:	* Historical Geocode - Exact Address Match
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	06/18/2002
Leak Reported Date:	09/23/2002
How Discovered:	Other Means, Subsurface Monitoring
How Discovered Description:	OTHER (GRAB WATER SAMPLE)
Discharge Source:	Other
Discharge Cause:	Unknown
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	02/25/2008
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	36-40%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	Not reported

LUST:

Global Id:	T0611345442
Contact Type:	Regional Board Caseworker - Primary Caseworker
Contact Name:	BENJAMIN LEHMANN
Organization Name:	CENTRAL VALLEY RWQCB (REGION 5S)
Address:	11020 Sun Center Drive #200
City:	RANCHO CORDOVA
Email:	benjamin.lehmann@waterboards.ca.gov
Phone Number:	9164644760

LUST:

Global Id:	T0611345442
Action Type:	ENFORCEMENT
Date:	11/13/2007
Action:	Verbal Communication
Global Id:	T0611345442
Action Type:	RESPONSE
Date:	03/03/2006
Action:	Other Report / Document
Global Id:	T0611345442
Action Type:	RESPONSE
Date:	11/10/2006
Action:	Other Report / Document

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Global Id: T0611345442
Action Type: Other
Date: 01/01/1998
Action: Leak Began

Global Id: T0611345442
Action Type: RESPONSE
Date: 12/13/2002
Action: Soil and Water Investigation Workplan

Global Id: T0611345442
Action Type: RESPONSE
Date: 02/21/2003
Action: Soil and Water Investigation Report

Global Id: T0611345442
Action Type: RESPONSE
Date: 04/30/2006
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 06/21/2007
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 11/07/2002
Action: Email Correspondence

Global Id: T0611345442
Action Type: RESPONSE
Date: 09/30/2002
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 04/30/2005
Action: Request for Closure

Global Id: T0611345442
Action Type: RESPONSE
Date: 10/31/2004
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 01/31/2005
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 01/30/2006
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Date: 07/31/2007
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 10/31/2005
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 11/11/2005
Action: Soil and Water Investigation Workplan

Global Id: T0611345442
Action Type: RESPONSE
Date: 09/23/2002
Action: Unauthorized Release Form

Global Id: T0611345442
Action Type: RESPONSE
Date: 11/08/2006
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 06/15/2002
Action: Other Report / Document

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 08/17/2006
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/27/2007
Action: Verbal Communication

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 05/18/2007
Action: Technical Correspondence / Assistance / Other

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 11/13/2007
Action: Verbal Communication

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/28/2008
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/28/2008
Action: Verbal Communication

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 02/25/2008
Action: Closure/No Further Action Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 11/26/2007
Action: Staff Letter

Global Id: T0611345442
Action Type: RESPONSE
Date: 11/15/2002
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 01/01/2006
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 07/25/2008
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: REMEDIATION
Date: 06/18/2002
Action: Excavation

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 06/14/2007
Action: Verbal Communication

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/02/2008
Action: Verbal Communication

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/10/2002
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 10/31/2002
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/10/2002
Action: * Historical Enforcement

Global Id: T0611345442
Action Type: ENFORCEMENT

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Date: 09/07/2005
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/25/2005
Action: * Historical Enforcement

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/25/2005
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/02/2005
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/02/2005
Action: Technical Correspondence / Assistance / Other

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 07/17/2007
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 11/19/2002
Action: Meeting

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 10/31/2002
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 01/25/2005
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 07/17/2007
Action: Staff Letter

Global Id: T0611345442
Action Type: ENFORCEMENT
Date: 12/10/2002
Action: Staff Letter

Global Id: T0611345442
Action Type: Other
Date: 06/18/2002
Action: Leak Discovery

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Global Id: T0611345442
Action Type: Other
Date: 09/23/2002
Action: Leak Reported

Global Id: T0611345442
Action Type: RESPONSE
Date: 04/30/2004
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 06/15/2007
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 03/28/2008
Action: Unknown

Global Id: T0611345442
Action Type: RESPONSE
Date: 10/31/2007
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 12/28/2007
Action: Other Workplan

Global Id: T0611345442
Action Type: RESPONSE
Date: 02/28/2009
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 07/31/2008
Action: Monitoring Report - Quarterly

Global Id: T0611345442
Action Type: RESPONSE
Date: 10/04/2005
Action: Other Report / Document

Global Id: T0611345442
Action Type: RESPONSE
Date: 09/17/2007
Action: Other Report / Document

LUST:
Global Id: T0611345442
Status: Open - Case Begin Date
Status Date: 06/18/2002

Global Id: T0611345442
Status: Open - Site Assessment

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

Status Date: 09/23/2002

Global Id: T0611345442
Status: Open - Site Assessment
Status Date: 11/21/2002

Global Id: T0611345442
Status: Open - Site Assessment
Status Date: 09/05/2005

Global Id: T0611345442
Status: Completed - Case Closed
Status Date: 02/25/2008

LUST REG 5:
Name: FORMER SPRECKELS SUGAR PLANT
Address: 40600 COUNTRY ROAD 18C
City: WOODLAND
Region: 5
Status: Case Closed
Case Number: 570315
Case Type: Other ground water affected
Substance: GASOLINE
Staff Initials: DFS
Lead Agency: Regional
Program: LUST
MTBE Code: N/A

CORTESE:
Name: FORMER SPRECKELS SUGAR PLANT
Address: 40600 COUNTRY ROAD 18C
City,State,Zip: WOODLAND, CA 95695
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0611345442
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

FORMER SPRECKELS SUGAR PLANT (Continued) **S105691706**

CERS:

Name:	FORMER SPRECKELS SUGAR PLANT
Address:	40600 COUNTRY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Site ID:	900155
CERS ID:	T0611345442
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	BENJAMIN LEHMANN - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 Sun Center Drive #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9164644760,

E20 **CLARK PACIFIC - CR 18C** **AST** **A100418877**
SE **40600 CR 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95776**
0.170 mi.
898 ft. **Site 6 of 10 in cluster E**

Relative:
Lower

Actual:
53 ft.

AST:

Name:	CLARK PACIFIC - CR 18C
Address:	40600 CR 18C
City/Zip:	WOODLAND,95776
Certified Unified Program Agencies:	Not reported
Owner:	CLARK PACIFIC
Total Gallons:	Not reported
CERSID:	10215403
Facility ID:	FA0010709
Business Name:	Clark Pacific
Phone:	(530) 207-4100
Fax:	(530) 669-5832
Mailing Address:	40600 CR 18C
Mailing Address City:	WOODLAND
Mailing Address State:	CA
Mailing Address Zip Code:	95776
Operator Name:	Clark Pacific
Operator Phone:	(530) 207-4100
Owner Phone:	(916) 371-0305
Owner Mail Address:	1980 S RIVER ROAD
Owner State:	CA
Owner Zip Code:	95691
Owner Country:	United States
Property Owner Name:	Clark Pacific
Property Owner Phone:	916-371-0305
Property Owner Mailing Address:	40600 CR 18C
Property Owner City:	WOODLAND
Property Owner Stat :	CA
Property Owner Zip Code:	95776
Property Owner Country:	United States
EPAID:	CAL000331412

E21
SE
1/8-1/4
0.170 mi.
898 ft.

FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
40600 COUNTY ROAD 18C
WOODLAND, CA 95776

UST FINDER RELEASE **1028965852**
N/A

Site 7 of 10 in cluster E

Relative:
Lower

Actual:
53 ft.

UST FINDER RELEASE:

Object ID:	48102
Facility ID:	Not reported
Lust ID:	CAT0611374000
Name:	FORMER SPRECKELS AGRICULTURAL REPAIR SHOP
Address:	40600 COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95776
Address Match Type:	PointAddress
Reported Date:	Not reported
Status:	No Further Action
Substance:	Not reported
Population within 1500ft:	4
Domestic Wells within 1500ft:	0
Land Use:	Non-Developed
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA5700518_40352
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180201160704
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	9
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	Geocode
X Coord:	-121.75338
Y Coord:	38.7094000000001
Latitude:	38.7094
Longitude:	-121.75338

E22
SE
1/8-1/4
0.170 mi.
898 ft.

CLARK METAL WORKS
40600 COUNTY ROAD 18 C
WOODLAND, CA 95778

RCRA NonGen / NLR **1024848832**
E MANIFEST **CAL000404790**

Site 8 of 10 in cluster E

Relative:
Lower

Actual:
53 ft.

RCRA Listings:

Date Form Received by Agency:	20220321
Handler Name:	Clark Metal Works
Handler Address:	40600 County Road 18 C
Handler City,State,Zip:	WOODLAND, CA 95778
EPA ID:	CAL000404790
Contact Name:	EMILY HUERTA
Contact Address:	40600 COUNTY ROAD 18C
Contact City,State,Zip:	WOODLAND, CA 95776
Contact Telephone:	530-220-9704

CLARK METAL WORKS (Continued) **1024848832**

Contact Fax:	Not reported
Contact Email:	EMHUERTA@CLARKPACIFIC.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	2021
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	40600 COUNTY ROAD 18 C
Mailing City,State,Zip:	WOODLAND, CA 95776
Owner Name:	Bob Clark
Owner Type:	Other
Operator Name:	Emily Huerta
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20220624
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No

CLARK METAL WORKS (Continued) **1024848832**

Sub-Part P Indicator: No

Biennial: List of Years
Year: 2021

Click Here for Biennial Reporting System Data:

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: BOB CLARK	
Legal Status:	Other
Date Became Current:	20220301
Date Ended Current:	Not reported
Owner/Operator Address:	710 RIVERPOINT ROAD SUITE 100
Owner/Operator City,State,Zip:	WEST SACRAMENTO, CA 95605
Owner/Operator Telephone:	916-371-0305
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	BCLARK@CLARKPACIFIC.COM

Owner/Operator Indicator:	Operator
Owner/Operator Name: RICHARD MADDUX	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	707-849-1115
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: EMILY HUERTA	
Legal Status:	Private
Date Became Current:	20220301
Date Ended Current:	Not reported
Owner/Operator Address:	40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	530-220-9704
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	EMHUERTA@CLARKPACIFIC.COM

Owner/Operator Indicator:	Owner
Owner/Operator Name: BOB CLARK	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1980 S RIVER RD
Owner/Operator City,State,Zip:	WEST SACRAMENTO, CA 95691-2817
Owner/Operator Telephone:	916-371-0305
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

CLARK METAL WORKS (Continued) **1024848832**

Historic Generators:
Receive Date: 20220321
Handler Name: CLARK METAL WORKS
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20150302
Handler Name: CLARK METAL WORKS
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 327999
NAICS Description: ALL OTHER MISCELLANEOUS NONMETALLIC MINERAL PRODUCT MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:
Manifest Tracking Number: 011868488FLE
Last Updated Date: 20180926
Shipped Date: 20180801
Received Date: 20180822
Manifest Status: Signed
Submission Type: DataImage5Copy
Origin Type: Service
Generator EPA ID: CAL000404790
Generator Name: Clark Metal Works
Generator Mail Street Number: Not reported
Generator Mail Street 1: 40600 COUNTY ROAD 18C
Generator Mail Street 2: Not reported
Generator Mail City: WOODLAND
Generator Mail State: CA
Generator Mail Zip: 95776
Generator Location Street Number: Not reported

CLARK METAL WORKS (Continued) **1024848832**

Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	011883675FLE
Last Updated Date:	20181227
Shipped Date:	20181107
Received Date:	20181119
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported

CLARK METAL WORKS (Continued) **1024848832**

Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	014694526FLE
Last Updated Date:	20200603
Shipped Date:	20200511
Received Date:	20200514
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	UTD981552177
Designated Facility Name:	Clean Harbors Aragonite Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 1339
Designated Facility Mail City:	Grantsville
Designated Facility Mail Zip:	84029
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	11600 North Aptus Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	014694527FLE
Last Updated Date:	20200619
Shipped Date:	20200511
Received Date:	20200520
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported

CLARK METAL WORKS (Continued) **1024848832**

Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	016967844FLE
Last Updated Date:	20220308
Shipped Date:	20220201
Received Date:	20220208
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750

CLARK METAL WORKS (Continued) **1024848832**

Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014216843FLE
Last Updated Date:	20191122
Shipped Date:	20191007
Received Date:	20191028
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014216844FLE
Last Updated Date:	20191120
Shipped Date:	20191007
Received Date:	20191029

CLARK METAL WORKS (Continued) **1024848832**

Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NED981723513
Designated Facility Name:	Clean Harbors Environmental Services, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2247 South Highway 71
Designated Facility Mail City:	Kimball
Designated Facility Mail Zip:	69145
Designated Facility Mail State:	NE
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2247 South Highway 71
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Kimball
Designated Facility Location Zip:	69145
Designated Facility Location State:	NE
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	017274451FLE
Last Updated Date:	20221122
Shipped Date:	20221010
Received Date:	20221027
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA

CLARK METAL WORKS (Continued) **1024848832**

Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	017274450FLE
Last Updated Date:	20221201
Shipped Date:	20221010
Received Date:	20221028
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N

CLARK METAL WORKS (Continued) **1024848832**

Rejection Indicator:	N
Manifest Tracking Number:	013272546FLE
Last Updated Date:	20190828
Shipped Date:	20190426
Received Date:	20190515
Manifest Status:	Corrected
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	014788557FLE
Last Updated Date:	20200414
Shipped Date:	20200309
Received Date:	20200325
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000404790
Generator Name:	Clark Metal Works
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776

CLARK METAL WORKS (Continued) **1024848832**

Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 County Road 18C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Metal Works
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

State Waste:

Manifest Tracking Number:	014788556FLE
Waste Line Number:	1
State Waste Code Owner:	CA
State Waste Code:	181
State Waste:	Other inorganic solid waste

Transporter:

Manifest Tracking Number:	014788556FLE
Transporter Line Number:	1
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.

Manifest Tracking Number:	014788556FLE
Transporter Line Number:	2
Transporter EPA ID:	MOD095038998
Transporter Name:	Tri State Motor Transit

Manifest Tracking Number:	014788556FLE
Transporter Line Number:	3
Transporter EPA ID:	MAD039322250
Transporter Name:	Clean Harbors Environmental Services, Inc.

Waste Line:

Manifest Tracking Number:	014788556FLE
Waste Line Number:	1
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	NONE, NON-RCRA HAZARDOUS WASTE, SOLID (LEAD, CHROMIUM), N/A, NONE
Number of Containers:	2

CLARK METAL WORKS (Continued) **1024848832**

Container Type Code:	DM
Container Type Description:	Metal drums, barrels, kegs
Waste Quantity:	1000
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.5
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.5
Waste Quantity, in Kilograms:	453.515
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	453.515
Management Method Code:	H132
Management Method Description:	LANDFILL (WITH PRIOR TREATMENT AND/OR STABILIZATION)
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N

Click this hyperlink while viewing on your computer to access
18 additional US EManifest: record(s) in the EDR Site Report.

E23 **CLARK PACIFIC PRECAST, LLC** **RCRA-LQG** **1024819917**
SE **40600 COUNTY ROAD 18C** **E MANIFEST** **CAL000331412**
1/8-1/4 **WOODLAND, CA 95776**
0.170 mi.
898 ft. **Site 9 of 10 in cluster E**

Relative: **Lower**

Actual: **53 ft.**

RCRA Listings:

Date Form Received by Agency:	20200227
Handler Name:	Clark Pacific
Handler Address:	County Road 18c
Handler City,State,Zip:	WOODLAND, CA 95776-0000
EPA ID:	CAL000331412
Contact Name:	RICHARD MADDUX
Contact Address:	COUNTY ROAD 18C
Contact City,State,Zip:	WOODLAND, CA 95776-0000
Contact Telephone:	707-849-1115
Contact Fax:	Not reported
Contact Email:	RMADDUX@CLARKPACIFIC.COM
Contact Title:	ENVIRONMENTAL MANAGER
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Large Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	2019
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

State District:	Not reported
Mailing Address:	COUNTY ROAD 18C
Mailing City,State,Zip:	WOODLAND, CA 95776-0000
Owner Name:	Robert Clark
Owner Type:	Private
Operator Name:	Robert Clark
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200922
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Biennial: List of Years
Year: 2019

Click Here for Biennial Reporting System Data:
Year: 2017

Click Here for Biennial Reporting System Data:

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Hazardous Waste Summary:
Waste Code: D001
Waste Description: Ignitable Waste

Waste Code: D002
Waste Description: Corrosive Waste

Waste Code: F003
Waste Description: The Following Spent Nonhalogenated Solvents: Xylene, Acetone, Ethyl Acetate, Ethyl Benzene, Ethyl Ether, Methyl Isobutyl Ketone, N-Butyl Alcohol, Cyclohexanone, And Methanol; All Spent Solvent Mixtures/Blends Containing, Before Use, Only The Above Spent Nonhalogenated Solvents; And All Spent Solvent Mixtures/Blends Containing, Before Use, One Or More Of The Above Nonhalogenated Solvents, And A Total Of Ten Percent Or More (By Volume) Of One Or More Of Those Solvents Listed In F001, F002, F004, And F005; And Still Bottoms From The Recovery Of These Spent Solvents And Spent Solvent Mixtures.

Waste Code: U239
Waste Description: Benzene, Dimethyl- (I,T) (Or) Xylene (I)

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: ROBERT CLARK
Legal Status: Private
Date Became Current: 20090101
Date Ended Current: Not reported
Owner/Operator Address: 40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 707-849-1115
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: RMADDUX@CLARKPACIFIC.COM

Owner/Operator Indicator: Owner
Owner/Operator Name: ROBERT CLARK
Legal Status: Private
Date Became Current: 20090101
Date Ended Current: Not reported
Owner/Operator Address: 40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 707-849-1115
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: RMADDUX@CLARKPACIFIC.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: ROBERT CLARK
Legal Status: Private
Date Became Current: 20090101
Date Ended Current: Not reported
Owner/Operator Address: 40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 707-849-1115
Owner/Operator Telephone Ext: Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Owner/Operator Fax: Not reported
Owner/Operator Email: RMADDUX@CLARKPACIFIC.COM

Owner/Operator Indicator: Operator
Owner/Operator Name: ROBERT CLARK
Legal Status: Private
Date Became Current: 20090101
Date Ended Current: Not reported
Owner/Operator Address: 40600 COUNTY ROAD 18C
Owner/Operator City,State,Zip: WOODLAND, CA 95776-0000
Owner/Operator Telephone: 707-849-1115
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: RMADDUX@CLARKPACIFIC.COM

Historic Generators:
Receive Date: 20181031
Handler Name: CLARK PACIFIC
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

Receive Date: 20200227
Handler Name: CLARK PACIFIC
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 238120
NAICS Description: STRUCTURAL STEEL AND PRECAST CONCRETE CONTRACTORS

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

E MANIFEST:
Manifest Tracking Number: 011883761FLE

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Last Updated Date:	20181227
Shipped Date:	20181114
Received Date:	20181129
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD981552177
Designated Facility Name:	Clean Harbors Aragonite Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 1339
Designated Facility Mail City:	Grantsville
Designated Facility Mail Zip:	84029
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 1339
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	011883763FLE
Last Updated Date:	20181227
Shipped Date:	20181114
Received Date:	20181129
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	011883764FLE
Last Updated Date:	20181217
Shipped Date:	20181114
Received Date:	20181120
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	014694530FLE
Last Updated Date:	20200619
Shipped Date:	20200511
Received Date:	20200520
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Pacific Precast, LLC
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	3 Miles East 7 Miles North of Knolls
Designated Facility Location Street 2:	Exit 41 off I-80
Designated Facility Location City:	Grantsville
Designated Facility Location Zip:	84029
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N
Manifest Tracking Number:	014694531FLE
Last Updated Date:	20200604
Shipped Date:	20200511
Received Date:	20200514
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Clark Pacific Precast, LLC
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014216839FLE
Last Updated Date:	20191122
Shipped Date:	20191007
Received Date:	20191028
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748
Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014216840FLE
Last Updated Date:	20191112
Shipped Date:	20191007
Received Date:	20191017
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014216841FLE
Last Updated Date:	20191122
Shipped Date:	20191007
Received Date:	20191030
Manifest Status:	Signed
Submission Type:	DataImage5Copy

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD044429835
Designated Facility Name:	Clean Harbors Wilmington Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1737 East Denni Street
Designated Facility Mail City:	Wilmington
Designated Facility Mail Zip:	90744
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1737 East Denni Street
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Wilmington
Designated Facility Location Zip:	90744
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014217143FLE
Last Updated Date:	20191223
Shipped Date:	20191108
Received Date:	20191125
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	UTD991301748

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Designated Facility Name:	Clean Harbors Grassy Mountain Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	PO Box 22750
Designated Facility Mail City:	Salt Lake City
Designated Facility Mail Zip:	84122
Designated Facility Mail State:	UT
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	PO Box 22750
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Salt Lake City
Designated Facility Location Zip:	84122
Designated Facility Location State:	UT
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Manifest Tracking Number:	014217144FLE
Last Updated Date:	20191212
Shipped Date:	20191108
Received Date:	20191121
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	CAD059494310
Designated Facility Name:	Clean Harbors San Jose Llc
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	1021 Berryessa Road
Designated Facility Mail City:	San Jose
Designated Facility Mail Zip:	95133
Designated Facility Mail State:	CA
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	1021 Berryessa Road
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	San Jose
Designated Facility Location Zip:	95133
Designated Facility Location State:	CA
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Manifest Tracking Number:	014217146FLE
Last Updated Date:	20191227
Shipped Date:	20191108
Received Date:	20191203
Manifest Status:	Signed
Submission Type:	DataImage5Copy
Origin Type:	Service
Generator EPA ID:	CAL000331412
Generator Name:	Clark Pacific Precast, Llc
Generator Mail Street Number:	Not reported
Generator Mail Street 1:	40600 COUNTY ROAD 18C
Generator Mail Street 2:	Not reported
Generator Mail City:	WOODLAND
Generator Mail State:	CA
Generator Mail Zip:	95776
Generator Location Street Number:	Not reported
Generator Location Street 1:	40600 COUNTY ROAD 18 C
Generator Location Street 2:	Not reported
Generator Location City:	Woodland
Generator Location Zip:	95776
Generator Location State:	CA
Generator Contact Company Name:	Not reported
Designated Facility EPA ID:	NED981723513
Designated Facility Name:	Clean Harbors Environmental Services, Inc.
Designated Facility Mail Street Number:	Not reported
Designated Facility Mail Street 1:	Not reported
Designated Facility Mail Street 2:	2247 South Highway 71
Designated Facility Mail City:	Kimball
Designated Facility Mail Zip:	69145
Designated Facility Mail State:	NE
Designated Facility Location Street Number:	Not reported
Designated Facility Location Street 1:	2247 South Highway 71
Designated Facility Location Street 2:	Not reported
Designated Facility Location City:	Kimball
Designated Facility Location Zip:	69145
Designated Facility Location State:	NE
Designated Facility Contact Company Name:	Not reported
Manifest Residue Indicator:	N
Rejection Indicator:	N

Federal Waste:

Manifest Tracking Number:	014218665FLE
Waste Line Number:	1
Federal Waste Code:	D001
Federal Waste:	IGNITABLE WASTE

Manifest Tracking Number:	014218665FLE
Waste Line Number:	2
Federal Waste Code:	D001
Federal Waste:	IGNITABLE WASTE

Manifest Tracking Number:	014218665FLE
Waste Line Number:	3
Federal Waste Code:	D002
Federal Waste:	CORROSIVE WASTE

Manifest Tracking Number:	014218665FLE

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Waste Line Number: 4
Federal Waste Code: D002
Federal Waste: CORROSIVE WASTE

Manifest Tracking Number: 014218665FLE
Waste Line Number: 5
Federal Waste Code: D002
Federal Waste: CORROSIVE WASTE

State Waste:
Manifest Tracking Number: 014218665FLE
Waste Line Number: 1
State Waste Code Owner: CA
State Waste Code: 223
State Waste: Unspecified oil-containing waste

Manifest Tracking Number: 014218665FLE
Waste Line Number: 1
State Waste Code Owner: CA
State Waste Code: 281
State Waste: Adhesives

Manifest Tracking Number: 014218665FLE
Waste Line Number: 1
State Waste Code Owner: CA
State Waste Code: 331
State Waste: Off-specification, aged, or surplus organics

Manifest Tracking Number: 014218665FLE
Waste Line Number: 2
State Waste Code Owner: CA
State Waste Code: 281
State Waste: Adhesives

Manifest Tracking Number: 014218665FLE
Waste Line Number: 2
State Waste Code Owner: CA
State Waste Code: 291
State Waste: Latex waste

Manifest Tracking Number: 014218665FLE
Waste Line Number: 2
State Waste Code Owner: CA
State Waste Code: 331
State Waste: Off-specification, aged, or surplus organics

Manifest Tracking Number: 014218665FLE
Waste Line Number: 3
State Waste Code Owner: CA
State Waste Code: 141
State Waste: Off-specification, aged, or surplus inorganics

Manifest Tracking Number: 014218665FLE
Waste Line Number: 4
State Waste Code Owner: CA
State Waste Code: 331
State Waste: Off-specification, aged, or surplus organics

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Manifest Tracking Number: 014218665FLE
Waste Line Number: 5
State Waste Code Owner: CA
State Waste Code: 331
State Waste: Off-specification, aged, or surplus organics

Manifest Tracking Number: 014218665FLE
Waste Line Number: 6
State Waste Code Owner: CA
State Waste Code: 331
State Waste: Off-specification, aged, or surplus organics

Transporter:
Manifest Tracking Number: 014218665FLE
Transporter Line Number: 1
Transporter EPA ID: MAD039322250
Transporter Name: Clean Harbors Environmental Services, Inc.

Manifest Tracking Number: 014218665FLE
Transporter Line Number: 2
Transporter EPA ID: MAD039322250
Transporter Name: Clean Harbors Environmental Services, Inc.

Manifest Tracking Number: 014218665FLE
Transporter Line Number: 3
Transporter EPA ID: MAD039322250
Transporter Name: Clean Harbors Environmental Services, Inc.

Waste Line:
Manifest Tracking Number: 014218665FLE
Waste Line Number: 1
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN1993
U.S. DOT Description: Un1993, Waste Flammable Liquids, N.O.S. (Paint Thinner, Acetone), 3, Pg Ii
Non-Hazardous Waste Description: Not reported
Number of Containers: 1
Container Type Code: CF
Container Type Description: Fiber or plastic boxes, cartons, cases
Waste Quantity: 96
Quantity Unit of Measure Code: P
Quantity Unit of Measure Description: Pounds
Waste Quantity, in Tons: 0.048
Acute Waste Quantity, in Tons: 0
Non-Acute Waste Quantity, in Tons: 0.048
Waste Quantity, in Kilograms: 43.53744
Acute Waste Quantity, in Kilograms: 0
Non-Acute Waste Quantity, in Kilorgrams: 43.53744
Management Method Code: H141
Management Method Description: STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator: N
Quantity Discrepancy Indicator: N
Waste Type Discrepancy Indicator: N
Waste Density: Not reported
Waste Density Unit of Measure Code: Not reported
Waste Density Unit of Measure Description: Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Form Code: Not reported
Form Code Description: Not reported
Source Code: Not reported
Source Code Description: Not reported
Waste Minimization Code: Not reported
Waste Minimization Code Description: Not reported
Consent Number: Not reported
EPA Waste Indicator: Y

Manifest Tracking Number: 014218665FLE
Waste Line Number: 2
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN1263
U.S. DOT Description: Un1263, Waste Paint Related Material (Paint, Sealant/Adhesive Waste), 3, Pg Ii
Non-Hazardous Waste Description: Not reported
Number of Containers: 1
Container Type Code: CF
Container Type Description: Fiber or plastic boxes, cartons, cases
Waste Quantity: 197
Quantity Unit of Measure Code: P
Quantity Unit of Measure Description: Pounds
Waste Quantity, in Tons: 0.0985
Acute Waste Quantity, in Tons: 0
Non-Acute Waste Quantity, in Tons: 0.0985
Waste Quantity, in Kilograms: 89.34245
Acute Waste Quantity, in Kilograms: 0
Non-Acute Waste Quantity, in Kilorgrams: 89.34245
Management Method Code: H141
Management Method Description: STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator: N
Quantity Discrepancy Indicator: N
Waste Type Discrepancy Indicator: N
Waste Density: Not reported
Waste Density Unit of Measure Code: Not reported
Waste Density Unit of Measure Description: Not reported
Form Code: Not reported
Form Code Description: Not reported
Source Code: Not reported
Source Code Description: Not reported
Waste Minimization Code: Not reported
Waste Minimization Code Description: Not reported
Consent Number: Not reported
EPA Waste Indicator: Y

Manifest Tracking Number: 014218665FLE
Waste Line Number: 3
U.S. DOT Hazardous Indicator: Y
U.S. DOT ID Number: UN2795
U.S. DOT Description: Un2795, Waste Batteries, Wet, Filled With Alkali, 8, None
Non-Hazardous Waste Description: Not reported
Number of Containers: 1
Container Type Code: DF
Container Type Description: Fiberboard or plastic drums, barrels, kegs
Waste Quantity: 6
Quantity Unit of Measure Code: P
Quantity Unit of Measure Description: Pounds

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Waste Quantity, in Tons:	0.003
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.003
Waste Quantity, in Kilograms:	2.72109
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	2.72109
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y

Manifest Tracking Number:	014218665FLE
Waste Line Number:	4
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN3267
U.S. DOT Description:	Un3267, Waste Corrosive Liquid, Basic, Organic, N.O.S. (Isophorone Diamine), 8, Pg Ii
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	CF
Container Type Description:	Fiber or plastic boxes, cartons, cases
Waste Quantity:	83
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.0415
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.0415
Waste Quantity, in Kilograms:	37.641747
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	37.641747
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

EPA Waste Indicator:	Y
Manifest Tracking Number:	014218665FLE
Waste Line Number:	5
U.S. DOT Hazardous Indicator:	Y
U.S. DOT ID Number:	UN3267
U.S. DOT Description:	Un3267, Waste Corrosive Liquid, Basic, Organic, N.O.S. (Bleach (Sodium Hypochlorite)), 8, Pg Ii
Non-Hazardous Waste Description:	Not reported
Number of Containers:	1
Container Type Code:	DF
Container Type Description:	Fiberboard or plastic drums, barrels, kegs
Waste Quantity:	4
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.002
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.002
Waste Quantity, in Kilograms:	1.8140601
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	1.8140601
Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	Y
Manifest Tracking Number:	014218665FLE
Waste Line Number:	6
U.S. DOT Hazardous Indicator:	N
U.S. DOT ID Number:	Not reported
U.S. DOT Description:	Not reported
Non-Hazardous Waste Description:	NONE, NON-RCRA HAZARDOUS WASTE, LIQUIDS (ADDITIVES AND PROPRIETARY COMPOUNDS), N/A, NONE
Number of Containers:	2
Container Type Code:	CF
Container Type Description:	Fiber or plastic boxes, cartons, cases
Waste Quantity:	900
Quantity Unit of Measure Code:	P
Quantity Unit of Measure Description:	Pounds
Waste Quantity, in Tons:	0.45
Acute Waste Quantity, in Tons:	0
Non-Acute Waste Quantity, in Tons:	0.45
Waste Quantity, in Kilograms:	408.1635
Acute Waste Quantity, in Kilograms:	0
Non-Acute Waste Quantity, in Kilorgrams:	408.1635

CLARK PACIFIC PRECAST, LLC (Continued) **1024819917**

Management Method Code:	H141
Management Method Description:	STORAGE, BULKING AND/OR TRANSFER OFF SITE
Waste Residue Indicator:	N
Quantity Discrepancy Indicator:	N
Waste Type Discrepancy Indicator:	N
Waste Density:	Not reported
Waste Density Unit of Measure Code:	Not reported
Waste Density Unit of Measure Description:	Not reported
Form Code:	Not reported
Form Code Description:	Not reported
Source Code:	Not reported
Source Code Description:	Not reported
Waste Minimization Code:	Not reported
Waste Minimization Code Description:	Not reported
Consent Number:	Not reported
EPA Waste Indicator:	N

Click this hyperlink while viewing on your computer to access
62 additional US EManifest: record(s) in the EDR Site Report.

E24 **CLARK PACIFIC - CR 18C** **CERS HAZ WASTE** **S121772229**
SE **40600 CR 18C** **CERS TANKS** **N/A**
1/8-1/4 **WOODLAND, CA 95776** **CERS**
0.170 mi.
898 ft. **Site 10 of 10 in cluster E**

Relative: **Lower**
Actual: **53 ft.**

CERS HAZ WASTE:

Name:	CLARK PACIFIC - CR 18C
Address:	40600 CR 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	390175
CERS ID:	10215403
CERS Description:	Hazardous Waste Generator

Name:	CLARK PACIFIC - CR 18C
Address:	40600 CR 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	390175
CERS ID:	10215403
CERS Description:	RCRA LQ HW Generator

CERS TANKS:

Name:	CLARK PACIFIC - CR 18C
Address:	40600 CR 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	390175
CERS ID:	10215403
CERS Description:	Aboveground Petroleum Storage

CERS:

Name:	CLARK PACIFIC - CR 18C
Address:	40600 CR 18C
City,State,Zip:	WOODLAND, CA 95776
Site ID:	390175
CERS ID:	10215403
CERS Description:	Chemical Storage Facilities

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Violations:

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	12-05-2016
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to prepare and implement a Spill Prevention Control and Countermeasure (SPCC) Plan.
Violation Notes:	Returned to compliance on 01/05/2017. OBSERVATION: The owner/operator failed to implement a Spill Prevention Control and Countermeasure (SPCC) Plan in accordance with H&SC 25270.4.5(a) and 40 CFR 112.4. Facility personnel were not immediately aware of the location of the plan, and the documented monthly and annual inspections were not taking place. Correction required. CORRECTIVE ACTION: Update and correct the SPCC plan as appropriate, and implement immediatley.
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	12-05-2016
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	APSA Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 01/05/2017. OBSERVATION: The owner/operator failed to provide bulk storage containers with sized secondary containment and/or failed to position mobile refuelers to prevent a discharge in accordance with H&SC 25270.4.5(a) and 40 CFR 112.6(a)(3)(ii). The secondary containment for the AST used to accumulate used oil contains liquid and debrie, preventing the full capacity of the containment from being available.Correction required. CORRECTIVE ACTION: Provide the bulk storage container with sized secondary containment by keeping it free of liquid and debrie.
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	04-06-2023
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	APSA Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 05/02/2023. HSC 6.67 25270.4.5(a); 40 CFR 112.6(a)(3)(iii). OBSERVATION:1) Overfill prevention should be described in more detail on Table G-10 on Page 9 of the SPCC plan. The plan currently states that tanks are manned during transfers. The plan should describe the roles of staff present during transfer to prevent overfills. 2) The "Liquid level sensing devices are regularly tested" in Table G-10 on Page 9 is not selected. This is required if there is a tank with a gauge on it. The tank truck for diesel should have one. The 240-gallon diesel tank has one. The owner/operator failed to provide overfill prevention, in lieu of the requirements in 112.8(c)(8) and 112.12(c)(8). The facility is required to ensure that each container is provided with a system or documented procedure to prevent overfills of the container, describe the system or procedure

CLARK PACIFIC - CR 18C (Continued) **S121772229**

	in the SPCC plan and regularly test to ensure proper operation or efficacy. [Truncated]
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	04-06-2023
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to address in the SPCC Plan discharge prevention measures, including procedures for routine handling of products such as loading/unloading and facility transfers.
Violation Notes:	Returned to compliance on 05/02/2023. HSC 6.67 25270.4.5(a); 40 CFR 112.7(a)(3), 112.7(a)(3)(i). OBSERVATION: 1) The SPCC Plan states that there is 2,500-gallons of storage capacity for diesel at the facility. But the hazardous materials inventory in CERS states a maximum of 3,000-gallons with the largest container of 3,000-gal. There is a large mobile refueler tank truck of unspecified capacity carrying diesel. There is also a 240-gallon diesel tank on a trailer. 2) The SPCC plan states that there is 200-gallons of storage capacity for gasoline. But the inventory in CERS states a maximum of 400-gal with the largest container of 400-gal. There is a 120-gallon tank containing gasoline on a mobile refueler truck. 3) There are three 55-gallon drums containing hydraulic fluid not address by the SPCC plan. The SPCC Plan should state the aggregate storage capacity for both diesel and gasoline accurately, which should also be reflected in CERS. [Truncated]
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	11-13-2019
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	APSA Program - Administration/Documentation - General
Violation Notes:	Returned to compliance on 11/14/2019. HSC 6.67 25270.4.5(a); 40 CFR 112.6(a)(3)(i). OBSERVATION: The spill predictions in the SPCC plan had "ground" entered in the space for the direction of flow. It would be better if an actual direction was entered. The owner/operator failed to include a complete Failure Analysis that includes predictions of direction, rate of flow, and total quantity of oil potentially discharged from the facility as a result of each type of major equipment failure where experience indicates a reasonable potential. Correction required. CORRECTIVE ACTION: Amend the SPCC plan to include a prediction of direction, rate of flow, and total quantity of oil potentially discharged from the facility as a result of each type of major equipment failure where experience indicates a reasonable potential (i.e.: loading or unloading equipment, tank overflow, rupture, or leakage). Submit verification of compliance to the CUPA within 30 days. [Truncated]
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	04-06-2023
Citation:	HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description:	Failure to discuss in the SPCC Plan procedures to test or inspect each aboveground container for integrity in accordance with industry standards: 1. On a regular schedule. 2. After material repairs are made. 3. By qualified personnel. 4. The frequency and type of testing and inspections based on container size, configuration, and design.
Violation Notes:	Returned to compliance on 05/02/2023. HSC 6.67 25270.4.5(a); 40 CFR 112.8(c)(6). OBSERVATION: 1) It looks like the APSA/SPCC plan periodic/monthly inspections were not including an actual integrity inspection of the tank systems for some months in the recent past. This has since been corrected and is being done now. 2) The monthly inspections do not look like they include checking the secondary containment for liquid or debris. CORRECTIVE ACTION: Secondary containment areas must be inspected for liquid and debris. Any liquid or other materials must be removed and not left in the secondary containment. Interstitial spaces on double-walled tanks must be inspected for liquid in order to determine the integrity the tank. The monthly inspection log should be modified to include a line for this. Submit the completed RTC demonstrating actions taken to correct the violation within 30 days. [Truncated]
Violation Division:	Yolo County Environmental Health
Violation Program:	APSA
Violation Source:	CERS,

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	12-05-2016
Citation:	22 CCR 12 66262.34(d) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(d)
Violation Description:	Failure to send hazardous waste offsite for treatment, storage, or disposal within 180 days (or 270 days if waste is transported over 200 miles) for a generator who generates less than 1000 kilogram per month if all of the following conditions are met: (1) The quantity of hazardous waste accumulated onsite never exceeds 6,000 kilograms. (2) The generator complies with the requirements of 40 Code of Federal Regulations section 262.34(d), (e) and (f). (3) The generator does not hold acutely hazardous waste or extremely hazardous waste in an amount greater than one kilogram for more than 90 days.
Violation Notes:	Returned to compliance on 01/05/2017. OBSERVATION: The Generator, who generates less than 1000 kilogram but more than 100 kilograms per month failed to dispose of hazardous waste within 180 days (or 270 if waste is transported over 200 miles) in accordance with 22 CCR 66262.34(d). One 55-gallon drum containing used coolant was labeled with an accumulation start date of 09-02-15, indicating the material has been accumulated beyond the allowable time limit. CORRECTIVE ACTION: The Generator shall contact a licensed hazardous waste hauler to dispose of this waste under manifest.
Violation Division:	Yolo County Environmental Health
Violation Program:	HW
Violation Source:	CERS,

Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Violation Date:	11-13-2019
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description:	Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.
Violation Notes:	Returned to compliance on 11/14/2019. 22 CCR 12 66262.40(a) OBSERVATION: There was not a copy of California Uniform Manifest 016706112 dated 01-16-17 signed by the designated facility operator. The Generator failed to maintain copies of hazardous waste disposal records on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility and all receipts used in a consolidated manifesting procedure on site for three years and have them readily available for review. Correction required. CORRECTIVE ACTION: Locate a copy of all manifests and receipts for the last three years, maintain them on site, and submit copies to the CUPA within 30 days.
Violation Division:	Yolo County Environmental Health
Violation Program:	HW
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	10-31-2013
Citation:	HSC 6.95 25510 - California Health and Safety Code, Chapter 6.95, Section(s) 25510
Violation Description:	Failure to update hazardous material inventory within 30 days when one of the following occurs: A 100 percent or more increase in the quantity of a previously disclosed material. Any handling of a previously undisclosed hazardous materials A change of business address, business ownership, or business name.
Violation Notes:	Returned to compliance on 03/20/2014.
Violation Division:	Yolo County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	12-05-2016
Citation:	22 CCR 12 66262.34(f) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.34(f)
Violation Description:	Failure to properly label hazardous waste accumulation containers and portable tanks with the following requirements: "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date.
Violation Notes:	Returned to compliance on 01/05/2017. OBSERVATION: The Generator failed to properly label hazardous waste accumulation containers with the following requirements: the words "Hazardous Waste", name and address of the generator, physical and chemical characteristics of the Hazardous Waste, and starting accumulation date in accordance with 22 CCR 66262.34(f). Three 55-gallon drums containing used hazardous waste cutton oil with labels missing the words "Hazardous Waste," the accumulaton start date, physical state, and hazardous properties. One 55-gallon drum containing used coolant was not labeled with the name

CLARK PACIFIC - CR 18C (Continued) **S121772229**

and address, physical state, and hazardous properties. And one 55-gallon drum containing used oil used to drain used oil filters was not labeled. Correction required. CORRECTIVE ACTION: The Generator shall label these containers and ensure that all hazardous waste containers are marked with all the required information. [Truncated]

Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 11-04-2013
Citation: HSC 6.67 25270.4.5(a) - California Health and Safety Code, Chapter 6.67, Section(s) 25270.4.5(a)
Violation Description: Failure to prepare and implement a Spill Prevention Control and Countermeasure (SPCC) Plan .
Violation Notes: Returned to compliance on 10/17/2014.
Violation Division: Yolo County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 12-05-2016
Citation: HSC 6.5 25250.22 - California Health and Safety Code, Chapter 6.5, Section(s) 25250.22
Violation Description: Failure to properly manage used oil and/or fuel filters in accordance with the requirements.
Violation Notes: Returned to compliance on 01/05/2017. 22 CCR 16 66266.130 OBSERVATION: The Generator failed to properly handle, manage, label, and/or recycle used oil and fuel filters in accordance with 22 CCR 66266.13. One 55-gallon drum containing used oil filters was missing an accumulation start date and a secured lid. Correction required. CORRECTIVE ACTION: The Generator shall add an accumulation start date to the label and keep a locked ring on the drum when not adding to or removing used filters.
Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 04-06-2023
Citation: HSC 6.95 25508(a)(3) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(3)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: Returned to compliance on 05/04/2023. HSC 6.95 25505(a)(1), 25506, 25508(a)(1) OBSERVATION: There is one 275-gallon tote of hydrochloric acid, three 55-gallon drums of hydraulic fluid, and two 55-gallon drums of DEF not reported. Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities. This is a repeat violation from 12-05-16. CORRECTIVE ACTION: Complete and submit the Hazardous Materials Inventory Chemical Description page for all reportable quantities of hazardous materials electronically in the

CLARK PACIFIC - CR 18C (Continued) **S121772229**

	California Environmental Reporting System (CERS) and complete and submit the return to compliance form (RTC) demonstrating actions taken to correct the violation within 30 days.
Violation Division:	Yolo County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	12-05-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 01/05/2017. OBSERVATION: The owner/operator failed to submit a Hazardous Material Inventory page for all reportable hazardous materials on site in accordance with H&SC 25507(a)(2) and 19 CCR 2729.2(a)(2). Gasoline was under reported. One-hundred-gallons maximum was reported but personnel verbally stated during the inspection that the tank is often filled to 400-gallons. There were two 275-gallon totes containing weather Seal Siloxane PD, two containing Dynamic Color Solutions, four 55-gallon drums containing Consolideck LS/CS, two containing SP - CR "B", Seven containing NOX-CRETE Bio-Clean Conc., two containing Cresset 880-VOX-Extra, and three containing SLX100 Water & Oil Repellent <350, all not reported. Correction required. CORRECTIVE ACTION: Complete and submit the Hazardous Materials Inventory Chemical Description page for all reportable quantities of hazardous materials electronically in the California Environmental Reporting System (CERS).
Violation Division:	Yolo County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS,
Site ID:	390175
Site Name:	CLARK PACIFIC - CR 18C
Violation Date:	04-06-2023
Citation:	HSC 6.5 25123.3(b)(1) - California Health and Safety Code, Chapter 6.5, Section(s) 25123.3(b)(1)
Violation Description:	Failure to send hazardous waste offsite for treatment, storage, or disposal within 90 days for a generator who generates 1000 kilograms or more per month.
Violation Notes:	Returned to compliance on 05/02/2023. 22 CCR 12 66262.34(a) OBSERVATION: There is one 55-gallon drum of used antifreeze/coolant with an accumulation start date of 08-16-22, one 55-gallon drum of hazardous waste liquid drained from aerosol cans with an accumulation start date of 04-26-22, and one 55-gallon drum of hazardous waste used spray foam kits with an accumulation start date of 08-19-20, which are over the allowable accumulation time limit. The Generator failed to obtain a permit or grant of interim status to accumulate hazardous waste longer than 90 days. Facilities who generate more than 1000 kg of hazardous waste per month may store waste on site up to 90 days. This is a repeat violation from 12-05-16. CORRECTIVE ACTION: Contact a licensed hazardous waste hauler to dispose of this waste under manifest and submit the completed RTC demonstrating actions taken to correct the [Truncated]
Violation Division:	Yolo County Environmental Health

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Violation Program: HW
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 11-13-2019
Citation: HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description: APSA Program - Administration/Documentation - General
Violation Notes: Returned to compliance on 11/20/2019. HSC 6.67 25270.4.5(a); 40 CFR 112.6(a)(3)(ii). OBSERVATION: There was one 300-gallon aboveground storage tank used to accumulate used oil with pooled oil and three different hoses inside the secondary containment. The owner/operator failed to provide bulk storage containers with sized secondary containment and/or failed to position mobile refuelers to prevent a discharge. This is a repeat violation from 12-05-16. Correction required. CORRECTIVE ACTION: Provide the 300-gallon AST with sized secondary containment by keeping the containment empty. Submit verification of compliance to the CUPA within 30 days.
Violation Division: Yolo County Environmental Health
Violation Program: APSA
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 12-05-2016
Citation: HSC 6.5 25201(a) - California Health and Safety Code, Chapter 6.5, Section(s) 25201(a)
Violation Description: Failure to dispose of hazardous waste at a facility which has a permit from DTSC or disposing of hazardous waste at any point which is not authorized according to this chapter.
Violation Notes: Returned to compliance on 01/05/2017. OBSERVATION: The Generator has failed to properly dispose of hazardous waste at an authorized location in accordance with H&SC 25189.5(a). Several bags of damp cement were found in the roll-off dumpster. Correction required. CORRECTIVE ACTION; The Generator shall dispose of all hazardous waste at an authorized location and maintain disposal documentation on site for at least three years.
Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 11-13-2019
Citation: 22 CCR 15 66265.192(a) - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.192(a)
Violation Description: Failure to obtain and maintain a written assessment reviewed and certified by an independent, qualified, professional engineer prior to placing the tank system in service. The written assessment shall state that, the new hazardous waste tank system has sufficient structural integrity, is acceptable for the transferring, storing and treating of hazardous waste, and that the tanks and containment system including the foundation, structural support, seams, connections, and pressure controls (if applicable) are suitably designed to meet the regulation.
Violation Notes: Returned to compliance on 12/02/2019. 22 CCR 15 66265.192(a), 66265.192(h) OBSERVATION: The Generator does not have a tank

CLARK PACIFIC - CR 18C (Continued) **S121772229**

assessment for the 300-gallon hazardous waste used oil aboveground storage tank. The owner or operator of a hazardous waste tank shall obtain a written assessment reviewed and certified by an independent, qualified, professional engineer, registered in California attesting that the system has sufficient structural integrity, is acceptable for the transferring, storing, and treating of hazardous waste, and that the tanks and containment system are suitably designed. Correction required. CORRECTIVE ACTION: The Generator shall have an assessment prepared for the 300-gallon AST used to accumulate used oil. Submit a schedule showing when this will be accomplished to the CUPA within 30 days.

Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Violation Date: 11-13-2019
Citation: HSC 6.5 25201 - California Health and Safety Code, Chapter 6.5, Section(s) 25201
Violation Description: Failure to obtain a permit or grant of interim status after generator has accumulated hazardous waste on-site for longer than 90 days.
Violation Notes: Returned to compliance on 12/02/2019. 22 CCR 12 66262.34(a) OBSERVATION: There was one 55-gallon drum containing aerosol can hazardous waste liquid that had an accumulation start date of 03-12-19, which is beyond the allowable 90-day accumulation time limit. The facility explained that this container was being used as an initial accumulation point in a satellite accumulation system that was in place. In order fo the additional accumulation time to be granted for the satellite accumulation 22 CCR 66262.34(e) rule, the hazardous waste must be accumulated at the initial accumulation point which must be at or near the area where the waste is generated. The term "initial accumulation point" means that there cannot be any interim accumulation of the waste prior to its being accumulated at the satellite accumulation point. This waste stream starts out as universal waste aerosol cans being accumulated in 55-gallon drums throughout the facility. Those drums are [Truncated]
Violation Division: Yolo County Environmental Health
Violation Program: HW
Violation Source: CERS,

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-30-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, forwarded to YCEH within

CLARK PACIFIC - CR 18C (Continued) **S121772229**

30-days. Advisement: The SPCC plan is required to address all storage capacity used for liquid petroleum 55-gallons and larger, and not just the mobile refuler containing diesel fuel. Recommendations: YCEH recommends that the two 55-gallon drums containing Cressert 880-VOX-Xtra be placed on a secondary containment pallet. YCEH recommends that the mobile refueling truck be equipped with a drain mat and absorbent booms to supplement the loose absorbent material already kept on board.

Eval Division: Yolo County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-31-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-30-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, forwarded to YCEH within 30-days. Containers of used oil and fuel filters are required to be closed (55-gallon drums with locking rings) when not adding to or taking from.
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, forwarded to Yolo County Environmental Health (YCEH) within 30-days.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2016
Violations Found: Yes

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, submitted to YCEH within 30-days. Advisements: The mobile refueling truck should be equipped with a drain mat and absorbent booms in addition to the loose absorbent material that is currently on board. The SPCC plan should address all storage capacity in containers 55-gallons and greater used for liquid petrolem and not just the diesel. The annual employee training should include relevant content of the SPCC plan. The SPCC plan should be corected to include the correct telephone number for the CUPA, which is (530) 666-8646.
Eval Division: Yolo County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-31-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-04-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: APSA
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, submitted to YCEH within

CLARK PACIFIC - CR 18C (Continued) **S121772229**

30-days.
Eval Division: Yolo County Environmental Health
Eval Program: HW
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2023
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-14-2019
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: The facility will forward APSA/SPCC Plan Monthly Inspection Logs for April 2018 to the present within seven (7) days. The facility appears to have over reported the quantities of both gasoline and diesel fuel in their hazardous materials inventory in CERS. Also, there appears to be a duplicate hazardous materials inventory for used oil submitted in CERS.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-05-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: All violations are required to be corrected, and documentation describing actions taken to correct each one, submited to Yolo County Environmental Health (YCEH) within 30-days.
Eval Division: Yolo County Environmental Health
Eval Program: HMRRP
Eval Source: CERS,

Enforcement Action:
Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 10-31-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Site Zip: 95776
Enf Action Date: 11-04-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 11-14-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 11-14-2019
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 12-05-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: APSA
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 12-05-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Enf Action Division: Yolo County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS,

Site ID: 390175
Site Name: CLARK PACIFIC - CR 18C
Site Address: 40600 CR 18C
Site City: WOODLAND
Site Zip: 95776
Enf Action Date: 12-05-2016
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: Yolo County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS,

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: YOLO COUNTY
Entity Title: Not reported
Affiliation Address: 292 West Beamer Street
Affiliation City: Woodland
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95695
Affiliation Phone: (530) 666-8646,

Affiliation Type Desc: Document Preparer
Entity Name: Ryan Niese
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 40600 CR 18C
Affiliation City: WOODLAND
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95776
Affiliation Phone: ,

Affiliation Type Desc: Identification Signer
Entity Name: Ryan Niese
Entity Title: Senior Environmental Engineer
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

CLARK PACIFIC - CR 18C (Continued) **S121772229**

Affiliation Type Desc:	Operator
Entity Name:	Clark Pacific
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(530) 207-4100,

Affiliation Type Desc:	Parent Corporation
Entity Name:	Clark Pacific
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Affiliation Type Desc:	Environmental Contact
Entity Name:	Ryan Niese
Entity Title:	Not reported
Affiliation Address:	710 Riverpoint Ct Suite 100
Affiliation City:	West Sacramento
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95605
Affiliation Phone:	,

Affiliation Type Desc:	Legal Owner
Entity Name:	Clark Pacific
Entity Title:	Not reported
Affiliation Address:	710 Riverpoint Ct Suite 100
Affiliation City:	WEST SACRAMENTO
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95650
Affiliation Phone:	(916) 371-0305,

Affiliation Type Desc:	Property Owner
Entity Name:	Clark Pacific
Entity Title:	Not reported
Affiliation Address:	710 Riverpoint Ct Suite 100
Affiliation City:	West Sacramento
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95605
Affiliation Phone:	(916) 371-0305,

25
ENE
1/8-1/4
0.176 mi.
930 ft.

AMSTAR CORP SPRECKELS SUGAR DIV F-3
CO RD EIGHTEENC
WOODLAND, CA 95695

SEMS-ARCHIVE
RCRA-SQG
HIST UST
FINDS
ECHO

1000396278
CAT000624767

Relative:
Higher

Actual:
59 ft.

SEMS Archive:

Site ID:	0902656
EPA ID:	CAT000624767
Name:	AMSTAR CORP SPRECKELS SUGAR DIV F-3
Address:	CO RD 18C
Address 2:	Not reported
City,State,Zip:	WOODLAND, CA 95695
Cong District:	04
FIPS Code:	06113
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	09
Site ID:	0902656
EPA ID:	CAT000624767
Site Name:	AMSTAR CORP SPRECKELS SUGAR DIV F-3
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	1988-06-01 04:00:00
Qual:	L
Current Action Lead:	St Perf

Region:	09
Site ID:	0902656
EPA ID:	CAT000624767
Site Name:	AMSTAR CORP SPRECKELS SUGAR DIV F-3
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	2
Start Date:	1985-01-01 06:00:00
Finish Date:	1985-05-01 05:00:00
Qual:	L
Current Action Lead:	St Perf

Region:	09
Site ID:	0902656
EPA ID:	CAT000624767
Site Name:	AMSTAR CORP SPRECKELS SUGAR DIV F-3
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1

AMSTAR CORP SPRECKELS SUGAR DIV F-3 (Continued) **1000396278**

Start Date: 1980-08-01 04:00:00
Finish Date: 1980-08-01 04:00:00
Qual: Not reported
Current Action Lead: EPA Perf

Region: 09
Site ID: 0902656
EPA ID: CAT000624767
Site Name: AMSTAR CORP SPRECKELS SUGAR DIV F-3
NPL: N
FF: N
OU: 00
Action Code: SI
Action Name: SI
SEQ: 1
Start Date: Not reported
Finish Date: 1989-08-07 04:00:00
Qual: N
Current Action Lead: EPA Perf

Region: 09
Site ID: 0902656
EPA ID: CAT000624767
Site Name: AMSTAR CORP SPRECKELS SUGAR DIV F-3
NPL: N
FF: N
OU: 00
Action Code: VS
Action Name: ARCH SITE
SEQ: 1
Start Date: Not reported
Finish Date: 1989-08-07 04:00:00
Qual: Not reported
Current Action Lead: EPA Perf In-Hse

RCRA Listings:
Date Form Received by Agency: 19960901
Handler Name: Amstar Corp Spreckels Sugar Div F-3
Handler Address: Co Rd Eighteenc
Handler City,State,Zip: WOODLAND, CA 95695
EPA ID: CAT000624767
Contact Name: Not reported
Contact Address: Not reported
Contact City,State,Zip: Not reported
Contact Telephone: Not reported
Contact Fax: Not reported
Contact Email: Not reported
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Small Quantity Generator
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Ca

AMSTAR CORP SPRECKELS SUGAR DIV F-3 (Continued) **1000396278**

State District:	1
Mailing Address:	P O BOX 240
Mailing City,State,Zip:	WOODLAND, CA 95695
Owner Name:	Not reported
Owner Type:	Not reported
Operator Name:	Not Required
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: AMSTAR CORPORATION	
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999

AMSTAR CORP SPRECKELS SUGAR DIV F-3 (Continued) **1000396278**

Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: NOT REQUIRED
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: NOT REQUIRED
Owner/Operator City,State,Zip: NOT REQUIRED, ME 99999
Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 19960901
Handler Name: AMSTAR CORP SPRECKELS SUGAR DIV F-3
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Ca
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19800818
Handler Name: AMSTAR CORP SPRECKELS SUGAR DIV F-3
Federal Waste Generator Description: Large Quantity Generator
State District Owner: Ca
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 311312
NAICS Description: CANE SUGAR REFINING

NAICS Code: 311313
NAICS Description: BEET SUGAR MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:

AMSTAR CORP SPRECKELS SUGAR DIV F-3 (Continued) **1000396278**

Evaluations: No Evaluations Found

HIST UST:

Name:	AMSTAR SPRECKELS SUGAR
Address:	RD 18C
City,State,Zip:	WOODLAND, CA 95695
File Number:	0002d1cc
URL:	https://documents.geotracker.waterboards.ca.gov/ustpdfs/pdf/0002d1cc.pdf
Region:	STATE
Facility ID:	00000008420
Facility Type:	Other
Other Type:	SUGAR MANUFACTURER
Contact Name:	Not reported
Telephone:	9166623261
Owner Name:	AMSTAR CORPORATION, SPRECKELS
Owner Address:	ROAD 18C
Owner City,St,Zip:	WOODLAND, CA 95695
Total Tanks:	0006
Tank Num:	001
Container Num:	542-Q-1
Year Installed:	1964
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	002
Container Num:	201-Q-1
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	201-Q-2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	None
Tank Num:	004
Container Num:	417-Q-1
Year Installed:	1982
Tank Capacity:	00008000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	005

AMSTAR CORP SPRECKELS SUGAR DIV F-3 (Continued) **1000396278**

Container Num:	417-Q-2
Year Installed:	1975
Tank Capacity:	00006000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	006
Container Num:	417-Q-3
Year Installed:	Not reported
Tank Capacity:	00001200
Tank Used for:	PRODUCT
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	None

Click here for Geo Tracker PDF:

FINDS:
Registry ID: 110064106667

Click Here for FRS Facility Detail Report:

Environmental Interest/Information System:
The Resource Conservation and Recovery Act Information System (RCRAInfo) is EPA's comprehensive information system in support of the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. It tracks many types of information about generators, transporters, treaters, storers, and disposers of hazardous waste.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000396278
Registry ID:	110064106667
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110064106667
Name:	AMSTAR CORP SPRECKELS SUGAR DIV F-3
Address:	CO RD EIGHTEENC
City,State,Zip:	WOODLAND, CA 95695

F26 **AGRIFORM FARM SUPPLY, INC.** **HIST UST** **U001614359**
WSW **SR 113 & CR 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.180 mi.
948 ft. **Site 1 of 3 in cluster F**

Relative: **Lower**
Actual: **53 ft.**

HIST UST:

Name:	AGRIFORM FARM SUPPLY, INC.
Address:	SR 113 & CR 18C
City,State,Zip:	WOODLAND, CA 95695
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000052875
Facility Type:	Other

AGRIFORM FARM SUPPLY, INC. (Continued) **U001614359**

Other Type:	FERTILIZER DEALER
Contact Name:	TIM MCGAHEY
Telephone:	9166625442
Owner Name:	AGRIFORM FARM SUPPLY, INC.
Owner Address:	SR 113 - KNIGHTS LANDING HWY.
Owner City,St,Zip:	WOODLAND, CA 95695
Total Tanks:	0001
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test

F27 **AGRIFORM FARM SUPPLY CO.** **CPS-SLIC** **S106486375**
WSW **HIGHWAY 113 & COUNTY ROAD 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.180 mi.
948 ft. **Site 2 of 3 in cluster F**

Relative: CPS-SLIC:
Lower

Actual: Name:	AGRIFORM FARM SUPPLY CO.
53 ft. Address:	HIGHWAY 113 & COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	01/13/2012
Global Id:	SLT5S0303071
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Lead Agency Case Number:	Not reported
Latitude:	38.698648
Longitude:	-121.764145
Case Type:	Cleanup Program Site
Case Worker:	ZZZ
Local Agency:	Not reported
RB Case Number:	SLT5S030
File Location:	Not reported
Potential Media Affected:	Under Investigation
Potential Contaminants of Concern:	Not reported
EPA Region:	9
Coordinate Source:	Not reported
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	10/01/1981
Leak Reported Date:	01/02/1965
How Discovered:	Not reported
How Discovered Description:	Not reported
Discharge Source:	Not reported
Discharge Cause:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	01/13/2012
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported

AGRIFORM FARM SUPPLY CO. (Continued) **S106486375**

CA Enviroscreen 3 Score:	36-40%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

F28 **AGRIFORM FARM SUPPLY INC** **HIST UST** **S118407271**
WSW **SR 113 AND CR 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.180 mi.
948 ft. **Site 3 of 3 in cluster F**

Relative: **Lower**
Actual: **53 ft.**

HIST UST:

Name:	AGRIFORM FARM SUPPLY INC
Address:	SR 113 AND CR 18C
City,State,Zip:	WOODLAND, CA 95695
File Number:	0002d1bc
URL:	https://documents.geotracker.waterboards.ca.gov/ustpdfs/pdf/0002d1bc.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

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29 **MOREHART MATTHEW** **UST** **U004123173**
NNW **40162 BEST RANCH RD** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.180 mi.
949 ft.

Relative: **Higher**
Actual: **62 ft.**

YOLO CO. UST:

Name:	MOREHART MATTHEW
Address:	40162 BEST RANCH RD
City,State,Zip:	WOODLAND, CA 95695
Facility Id:	FA0011065
Owner Id:	OW0009068
Owner Name:	MOREHART MATTHEW

MOREHART MATTHEW (Continued) **U004123173**

Owner Address:	PO BOX 180
Owner City/State/Zip:	WOODLAND, CA 95776
Billing Name:	MOREHART MATTHEW
Billing Address1:	PO BOX 180
Billing City/State/Zip:	WOODLAND, CA 95776
Contact Name:	Not reported
Contact Phone:	Not reported
Current Status:	04 - active, exempt from billing
Program Element:	Not reported
Business Code:	01 - CORPORATION
Business Type:	1 - MOTOR VEHICLE FUEL
Tank Number:	1
Tank Status:	Not reported
Tank Type:	Not reported
Tank Description:	Not reported
Tank Capacity:	Not reported
Product Type:	Not reported
Leak Detection Number:	Not reported
LEA Id:	Not reported
Surcharge Year:	Not reported
INVGEN:	Not reported

30
NW
1/8-1/4
0.228 mi.
1204 ft.

CENTER FOR LAND-BASED LEARNING
40140 BEST RANCH RD
WOODLAND, CA 95776

RCRA NonGen / NLR **1026827008** **CAL000461963**

Relative:
Higher

Actual:
62 ft.

RCRA Listings:

Date Form Received by Agency:	20210419
Handler Name:	Center For Land-Based Learning
Handler Address:	40140 Best Ranch Rd
Handler City,State,Zip:	WOODLAND, CA 95776
EPA ID:	CAL000461963
Contact Name:	RIC MURPHY
Contact Address:	40140 BEST RANCH RD
Contact City,State,Zip:	WOODLAND, CA 95776
Contact Telephone:	505-306-1998
Contact Fax:	Not reported
Contact Email:	RIC@LANDBASEDLEARNING.ORG
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	40140 BEST RANCH RD
Mailing City,State,Zip:	WOODLAND, CA 95776
Owner Name:	Mary Kimball
Owner Type:	Other
Operator Name:	Ric Murphy
Operator Type:	Other
Short-Term Generator Activity:	No

CENTER FOR LAND-BASED LEARNING (Continued) **1026827008**

Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210422
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: MARY KIMBALL	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	40140 BEST RANCH RD
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	530-795-1520
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported
Owner/Operator Indicator:	Operator
Owner/Operator Name: RIC MURPHY	
Legal Status:	Other

CENTER FOR LAND-BASED LEARNING (Continued) **1026827008**

Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	40140 BEST RANCH RD
Owner/Operator City,State,Zip:	WOODLAND, CA 95776
Owner/Operator Telephone:	505-306-1998
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210419
Handler Name:	CENTER FOR LAND-BASED LEARNING
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	115116
NAICS Description:	FARM MANAGEMENT SERVICES

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

G31 **SPRECKELS SUGAR COMPANY, INC.** **ENVIROSTOR** **S106044329**
ESE **COUNTY ROAD 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.246 mi.
1297 ft. **Site 1 of 3 in cluster G**

Relative:
Lower

Actual:
52 ft.

ENVIROSTOR:

Name:	SPRECKELS SUGAR COMPANY, INC.
Address:	COUNTY ROAD 18C
City,State,Zip:	WOODLAND, CA 95695
Facility ID:	57200003
Status:	Refer: RWQCB
Status Date:	01/06/2010
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	169
NPL:	NO
Regulatory Agencies:	YOLO COUNTY
Lead Agency:	YOLO COUNTY
Program Manager:	Not reported
Supervisor:	Steven Becker

SPRECKELS SUGAR COMPANY, INC. (Continued) **S106044329**

Division Branch: Cleanup Sacramento
Assembly: 04
Senate: 03
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 38.71267
Longitude: -121.7539
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * ACID SOLUTION 2>PH WITH METALS Asbestos Containing Materials (ACM * UNSPECIFIED ORGANIC LIQUID MIXTURE * LIME SLUDGE Polychlorinated biphenyls (PCBs
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: AMSTAR CORP
Alias Type: Alternate Name
Alias Name: AMSTAR CORP SPRECKELS SUGAR DIVISION F-3
Alias Type: Alternate Name
Alias Name: SPRECKELS SUGAR COMPANY
Alias Type: Alternate Name
Alias Name: Spreckles Woodland Landfill
Alias Type: Alternate Name
Alias Name: CAT000624767
Alias Type: EPA Identification Number
Alias Name: T0611300109
Alias Type: GeoTracker Global ID
Alias Name: 57200003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 07/07/1989
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 10/11/1983
Comments: FACILITY IDENTIFIED FROM ERRIS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/21/1990
Comments: SITE SCREENING DONE. NO APPARENT INTERIM RESPONSE MEASURES NEEDS. RECOMMEND MEDIUM PRIORITY PRELIMINARY ENDANGERMENT ASSESSMENT.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 06/02/1988
Comments: SITE SCREENING DONE. EPA RECOMMENDS A MEDIUM PRIORITY SI, DHS CONCURS. NO FILES FOUND.

SPRECKELS SUGAR COMPANY, INC. (Continued) **S106044329**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	07/01/1984
Comments:	2 SETTLING PONDS, 2 HOLDING PONDS. WASTE: LEAD ACETATE 200 LBS ASBESTOS. PRIOR TO EARLY 1970S LEAD ACETATE, ASBESTOS & REFUSE WERE DISPOSED IN ON SITE LANDFILL. LANDFILL MATERIALS WERE ROUTINELY BURNED. THEY ARE CURRENTLY DRUMMED AND TRANSPORTED BY HAULER OFFSITE. PCB USED TO BE STORED ON SITE. PROCESS SUGAR BEETS TO MAKE SUGAR. YEARS OF OPERATION 1937 TO PRESENT. SUBMIT TO EPA. PRELIMINARY ASSESSMENT DONE. RCRA 3012.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

G32 **SPRECKELS SUGAR COMPANY** **HIST CORTESE** **S105027467**
ESE **COUNTY RD 18C** **N/A**
1/8-1/4 **WOODLAND, CA 95695**
0.246 mi.
1297 ft. **Site 2 of 3 in cluster G**

Relative: HIST CORTESE:
Lower

Actual: edr_fname:	SPRECKELS SUGAR COMPANY
52 ft. edr_fadd1:	COUNTY RD 18C
City,State,Zip:	WOODLAND, CA 95695
Region:	CORTESE
Facility County Code:	57
Reg By:	CALSI
Reg Id:	57200003

G33 **SPRECKELS SUGAR WWTF** **WMUDS/SWAT** **S103342639**
ESE **PO BOX 2240** **N/A**
1/8-1/4 **WOODLAND CA, CA 95776**
0.246 mi.
1297 ft. **Site 3 of 3 in cluster G**

Relative: WMUDS/SWAT:
Lower

Actual: Edit Date:	Not reported
52 ft. Complexity:	Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
Primary Waste:	PROCES
Primary Waste Type:	Designated/Influent or Solid Wastes that pose a significant threat to water quality because of their high concentrations (E.G., BOD, Hardness, TRF, Chloride). 'Manageable' hazardous wastes (E.G., inorganic salts and heavy metals) are included in this category.
Secondary Waste:	Not reported

SPRECKELS SUGAR WWTF (Continued) **S103342639**

Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Private
Agency Name:	SPRECKELS SUGAR CO.
Agency Department:	Not reported
Agency Address:	PO BOX 2240
Agency City,St,Zip:	WOODLAND CA 95776
Agency Contact:	NORM BATES, DIST. MGR.
Agency Telephone:	5309923261
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	Not reported
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	5S
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	2063
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	True
Solid Waste Assessment Test Program:	False
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
Sub Chapter 15:	True
Regional Board Project Officer:	JDM
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	No
Waste Discharge Requirements:	A
Self-Monitoring Rept. Frequency:	Monthly Submittal
Waste Discharge System ID:	5A572012001
Solid Waste Information ID:	Not reported

H34 **FORMER SPRECKELS FARM SHOP** **UST FINDER RELEASE** **1028965853**
ENE **40979 BEST RANCH ROAD** **N/A**
1/4-1/2 **WOODLAND, CA 95776**
0.398 mi.
2101 ft. **Site 1 of 2 in cluster H**

Relative: **Lower**
Actual: **53 ft.**

UST FINDER RELEASE:

Object ID:	48131
Facility ID:	Not reported
Lust ID:	CAT10000000458
Name:	FORMER SPRECKELS FARM SHOP
Address:	40979 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95776
Address Match Type:	PointAddress
Reported Date:	Not reported
Status:	No Further Action
Substance:	Not reported
Population within 1500ft:	5
Domestic Wells within 1500ft:	1
Land Use:	Non-Developed
Within SPA:	No
SPA PWS Facility ID:	Not reported
SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA5700761_40373
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180201160704
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	9
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	Geocode
X Coord:	-121.74869
Y Coord:	38.71687
Latitude:	38.71687
Longitude:	-121.748689999999

H35 **FORMER SPRECKELS FARM SHOP** **LUST** **S109285334**
ENE **40979 BEST RANCH ROAD** **Cortese** **N/A**
1/4-1/2 **WOODLAND, CA 95776** **CERS**
0.398 mi.
2101 ft. **Site 2 of 2 in cluster H**

Relative: **Lower**
Actual: **53 ft.**

LUST:

Name:	FORMER SPRECKELS FARM SHOP
Address:	40979 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95776
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000000458
Global Id:	T10000000458
Latitude:	38.7162554392632
Longitude:	-121.74684047699

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Status:	Completed - Case Closed
Status Date:	07/16/2010
Case Worker:	BJL
RB Case Number:	570346
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
EPA Region:	9
Coordinate Source:	Manual Entry on Screens
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	08/17/1987
Leak Reported Date:	Not reported
How Discovered:	Not reported
How Discovered Description:	Not reported
Discharge Source:	Not reported
Discharge Cause:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	07/16/2010
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	36-40%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	The case was opened following an unauthorized release from an underground storage tank system at the subject site. Corrective action is underway as directed by the CVRWQCB. Corrective action may consist of preliminary site investigation, planning and implementation of remedial action, verification monitoring, or a combination thereof. A summary of the site history is available by clicking on either the "Cleanup Status History", "Regulatory Activities" or the "Site Maps/Documents" tab. For a complete site history the case file at the CVRWQCB should be consulted.

LUST:

Global Id:	T10000000458
Contact Type:	Regional Board Caseworker - Primary Caseworker
Contact Name:	BENJAMIN LEHMANN
Organization Name:	CENTRAL VALLEY RWQCB (REGION 5S)
Address:	11020 Sun Center Drive #200
City:	RANCHO CORDOVA
Email:	benjamin.lehmann@waterboards.ca.gov
Phone Number:	9164644760

LUST:

Global Id:	T10000000458
Action Type:	RESPONSE
Date:	12/22/2009
Action:	Verbal Communication

Global Id:	T10000000458

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Action Type: RESPONSE
Date: 10/22/2009
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 08/25/2009
Action: Correspondence

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 07/16/2010
Action: Closure/No Further Action Letter

Global Id: T10000000458
Action Type: RESPONSE
Date: 07/28/2008
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/02/2009
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 01/21/2010
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 12/01/2009
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 12/08/2009
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 04/20/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 05/22/2009
Action: Soil and Water Investigation Report

Global Id: T10000000458
Action Type: RESPONSE
Date: 04/10/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 03/12/2010

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Action: Well Destruction Workplan

Global Id: T10000000458
Action Type: RESPONSE
Date: 08/24/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 08/19/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 08/19/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 05/14/2010
Action: Well Destruction Report

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 11/05/2008
Action: File review

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 11/18/2008
Action: Staff Letter

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 09/18/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 09/19/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/11/2008
Action: Technical Correspondence / Assistance / Other

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/13/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/21/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 09/17/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 09/03/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 08/27/2008
Action: 13267 Requirement

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 03/10/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 03/26/2008
Action: Unauthorized Release Form

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 06/18/2008
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 07/28/2009
Action: Staff Letter

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 10/19/2009
Action: Staff Letter

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 01/13/2010
Action: Technical Correspondence / Assistance / Other

Global Id: T10000000458
Action Type: ENFORCEMENT

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Date: 01/25/2010
Action: Staff Letter

Global Id: T10000000458
Action Type: ENFORCEMENT
Date: 03/15/2010
Action: Staff Letter

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/07/2008
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 09/08/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 04/08/2009
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 06/02/2008
Action: Other Report / Document

Global Id: T10000000458
Action Type: RESPONSE
Date: 04/24/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 10/27/2008
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 10/27/2008
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 01/07/2009
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 08/05/2009
Action: Correspondence

Global Id: T10000000458
Action Type: REMEDIATION
Date: 07/05/1987
Action: Other (Use Description Field)

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Global Id: T10000000458
Action Type: RESPONSE
Date: 07/29/2008
Action: Verbal Communication

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/07/2008
Action: Soil and Water Investigation Workplan

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/07/2008
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/13/2008
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 10/28/2008
Action: Correspondence

Global Id: T10000000458
Action Type: RESPONSE
Date: 11/04/2008
Action: Verbal Communication

LUST:
Global Id: T10000000458
Status: Completed - Case Closed
Status Date: 08/17/1987

Global Id: T10000000458
Status: Open - Case Begin Date
Status Date: 08/17/1987

Global Id: T10000000458
Status: Open - Site Assessment
Status Date: 08/17/1987

Global Id: T10000000458
Status: Completed - Case Closed
Status Date: 07/16/2010

CORTESE:
Name: FORMER SPRECKELS FARM SHOP
Address: 40979 BEST RANCH ROAD
City,State,Zip: WOODLAND, CA 95776
Region: CORTESE
Envirostor Id: Not reported
Global ID: T10000000458
Site/Facility Type: LUST CLEANUP SITE

FORMER SPRECKELS FARM SHOP (Continued) **S109285334**

Cleanup Status:	COMPLETED - CASE CLOSED
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

CERS:

Name:	FORMER SPRECKELS FARM SHOP
Address:	40979 BEST RANCH ROAD
City,State,Zip:	WOODLAND, CA 95776
Site ID:	874682
CERS ID:	T10000000458
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	BENJAMIN LEHMANN - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 Sun Center Drive #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	9164644760,

36
SSE
1/2-1
0.835 mi.
4411 ft.

WESTERN WOOD TREATING, INC.
1492 CHURCHHILL DOWNS AVENUE
WOODLAND, CA 95695

ENVIROSTOR **S100948373**
CPS-SLIC **N/A**
DEED
CIWQS
CERS

Relative:
Lower

Actual:
45 ft.

ENVIROSTOR:

Name:	WESTERN WOOD TREATING, INC.
Address:	1492 CHURCHHILL DOWNS AVENUE
City,State,Zip:	WOODLAND, CA 95695
Facility ID:	57240003
Status:	Refer: RWQCB
Status Date:	08/07/1997
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	11
NPL:	NO
Regulatory Agencies:	RWQCB 5S - Central Valley
Lead Agency:	RWQCB 5S - Central Valley

WESTERN WOOD TREATING, INC. (Continued) **S100948373**

Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 04
Senate: 03
Special Program: EPA - PASI
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 38.69774
Longitude: -121.7500
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * LIQUIDS WITH PH <= 2 * AQUEOUS SOLUTION WITH METALS * ACID SOLUTION 2>PH WITH METALS Arsenic Chromium VI
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD021185541
Alias Type: EPA Identification Number
Alias Name: 110018969419
Alias Type: EPA (FRS #)
Alias Name: 57240003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/28/2008
Comments: A reassessment was completed for the USEPA under the PA/SI grant. The RWQCB is active on the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 06/20/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 04/29/1997
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 09/23/1983
Comments: PERMIT(OTHER) EXPIRED 9/23/84; EXTREMELY HAZARDOUS WASTE PERMIT. FACILITY IDENTIFIED: CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD (RWQCB).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 12/22/1989
Comments: SITE SCREENING DONE. GROUNDWATER MONITORING AND REMEDIATION PROGRAM IN PLACE. CONTAMINATED SOILS HAVE NOT BEEN REMOVED. RECOMMEND

WESTERN WOOD TREATING, INC. (Continued) **S100948373**

PRELIMINARY ENDANGERMENT ASSESSMENT.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/14/1988
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 09/20/1988
Comments: SAMPLE RESULTS: CHROMIUM LEVELS EXCEEDING MAXIMUM CONTAMINANT LEVEL (MCL) IN GROUNDWATER. RECOMMENDATION: HIGH PRIORITY SCREENING SITE INSPECTION.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CPS-SLIC:
Name: WESTERN WOOD TREATING
Address: 1492 CHURCHILL DOWNS AVE
City,State,Zip: WOODLAND, CA
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 11/23/2021
Global Id: SL0611329797
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)
Lead Agency Case Number: Not reported
Latitude: 38.697757
Longitude: -121.749977
Case Type: Cleanup Program Site
Case Worker: JJT
Local Agency: Not reported
RB Case Number: Not reported
File Location: Regional Board
Potential Media Affected: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Chromium VI
EPA Region: 9
Coordinate Source: Manual Entry on Screens
Cuf Case: NO
Quantity Released Gallons: Not reported
Begin Date: 01/01/1985
Leak Reported Date: 01/01/1985
How Discovered: Not reported
How Discovered Description: Not reported
Discharge Source: Not reported
Discharge Cause: Not reported
Stop Method: Not reported
Stop Description: Not reported

WESTERN WOOD TREATING, INC. (Continued) **S100948373**

No Further Action Date:	11/23/2021
CA Water Watershed Name:	Valley Putah-Cache - Lower Putah Creek (511.20)
Dwr Groundwater Subbasin Name:	Sacramento Valley - Yolo (5-021.67)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	61-65%
CA Enviroscreen 4 Score:	50-55%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5S)
Site History:	Initial chromium discharge was into French drain. Groundwater remediation by means of recirculating calcium polysulfide and then glucose was effective. An area of soil beneath the former drip pad is still an area of concern. As of 12/2018, the business and tenant is Woodland Wood Preservers, while the land owner is Western Wood Treating. In March 2019 the groundwater elevation is 5 ft bgs, and remediation by groundwater circulation beneath the drip pad with injection of corn syrup commenced in April 2019.

Click here to access the California GeoTracker records for this facility:

DEED:

Name:	WESTERN WOOD TREATING
Address:	1492 CHURCHILL DOWNS AVE
City,State,Zip:	WOODLAND, CA
Envirostor ID:	SL0611329797
Area:	Not reported
Sub Area:	Not reported
Site Type:	SLIC
Status:	COMPLETED - CASE CLOSED
Agency:	SWRCB
Covenant Uploaded:	Y
Deed Date(s):	10/07/2020
File Name:	Geotracker Land Use/Deed Restrictions

CIWQS:

Name:	WESTERN WOOD TREATING, WOODLAND
Address:	1492 CHURCHILL DOWNS AVENUE
City,State,Zip:	WOODLAND, CA 95695
Agency:	California Cascade Industries - Woodland
Agency Address:	1492 Churchill Downs Avenue, Woodland, CA 95695
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	2491
Region:	5S
Program:	WDR
Regulatory Measure Status:	Historical
Regulatory Measure Type:	WDR
Order Number:	98-134
WDID:	5A572021001
NPDES Number:	Not reported
Adoption Date:	06/05/1998
Effective Date:	06/05/1998
Termination Date:	03/18/2004
Expiration/Review Date:	06/04/2003
Design Flow:	0.0001
Major/Minor:	Not reported
Complexity:	C

WESTERN WOOD TREATING, INC. (Continued) **S100948373**

TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.69787
Longitude:	-121.74964

Name:	WESTERN WOOD TREATING, WOODLAND
Address:	1492 CHURCHILL DOWNS AVENUE
City,State,Zip:	WOODLAND, CA 95695
Agency:	Western Wood Treating, Inc.
Agency Address:	1492 Churchill Downs Avenue, Woodland, CA 95695
Place/Project Type:	Service/Commercial Site, NEC
SIC/NAICS:	2491
Region:	5S
Program:	SLIC
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee - WDR
Order Number:	R5-2015-0012
WDID:	5A572021001
NPDES Number:	Not reported
Adoption Date:	Not reported
Effective Date:	05/02/2018
Termination Date:	11/08/2019
Expiration/Review Date:	02/05/2030
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	B
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	38.69787
Longitude:	-121.74964

CERS:

Name:	WESTERN WOOD TREATING
Address:	1492 CHURCHILL DOWNS AVE
City,State,Zip:	WOODLAND, CA
Site ID:	874359
CERS ID:	SL0611329797
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	JEFF TIERNEY - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 SUN CENTER DRIVE #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	,

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
WOODLAND	1014202327	CACHE CREEK SETTLING BASIN	EAST OF CITY OF WOODLAND	95776	SEMS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 06/07/2024
Date Data Arrived at EDR: 06/25/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 09/24/2024
Next Scheduled EDR Contact: 01/09/2025
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/01/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/01/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 07/15/2024
Date Data Arrived at EDR: 07/17/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 84

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/24/2024
Date Data Arrived at EDR: 08/08/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/11/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/04/2024
Number of Days to Update: 79

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/22/2024
Date Data Arrived at EDR: 07/22/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/22/2024
Date Data Arrived at EDR: 07/22/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/07/2024
Date Made Active in Reports: 07/30/2024
Number of Days to Update: 84

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29
Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22
Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41
Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/11/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 05/07/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 03/15/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/17/2024
Number of Days to Update: 90

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 2

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Semi-Annually

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 02/13/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 06/03/2024
Number of Days to Update: 90

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 09/04/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/11/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 05/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 90

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/22/2024
Date Data Arrived at EDR: 07/22/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/17/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/10/2024
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/10/2024
Date Data Arrived at EDR: 06/11/2024
Date Made Active in Reports: 09/04/2024
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/11/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 04/04/2024
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 04/15/2024
Number of Days to Update: 10

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 10/10/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 08/19/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 51

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/22/2024
Date Data Arrived at EDR: 07/22/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/22/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 06/12/2024
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

CERS HAZ WASTE: California Environmental Reporting System Hazardous Waste

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 07/10/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 2

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/20/2024
Date Data Arrived at EDR: 08/19/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 51

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/19/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 07/29/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 79

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 07/10/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 2

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/31/2024
Date Data Arrived at EDR: 06/21/2024
Date Made Active in Reports: 09/11/2024
Number of Days to Update: 82

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 09/18/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 05/28/2024
Date Data Arrived at EDR: 05/29/2024
Date Made Active in Reports: 08/20/2024
Number of Days to Update: 83

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/14/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 06/24/2024
Number of Days to Update: 7

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 07/19/2024
Date Data Arrived at EDR: 07/22/2024
Date Made Active in Reports: 10/08/2024
Number of Days to Update: 78

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 2

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 06/20/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 07/31/2024
Date Data Arrived at EDR: 08/12/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 58

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/12/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/10/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/05/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/10/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/04/2024
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/13/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 86

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/11/2024
Date Data Arrived at EDR: 07/11/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 1

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 07/12/2024
Date Data Arrived at EDR: 07/17/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 16

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 05/23/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 09/26/2024
Number of Days to Update: 86

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/06/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 09/04/2024
Number of Days to Update: 89

Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 09/18/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2024
Date Data Arrived at EDR: 07/08/2024
Date Made Active in Reports: 09/26/2024
Number of Days to Update: 80

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 03/20/2023
Number of Days to Update: 11

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 05/08/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 14

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 08/27/2024
Date Data Arrived at EDR: 09/03/2024
Date Made Active in Reports: 09/19/2024
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/06/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/15/2024
Number of Days to Update: 1

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/14/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 10/01/2024
Date Data Arrived at EDR: 10/02/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 7

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/02/2024
Date Data Arrived at EDR: 08/20/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 50

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 08/23/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/28/2023
Number of Days to Update: 98

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/13/2024
Date Data Arrived at EDR: 06/14/2024
Date Made Active in Reports: 09/04/2024
Number of Days to Update: 82

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/13/2024
Date Data Arrived at EDR: 08/20/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 8

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 89

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/23/2024
Date Data Arrived at EDR: 06/28/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 14

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/13/2024
Date Data Arrived at EDR: 08/13/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 57

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS PROJECT: NORTHEASTERN UNIVERSITY PFAS PROJECT

The PFAS Contamination Site Tracker records qualitative and quantitative data from each site in a chart, specifically examining discovery, contamination levels, government response, litigation, health impacts, media coverage, and community characteristics. All data presented in the chart were extracted from government websites, such as state health departments or the Environmental Protection Agency, and news articles.

Date of Government Version: 05/19/2023
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 62

Source: Social Science Environmental Health Research Institute
Telephone: N/A
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/01/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 11

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

PCS: Permit Compliance System

PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: No Update Planned

PCS ENF: Enforcement data

No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data

The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 04/14/2024
Date Data Arrived at EDR: 04/16/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Semi-Annually

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

E MANIFEST: Hazardous Waste Electronic Manifest System

EPA established a national system for tracking hazardous waste shipments electronically. This system, known as ?e-Manifest,? will modernize the nation?s cradle-to-grave hazardous waste tracking process while saving valuable time, resources, and dollars for industry and states.

Date of Government Version: 07/24/2023
Date Data Arrived at EDR: 04/18/2024
Date Made Active in Reports: 06/06/2024
Number of Days to Update: 49

Source: Environmental Protection Agency
Telephone: 833-501-6826
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS sites included in the Envirostor and GeoTracker databases. Locations of potential sources of per - and polyfluoroalkyl substances (PFAS). This does not mean that PFAS has been produced, used, or discharged at these sites.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 09/03/2024
Number of Days to Update: 6

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing

Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/04/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHROME PLATING: Chrome Plating Facilities Listing

This listing represents chrome plating facilities the California State Water Resources Control Board staff identified as possibly being a source of Per- and polyfluoroalkyl substance (PFAS) contamination. Sites and locations were identified by staff with the Division of Water Quality in the California State Water Board. Data was collected from the CA Air Resources Board 2013 and 2018 - Cr VI emission survey, CA Emission Inventory, CA HAZ Waste discharge database and by reviewing storm water permits. Former chrome plating sites are also included that are open site investigation or remediation cases with the Regional Water Quality Control Boards and the Department of Toxic Substances Control.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/04/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/17/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/10/2024
Number of Days to Update: 85

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

CUPA LIV-PLE: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 05/08/2024
Number of Days to Update: 77

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

DRYCLEAN VENTURA: Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 02/08/2024
Number of Days to Update: 23

Source: Ventura County Air Pollution Control District
Telephone: 805-645-1421
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 05/21/2024
Date Data Arrived at EDR: 05/23/2024
Date Made Active in Reports: 08/19/2024
Number of Days to Update: 88

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

DRYCLEAN AMADOR: Amador Air District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Amador Air Quality Management District

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador Air Quality Management District
Telephone: 209-257-0112
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MOJAVE: Mojave Desert Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mojave Desert Air Quality Management District.

Date of Government Version: 04/15/2024
Date Data Arrived at EDR: 04/17/2024
Date Made Active in Reports: 04/24/2024
Number of Days to Update: 7

Source: Mojave Desert Air Quality Management District
Telephone: 760-245-1661
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BUTTE: Butte County Air Quality Management DistrictDrycleaner Facility Listing
Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 10/18/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 90

Source: Butte County Air Quality Management District
Telephone: 530-332-9400
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN FEATHER RVR: Feather River Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Feather River Air Quality Management District.

Date of Government Version: 03/08/2023
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 88

Source: Feather River Air Quality Management District
Telephone: 530-634-7659
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN DIEGO: San Diego County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Diego County Air Pollution Control District.

Date of Government Version: 03/19/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 04/12/2024
Number of Days to Update: 22

Source: San Diego County Air Pollution Control District
Telephone: 858-586-2616
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 04/02/2024
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 04/15/2024
Number of Days to Update: 10

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Annually

DRYCLEAN GRANT: Grant Recipients List
Assembly Bill 998 (AB 998) established the Non-Toxic Dry Cleaning Incentive Program to provide financial assistance to the dry cleaning industry to switch from systems using perchloroethylene (Perc), an identified toxic air contaminant and potential human carcinogen, to non-toxic and non-smog forming alternatives.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 01/26/2024
Date Made Active in Reports: 04/16/2024
Number of Days to Update: 81

Source: California Air Resources Board
Telephone: 916-323-0006
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Varies

DRYCLEAN LAKE: Lake County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Lake County Air Quality Management District,

Date of Government Version: 02/15/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 76

Source: Lake County Air Quality Management District
Telephone: 707-263-7000
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 78

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

DRYCLEAN MENDOCINO: Mendocino County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mendocino County Air Quality Management District.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 77

Source: Mendocino County Air Quality Management District
Telephone: 707-463-4354
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN EAST KERN: Eastern Kern Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 01/12/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79

Source: Eastern Kern Air Pollution Control District
Telephone: 661-862-9684
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN IMPERIAL: Imperial County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Imperial County Air Pollution Control District

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79

Source: Imperial County Air Pollution Control District
Telephone: 442-265-1800
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO: Yolo-Solano Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Yolo-Solano Air Quality Management District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/05/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 75

Source: Yolo-Solano Air Quality Management District
Telephone: 530-757-3650
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SHASTA: Shasta County Air Quality Management District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Shasta County Air Quality Management District.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 78

Source: Shasta County Air Quality Management District
Telephone: 530-225-5674
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MONTERY BAY: Monterey Bay Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Monterey Bay Air Quality Management District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/05/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 75

Source: Monterey Bay Air Quality Management District
Telephone: 831-647-9411
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN LUIS OB: San Luis Obispo County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Luis Obispo County Air Pollution Control District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 76
Source: San Luis Obispo County Air Pollution Control District
Telephone: 805-781-5756
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN PLACER: Placer County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Placer County Air Quality Management District.

Date of Government Version: 05/15/2023
Date Data Arrived at EDR: 05/17/2023
Date Made Active in Reports: 08/14/2023
Number of Days to Update: 89
Source: Placer County Air Quality Management District
Telephone: 530-745-2335
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN JOAQUIN: San Joaquin Valley Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Joaquin Valley Air Pollution Control District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/21/2024
Number of Days to Update: 77
Source: San Joaquin Valley Air Pollution Control District
Telephone: 559-230-6001
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BAY AREA: Bay Area Air Quality Management District Drycleaner Facility Listing
Bay Area Air Quality Management District Drycleaner Facility Listing.

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1432
Source: Bay Area Air Quality Management District
Telephone: 415-516-1916
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS: Calaveras County Environmental Management Agency Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Calaveras County Environmental Management Agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1412
Source: Calaveras County Environmental Management Agency
Telephone: 209-754-6399
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

DRYCLEAN N COAST: North Coast Unified Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the North Coast Unified Air Quality Management District.

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1473
Source: North Coast Unified Air Quality Management District
Telephone: 707-443-3093
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SIERRA: Northern Sierra Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sierra Air Quality Management District,

Date of Government Version: 05/07/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1455
Source: Northern Sierra Air Quality Management District
Telephone: 530-274-9350
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SANTA BARB: Santa Barbara County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Santa Barbara County Air Pollution Control District.

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1475
Source: Santa Barbara County Air Pollution Control District
Telephone: 805-961-8867
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN TEHAMA: Tehama County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Tehama County Air Pollution Control District.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1468
Source: Tehama County Air Pollution Control District
Telephone: 530-527-3717
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN GLENN: Glenn County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Glenn County Air Pollution Control District.

Date of Government Version: 01/08/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Glenn County Air Pollution Control District
Telephone: 530-934-6500
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SONOMA: Norther Sonoma County County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sonoma County Air Pollution Control District.,

Date of Government Version: 01/05/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Santa Barbara County Air Pollution Control District
Telephone: 707-433-5911
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SACRAMENTO: Sacramento Metropolitan Air Quality Management DistrictDrycleaner Facility Listing
A listing of drycleaner facility locations, for the Sacramento Metropolitan Air Quality Management District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Sacramento Metropolitan Air Quality Management District
Telephone: 916-874-3958
Last EDR Contact: 08/21/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 06/11/2024
Date Made Active in Reports: 09/03/2024
Number of Days to Update: 84
Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/11/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/15/2024
Date Data Arrived at EDR: 07/16/2024
Date Made Active in Reports: 10/08/2024
Number of Days to Update: 84
Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 07/10/2024
Date Data Arrived at EDR: 07/11/2024
Date Made Active in Reports: 09/27/2024
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

FIN ASSURANCE 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/07/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 14

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Varies

ICE: Inspection, Compliance and Enforcement
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/07/2024
Number of Days to Update: 85

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/12/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/07/2024
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/12/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/01/2024
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 09/25/2024
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/01/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Quarterly

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/19/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 08/28/2024
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 07/02/2024
Date Made Active in Reports: 09/25/2024
Number of Days to Update: 85

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Annually

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/04/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 86

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 09/04/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 05/29/2024
Date Made Active in Reports: 08/20/2024
Number of Days to Update: 83

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/06/2024
Date Data Arrived at EDR: 05/07/2024
Date Made Active in Reports: 07/31/2024
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 05/28/2024
Date Data Arrived at EDR: 05/29/2024
Date Made Active in Reports: 08/20/2024
Number of Days to Update: 83

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 2
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/06/2024
Date Data Arrived at EDR: 06/07/2024
Date Made Active in Reports: 09/03/2024
Number of Days to Update: 88
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82
Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Annually

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 09/02/2024
Date Data Arrived at EDR: 09/04/2024
Date Made Active in Reports: 09/05/2024
Number of Days to Update: 1
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 09/04/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 06/03/2024
Date Data Arrived at EDR: 06/04/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 87

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 09/04/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 08/20/2024
Date Data Arrived at EDR: 08/20/2024
Date Made Active in Reports: 08/22/2024
Number of Days to Update: 2

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 07/10/2024
Date Data Arrived at EDR: 07/10/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 2

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 08/28/2024
Date Data Arrived at EDR: 08/28/2024
Date Made Active in Reports: 08/29/2024
Number of Days to Update: 1

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites
A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 12/26/2023
Date Made Active in Reports: 03/19/2024
Number of Days to Update: 84

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 04/27/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 03/01/2024
Date Data Arrived at EDR: 03/19/2024
Date Made Active in Reports: 06/11/2024
Number of Days to Update: 84

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 07/22/2024
Date Data Arrived at EDR: 07/23/2024
Date Made Active in Reports: 10/10/2024
Number of Days to Update: 79

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/08/2024
Date Made Active in Reports: 04/26/2024
Number of Days to Update: 78

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/08/2022
Date Data Arrived at EDR: 08/09/2022
Date Made Active in Reports: 09/01/2022
Number of Days to Update: 23

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021
Date Data Arrived at EDR: 12/21/2021
Date Made Active in Reports: 03/03/2022
Number of Days to Update: 72

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 09/26/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 07/11/2024
Date Data Arrived at EDR: 07/16/2024
Date Made Active in Reports: 10/03/2024
Number of Days to Update: 79

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 07/30/2024
Date Data Arrived at EDR: 08/01/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 77

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/30/2024
Date Data Arrived at EDR: 08/01/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 77

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 07/26/2024
Date Data Arrived at EDR: 07/29/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 10

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/02/2024
Date Data Arrived at EDR: 07/08/2024
Date Made Active in Reports: 07/10/2024
Number of Days to Update: 2

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/09/2024
Date Data Arrived at EDR: 07/09/2024
Date Made Active in Reports: 09/27/2024
Number of Days to Update: 80

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/04/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 01/12/2023
Date Made Active in Reports: 03/29/2023
Number of Days to Update: 76

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/02/2025
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 05/14/2024
Date Data Arrived at EDR: 07/09/2024
Date Made Active in Reports: 09/27/2024
Number of Days to Update: 80

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 10/10/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/10/2024
Number of Days to Update: 85

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2024
Date Data Arrived at EDR: 06/17/2024
Date Made Active in Reports: 09/10/2024
Number of Days to Update: 85
Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/17/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation LA County List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/21/2024
Date Data Arrived at EDR: 07/16/2024
Date Made Active in Reports: 10/07/2024
Number of Days to Update: 83
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/16/2024
Date Data Arrived at EDR: 04/17/2024
Date Made Active in Reports: 07/12/2024
Number of Days to Update: 86
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72
Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 09/18/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/15/2023
Date Data Arrived at EDR: 11/20/2023
Date Made Active in Reports: 02/15/2024
Number of Days to Update: 87

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 10/04/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 04/23/2024
Date Data Arrived at EDR: 04/25/2024
Date Made Active in Reports: 06/26/2024
Number of Days to Update: 62

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups Orange County
Petroleum and non-petroleum spills.

Date of Government Version: 02/02/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/30/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/22/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/30/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/22/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/30/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/22/2024
Date Data Arrived at EDR: 05/23/2024
Date Made Active in Reports: 08/19/2024
Number of Days to Update: 88

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/11/2024
Date Data Arrived at EDR: 06/12/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 15

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 06/11/2024
Date Data Arrived at EDR: 06/12/2024
Date Made Active in Reports: 06/27/2024
Number of Days to Update: 15

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/21/2022
Date Made Active in Reports: 03/16/2023
Number of Days to Update: 85

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 09/23/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/09/2022
Date Made Active in Reports: 03/01/2023
Number of Days to Update: 82

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 09/23/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2024
Date Data Arrived at EDR: 08/01/2024
Date Made Active in Reports: 08/07/2024
Number of Days to Update: 6

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/13/2024
Date Data Arrived at EDR: 08/14/2024
Date Made Active in Reports: 08/20/2024
Number of Days to Update: 6

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database
The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/16/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 2

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 08/22/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities
San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2023
Date Data Arrived at EDR: 01/31/2024
Date Made Active in Reports: 04/17/2024
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing
A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing
The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 07/29/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 79
Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10
Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 07/23/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 07/26/2024
Date Data Arrived at EDR: 07/30/2024
Date Made Active in Reports: 10/17/2024
Number of Days to Update: 79
Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing
a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 07/15/2024
Date Data Arrived at EDR: 07/16/2024
Date Made Active in Reports: 10/09/2024
Number of Days to Update: 85
Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 10/16/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/23/2024
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/13/2024
Date Data Arrived at EDR: 05/14/2024
Date Made Active in Reports: 08/08/2024
Number of Days to Update: 86

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/05/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 08/27/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 05/16/2024
Date Data Arrived at EDR: 05/16/2024
Date Made Active in Reports: 08/07/2024
Number of Days to Update: 83

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/13/2024
Next Scheduled EDR Contact: 12/02/2024
Data Release Frequency: No Update Planned

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

SITE MIT SANTA CRUZ: Site Mitigation Santa Cruz County List
Sites may become contaminated with toxic chemicals through illegal dumping or disposal, from leaking underground storage tanks, or through industrial or commercial activities.The goal of the site mitigation program is to protect the public health and the environment while facilitating completion of contaminated site clean-up projects in a timely manner.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 06/23/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 20

Source: Santa Cruz Environmental Health Services
Telephone: 831-454-2761
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/07/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/10/2024
Next Scheduled EDR Contact: 12/30/2024
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/10/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/02/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 04/12/2024
Date Data Arrived at EDR: 06/05/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 86

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 12/09/2024
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 12/05/2023
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 02/28/2024
Number of Days to Update: 27

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 08/20/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 07/11/2024
Date Data Arrived at EDR: 07/16/2024
Date Made Active in Reports: 10/03/2024
Number of Days to Update: 79

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 10/07/2022
Date Data Arrived at EDR: 10/07/2022
Date Made Active in Reports: 12/21/2022
Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 07/24/2024
Next Scheduled EDR Contact: 11/11/2024
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/09/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 07/02/2024
Date Data Arrived at EDR: 07/17/2024
Date Made Active in Reports: 07/23/2024
Number of Days to Update: 6

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/18/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/31/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 07/02/2024
Date Data Arrived at EDR: 07/18/2024
Date Made Active in Reports: 07/23/2024
Number of Days to Update: 5

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 01/27/2025
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/28/2024
Date Data Arrived at EDR: 06/04/2024
Date Made Active in Reports: 08/30/2024
Number of Days to Update: 87

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/04/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/20/2024
Date Data Arrived at EDR: 06/27/2024
Date Made Active in Reports: 09/24/2024
Number of Days to Update: 89

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 09/18/2024
Next Scheduled EDR Contact: 01/06/2025
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/18/2024
Date Data Arrived at EDR: 07/19/2024
Date Made Active in Reports: 10/07/2024
Number of Days to Update: 80

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/17/2024
Next Scheduled EDR Contact: 02/03/2025
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/05/2024
Date Data Arrived at EDR: 05/07/2024
Date Made Active in Reports: 08/01/2024
Number of Days to Update: 86

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/06/2024
Next Scheduled EDR Contact: 11/18/2024
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 09/25/2024
Next Scheduled EDR Contact: 01/13/2025
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/25/2024
Next Scheduled EDR Contact: 11/04/2024
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/03/2024
Next Scheduled EDR Contact: 01/20/2025
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/08/2024
Next Scheduled EDR Contact: 11/26/2024
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 08/28/2024
Next Scheduled EDR Contact: 12/16/2024
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

CLARK PACIFIC FACILITY
40307 BEST RANCH RD
WOODLAND, CA 95776

TARGET PROPERTY COORDINATES

Latitude (North):	38.712636 - 38° 42' 45.49''
Longitude (West):	121.758291 - 121° 45' 29.85''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	607959.9
UTM Y (Meters):	4285412.5
Elevation:	58 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50006023 WOODLAND, CA
Version Date:	2021
Southeast Map:	50005939 GRAYS BEND, CA
Version Date:	2021

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

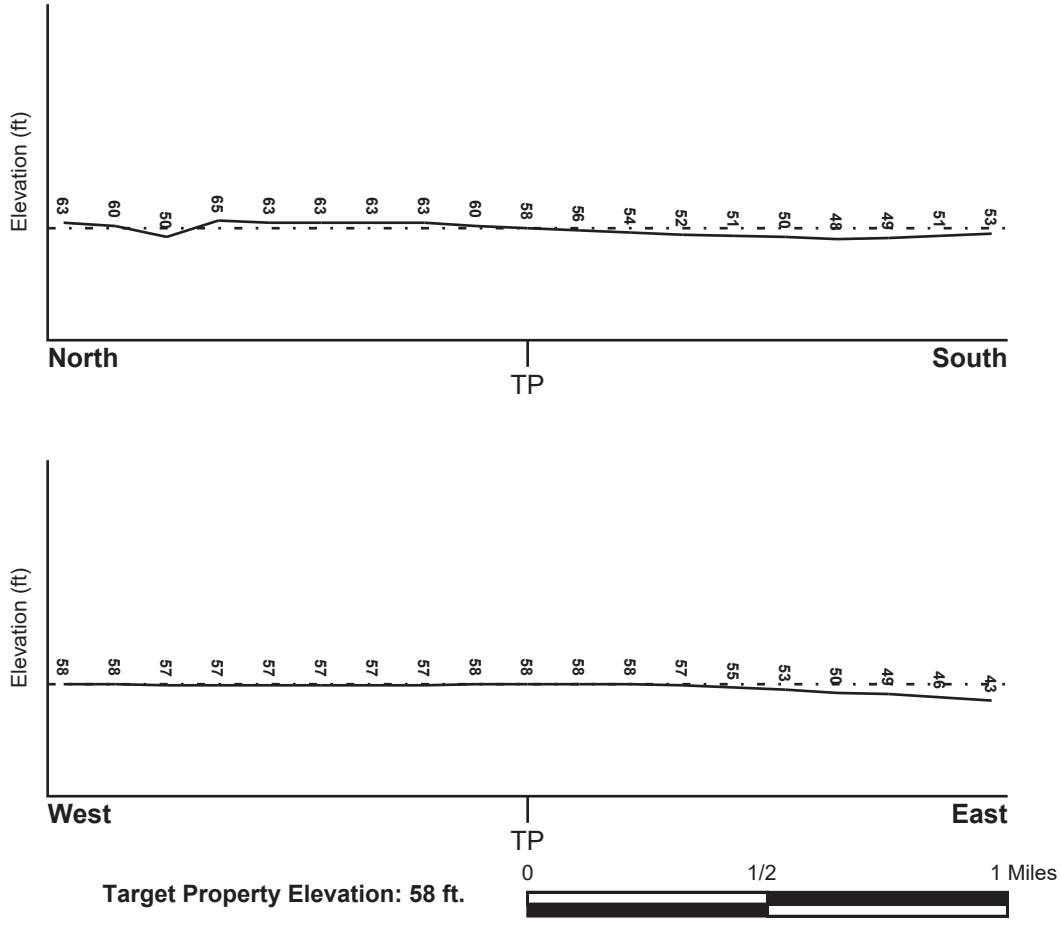
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06113C0435H	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06113C0455H	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
WOODLAND	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

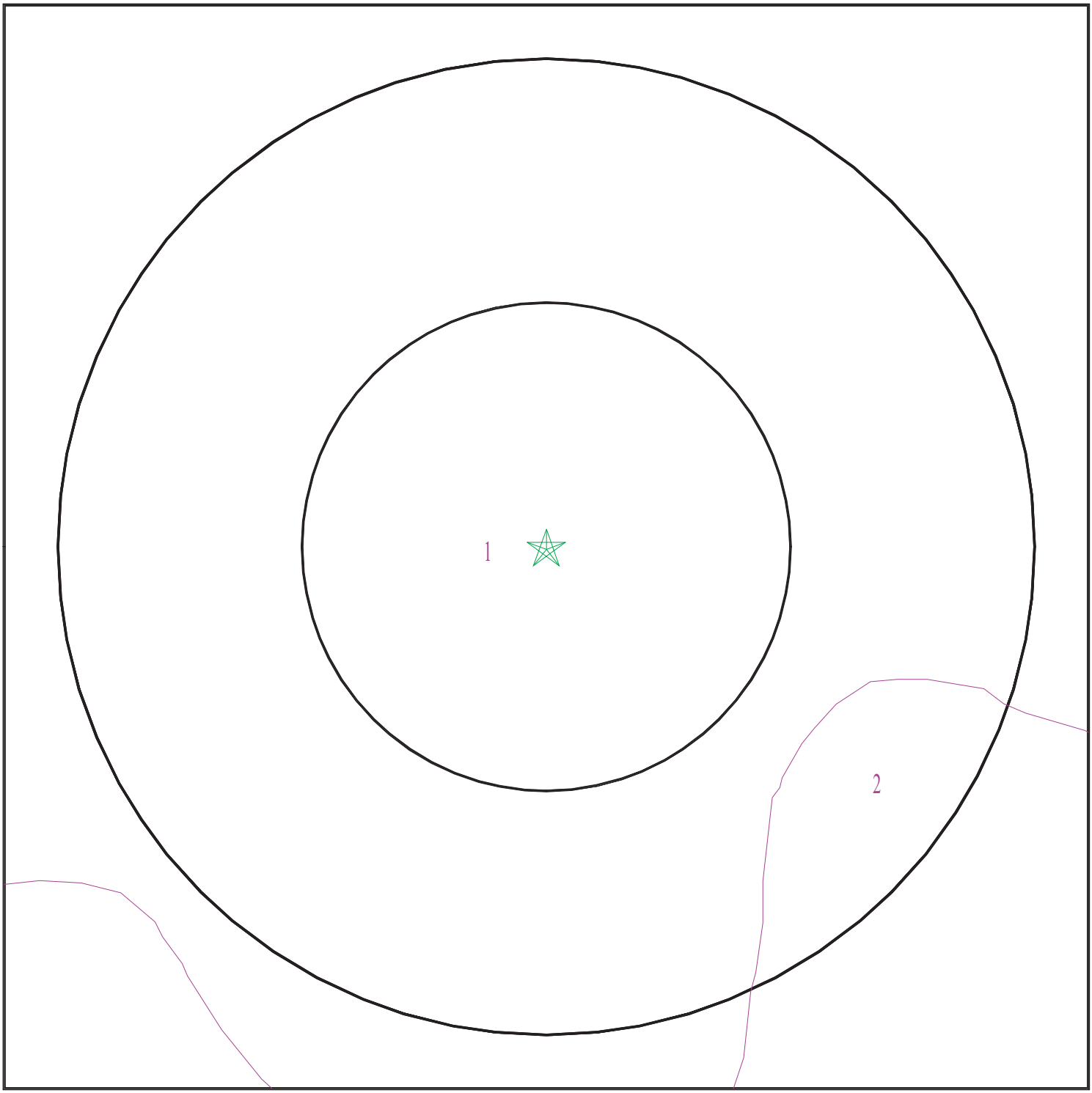
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7798233.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Clark Pacific Facility	CLIENT:	Geocon Consultants, Inc.
ADDRESS:	40307 Best Ranch Rd Woodland CA 95776	CONTACT:	Alice Orton
LAT/LONG:	38.712636 / 121.758291	INQUIRY #:	7798233.2s
		DATE:	October 21, 2024 5:45 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Reiff

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	very fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 42 Min: 14	Max: 8.4 Min: 6.6
2	16 inches	59 inches	stratified sandy loam to loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 42 Min: 14	Max: 8.4 Min: 6.6

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 2

Soil Component Name: Tyndall

Soil Surface Texture: very fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	very fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 42 Min: 14	Max: 9 Min: 7.4
2	16 inches	59 inches	very fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 42 Min: 14	Max: 9 Min: 7.4

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000189955	1/4 - 1/2 Mile South
B7	USGS40000189995	1/4 - 1/2 Mile North
D11	USGS40000189954	1/2 - 1 Mile ESE
E15	USGS40000189971	1/2 - 1 Mile West
16	USGS40000189934	1/2 - 1 Mile SW
G25	USGS40000189953	1/2 - 1 Mile ESE
G26	USGS40000189952	1/2 - 1 Mile ESE
28	USGS40000189973	1/2 - 1 Mile West
32	USGS40000190016	1/2 - 1 Mile NNE
33	USGS40000189919	1/2 - 1 Mile SE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	CAEDF0000050452	1/4 - 1/2 Mile North
A3	CAEDF0000132081	1/4 - 1/2 Mile North
4	CADDW2000024297	1/4 - 1/2 Mile ENE
5	CADDW2000009418	1/4 - 1/2 Mile NNW
B6	CAUSGSN00001945	1/4 - 1/2 Mile North
B8	CADPR0000000535	1/4 - 1/2 Mile North
9	CADWR0000031712	1/4 - 1/2 Mile SSE
C10	CADDW2000017171	1/4 - 1/2 Mile NW
D12	CAUSGSN00002757	1/2 - 1 Mile ESE
C13	CADDW2000001651	1/2 - 1 Mile NW
E14	CAUSGSN00011882	1/2 - 1 Mile West
17	CAEDF0000007312	1/2 - 1 Mile ENE
18	CAEDF0000067105	1/2 - 1 Mile East
19	CADDW2000011559	1/2 - 1 Mile WNW
F20	CAEDF0000045002	1/2 - 1 Mile East
F21	CAEDF0000125257	1/2 - 1 Mile ENE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

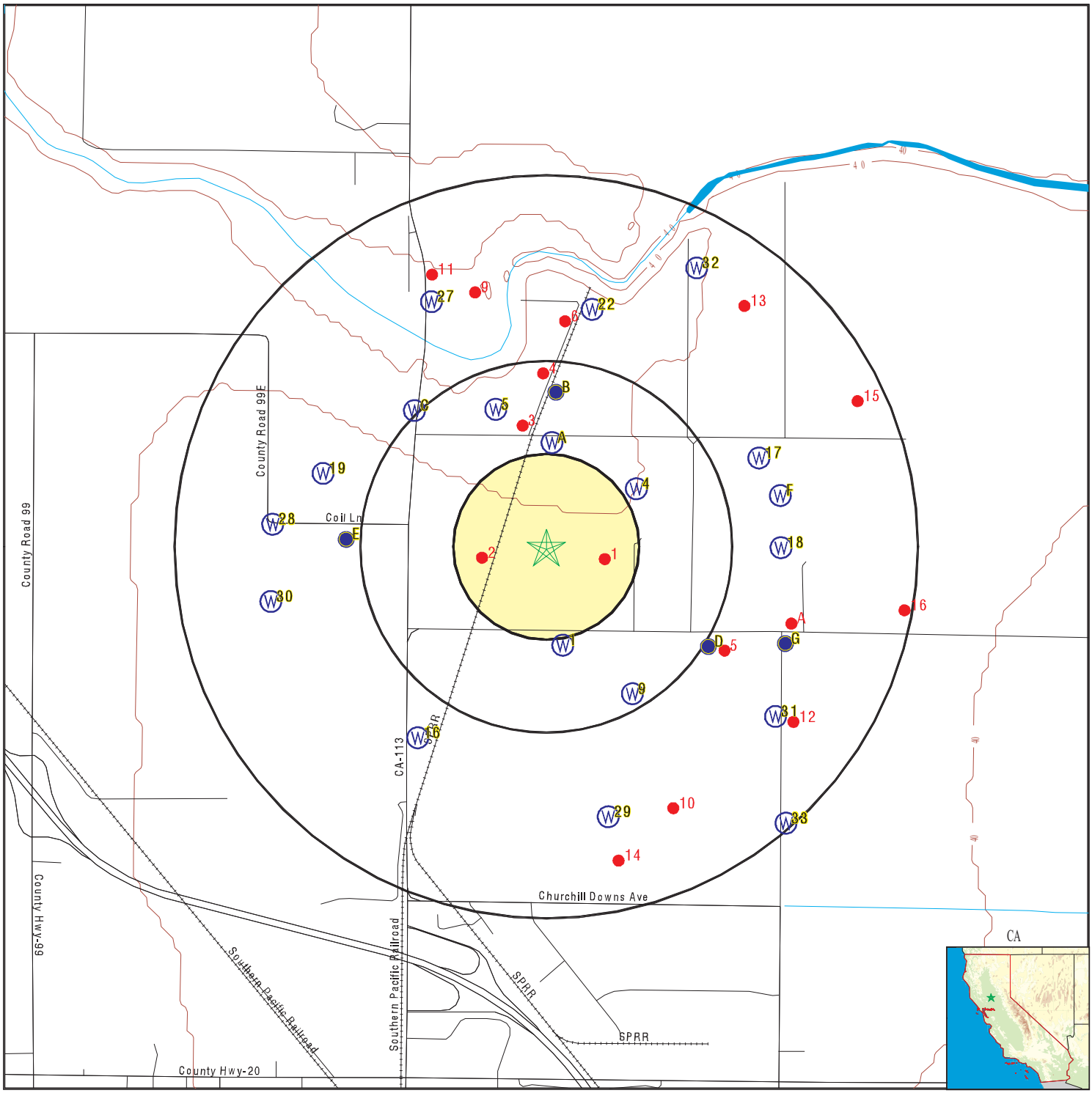
MAP ID	WELL ID	LOCATION FROM TP
22	CADWR9000040213	1/2 - 1 Mile North
F23	CAEDF0000004846	1/2 - 1 Mile ENE
G24	CADWR9000040164	1/2 - 1 Mile ESE
27	CADWR9000040216	1/2 - 1 Mile NNW
29	CADPR0000000019	1/2 - 1 Mile SSE
30	CADWR0000017154	1/2 - 1 Mile West
31	9802	1/2 - 1 Mile SE

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG17000076892	1/8 - 1/4 Mile ESE
2	CAOG17000076877	1/8 - 1/4 Mile West
3	CAOG17000224817	1/4 - 1/2 Mile North
4	CAOG17000224825	1/4 - 1/2 Mile North
5	CAOG17000076876	1/2 - 1 Mile ESE
6	CAOG17000224826	1/2 - 1 Mile North
A7	CAOG17000076884	1/2 - 1 Mile ESE
A8	CAOG17000076868	1/2 - 1 Mile ESE
9	CAOG17000224828	1/2 - 1 Mile NNW
10	CAOG17000076867	1/2 - 1 Mile SSE
11	CAOG17000224822	1/2 - 1 Mile NNW
12	CAOG17000076887	1/2 - 1 Mile SE
13	CAOG17000224820	1/2 - 1 Mile NE
14	CAOG17000076870	1/2 - 1 Mile SSE
15	CAOG17000060479	1/2 - 1 Mile ENE
16	CAOG17000076875	1/2 - 1 Mile East

PHYSICAL SETTING SOURCE MAP - 7798233.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Clark Pacific Facility	CLIENT:	Geocon Consultants, Inc.
ADDRESS:	40307 Best Ranch Rd Woodland CA 95776	CONTACT:	Alice Orton
LAT/LONG:	38.712636 / 121.758291	INQUIRY #:	7798233.2s
		DATE:	October 21, 2024 5:45 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
South
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000189955**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E16P003M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19790614	Well Depth:	272
Well Depth Units:	ft	Well Hole Depth:	300
Well Hole Depth Units:	ft		

A2
North
1/4 - 1/2 Mile
Higher

CA WELLS **CAEDF0000050452**

Well ID:	L10006223066-MW-14	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-14
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-14&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-14		

A3
North
1/4 - 1/2 Mile
Higher

CA WELLS **CAEDF0000132081**

Well ID:	L10006223066-MW-15	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-15
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-15&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-15		

4
ENE
1/4 - 1/2 Mile
Higher

CA WELLS **CADDW2000024297**

GAMA:

Well ID:	CA5700761_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	5700761-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA5700761_001_001&store_num=		

GeoTracker Data: Not Reported

5
NNW **CA WELLS** **CADDW2000009418**
1/4 - 1/2 Mile
Higher

GAMA:

Well ID:	CA5700754_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	5700754-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA5700754_001_001&store_num=		
GeoTracker Data:	Not Reported		

B6
North **CA WELLS** **CAUSGSN00001945**
1/4 - 1/2 Mile
Higher

Well ID:	USGS-384307121452501	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-384307121452501	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-384307121452501&store_num=		
GeoTracker Data:	Not Reported		

B7
North **FED USGS** **USGS40000189995**
1/4 - 1/2 Mile
Higher

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E16C001M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19630117	Well Depth:	468
Well Depth Units:	ft	Well Hole Depth:	529
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-01-17
Feet below surface:	47	Feet to sea level:	Not Reported
Note:	Not Reported		

B8
North **CA WELLS** **CADPR0000000535**
1/4 - 1/2 Mile
Higher

Well ID:	92978	Well Type:	UNK
Source:	Department of Pesticide Regulation		

Other Name:	92978	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DPR&samp_date=&global_id=&assigned_name=92978&store_num=		
GeoTracker Data:	Not Reported		

9
SSE **CA WELLS** **CADWR0000031712**
1/4 - 1/2 Mile
Lower

Well ID:	10N02E16R003M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	10N02E16R003M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=10N02E16R003M&store_num=		
GeoTracker Data:	Not Reported		

C10
NW **CA WELLS** **CADDW2000017171**
1/4 - 1/2 Mile
Higher

GAMA:

Well ID:	CA5700615_002_002	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	5700615-002
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA5700615_002_002&store_num=		
GeoTracker Data:	Not Reported		

D11
ESE **FED USGS** **USGS40000189954**
1/2 - 1 Mile
Lower

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E16R003M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Alluvial Fan Deposits	Aquifer Type:	Not Reported
Construction Date:	19770907	Well Depth:	262
Well Depth Units:	ft	Well Hole Depth:	262
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	1	Level reading date:	1981-05-14
Feet below surface:	95.9	Feet to sea level:	Not Reported
Note:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

D12
ESE
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00002757**

Well ID:	USGS-384232121445701	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-384232121445701	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-384232121445701&store_num=		
GeoTracker Data:	Not Reported		

C13
NW
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000001651**

GAMA:

Well ID:	CA5700518_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	5700518-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA5700518_001_001&store_num=		
GeoTracker Data:	Not Reported		

E14
West
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00011882**

Well ID:	USGS-384247121460201	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-384247121460201	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-384247121460201&store_num=		
GeoTracker Data:	Not Reported		

E15
West
1/2 - 1 Mile
Lower

FED USGS **USGS40000189971**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E17J003M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19590301	Well Depth:	244
Well Depth Units:	ft	Well Hole Depth:	244
Well Hole Depth Units:	ft		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

16
SW
1/2 - 1 Mile
Lower

FED USGS **USGS40000189934**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E21D001M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19601126	Well Depth:	204
Well Depth Units:	ft	Well Hole Depth:	204
Well Hole Depth Units:	ft		

17
ENE
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000007312**

Well ID:	L10006223066-MW-10	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-10
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-10&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-10		

18
East
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000067105**

Well ID:	L10006223066-MW-9A	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-9A
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-9A&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-9A		

19
WNW
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000011559**

GAMA:

Well ID:	CA5700802_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	5700802-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA5700802_001_001&store_num=		

GeoTracker Data: Not Reported

F20
East
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000045002**

Well ID:	L10006223066-MW-9	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-9
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-9&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-9		

F21
ENE
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000125257**

Well ID:	L10006223066-MW-1A	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-1A
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-1A&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-1A		

22
North
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000040213**

State Well #:	10N02E09P001M	Station ID:	11780
Well Name:	Not Reported	Basin Name:	Yolo
Well Use:	Irrigation	Well Type:	Unknown
Well Depth:	0	Well Completion Rpt #:	Not Reported

F23
ENE
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000004846**

Well ID:	L10006223066-MW-1	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-1
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=L10006223066&assigned_name=MW-1&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=L10006223066&assigned_name=MW-1		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

G24
ESE
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000040164**

State Well #:	10N02E15N001M	Station ID:	11783
Well Name:	10N02E15N001M	Basin Name:	Yolo
Well Use:	Irrigation	Well Type:	Single Well
Well Depth:	280	Well Completion Rpt #:	828

G25
ESE
1/2 - 1 Mile
Lower

FED USGS **USGS40000189953**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E15N003M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	436
Well Depth Units:	ft	Well Hole Depth:	460
Well Hole Depth Units:	ft		

Ground water levels,Number of Measurements:	1	Level reading date:	1981-05-13
Feet below surface:	98.4	Feet to sea level:	Not Reported
Note:	Not Reported		

G26
ESE
1/2 - 1 Mile
Lower

FED USGS **USGS40000189952**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E15N002M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19780731	Well Depth:	261
Well Depth Units:	ft	Well Hole Depth:	285
Well Hole Depth Units:	ft		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

27
NNW
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000040216**

State Well #:	10N02E09N001M	Station ID:	31470
Well Name:	10N02E09N001M	Basin Name:	Yolo
Well Use:	Irrigation	Well Type:	Single Well
Well Depth:	490	Well Completion Rpt #:	808

28
West
1/2 - 1 Mile
Lower

FED USGS **USGS40000189973**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E17K001M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19760827	Well Depth:	475
Well Depth Units:	ft	Well Hole Depth:	540
Well Hole Depth Units:	ft		

29
SSE
1/2 - 1 Mile
Lower

CA WELLS **CADPR0000000019**

Well ID:	92981	Well Type:	UNK
Source:	Department of Pesticide Regulation		
Other Name:	92981	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DPR&samp_date=&global_id=&assigned_name=92981&store_num=		
GeoTracker Data:	Not Reported		

30
West
1/2 - 1 Mile
Lower

CA WELLS **CADWR0000017154**

Well ID:	10N02E17J003M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	10N02E17J003M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=10N02E17J003M&store_num=		
GeoTracker Data:	Not Reported		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

31
SE
1/2 - 1 Mile
Lower

CA WELLS **9802**

Seq:	9802	Prim sta c:	10N/02E-16R02 M
Frds no:	5700718001	County:	57
District:	87	User id:	57C
System no:	5700718	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	384222.0	Longitude:	1214445.0
Precision:	4	Status:	AR
Comment 1:	1000 FEET SOUTH OF COUNTY ROAD 180 15		
Comment 2:	Not Reported	Comment 3:	Not Reported
Comment 4:	Not Reported	Comment 5:	Not Reported
Comment 6:	Not Reported	Comment 7:	Not Reported
System no:	5700718	System nam:	Lomele Inc
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

32
NNE
1/2 - 1 Mile
Higher

FED USGS **USGS40000190016**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E09R002M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19760527	Well Depth:	285
Well Depth Units:	ft	Well Hole Depth:	290
Well Hole Depth Units:	ft		

33
SE
1/2 - 1 Mile
Lower

FED USGS **USGS40000189919**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	010N002E22E001M	Type:	Well
Description:	Not Reported	HUC:	18020109
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19770310	Well Depth:	440
Well Depth Units:	ft	Well Hole Depth:	480
Well Hole Depth Units:	ft		

Map ID
Direction
Distance

Database EDR ID Number

1
ESE **OIL_GAS** **CAOG17000076892**
1/8 - 1/4 Mile

OIL_GAS:

API #:	0411320535	Well #:	4
Well Type:	Dry Gas	Well Status:	Plugged
Lease Name:	Amstar	Well Design:	Amstar 4
Operator ID:	C5640	Operator Name:	Chevron U.S.A. Inc.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	05/15/1979		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320535		

2
West **OIL_GAS** **CAOG17000076877**
1/8 - 1/4 Mile

OIL_GAS:

API #:	0411321206	Well #:	1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	Traynham	Well Design:	Traynham 1
Operator ID:	S3625	Operator Name:	Signal Hill Petroleum, Inc.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	GPS
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	08/10/2001		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11321206		

3
North **OIL_GAS** **CAOG17000224817**
1/4 - 1/2 Mile

OIL_GAS:

API #:	0411320581	Well #:	1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	Robinson Well	Well Design:	Robinson Well 1
Operator ID:	D3925	Operator Name:	The Dow Chemical Company
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	04/23/1980		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320581		

4
North **OIL_GAS** **CAOG17000224825**
1/4 - 1/2 Mile

OIL_GAS:

API #:	0411320683	Well #:	16-1
Well Type:	Water Disposal	Well Status:	Plugged
Lease Name:	Howald	Well Design:	Howald 16-1
Operator ID:	E2935	Operator Name:	EOG Resources, Inc.
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	12/11/1981		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320683		

5
ESE **OIL_GAS** **CAOG17000076876**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320494	Well #:	1
Well Type:	Dry Gas	Well Status:	Plugged
Lease Name:	Ogilvie	Well Design:	Ogilvie 1
Operator ID:	C5640	Operator Name:	Chevron U.S.A. Inc.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	05/06/1978		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320494		

6
North **OIL_GAS** **CAOG17000224826**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320489	Well #:	2
Well Type:	Gas	Well Status:	Plugged
Lease Name:	Unit 485 Well	Well Design:	Unit 485 Well 2
Operator ID:	A3250	Operator Name:	Apache Corporation
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	05/01/1978		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320489		

A7
ESE **OIL_GAS** **CAOG17000076884**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320681	Well #:	15-1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	U.C. Regents	Well Design:	U.C. Regents 15-1
Operator ID:	T1715	Operator Name:	TXO Production Corp.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	11/24/1981		

Well Record Request URL: https://filerequest.conservation.ca.gov/WellRecord?api=11320681

A8
ESE **OIL_GAS** **CAOG17000076868**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320495	Well #:	1
Well Type:	Gas	Well Status:	Plugged
Lease Name:	U.C. Regents	Well Design:	U.C. Regents 1
Operator ID:	D3925	Operator Name:	The Dow Chemical Company
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	Y
Spud Date:	05/21/1978		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320495		

9
NNW **OIL_GAS** **CAOG17000224828**
1/2 - 1 Mile

OIL_GAS:

API #:	0411321153	Well #:	9-2
Well Type:	Dry Gas	Well Status:	Plugged
Lease Name:	Payne	Well Design:	Payne 9-2
Operator ID:	T3460	Operator Name:	Towne Exploration Company, LP
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	GPS
Confidential Well:	N	Directionally Drilled:	Y
Spud Date:	10/07/1999		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11321153		

10
SSE **OIL_GAS** **CAOG17000076867**
1/2 - 1 Mile

OIL_GAS:

API #:	0411300281	Well #:	1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	Cabeen-Shell Amen	Well Design:	Cabeen-Shell Amen 1
Operator ID:	C0525	Operator Name:	Cabeen Exploration Corp
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	10/19/1965		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11300281		

Map ID
Direction
Distance

Database EDR ID Number

11
NNW **OIL_GAS** **CAOG17000224822**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320481	Well #:	1
Well Type:	Dry Gas	Well Status:	Plugged
Lease Name:	Unit 485 Well	Well Design:	Unit 485 Well 1
Operator ID:	A3250	Operator Name:	Apache Corporation
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	Y
Spud Date:	11/29/1977		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320481		

12
SE **OIL_GAS** **CAOG17000076887**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320452	Well #:	2
Well Type:	Gas	Well Status:	Plugged
Lease Name:	U.C. Regents	Well Design:	U.C. Regents 2
Operator ID:	C5640	Operator Name:	Chevron U.S.A. Inc.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	Y
Spud Date:	09/17/1977		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320452		

13
NE **OIL_GAS** **CAOG17000224820**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320580	Well #:	1
Well Type:	Gas	Well Status:	Plugged
Lease Name:	Howald-Given	Well Design:	Howald-Given 1
Operator ID:	D3925	Operator Name:	The Dow Chemical Company
Field Name:	Sugarfield Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	04/04/1980		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320580		

14
SSE **OIL_GAS** **CAOG17000076870**
1/2 - 1 Mile

OIL_GAS:

API #:	0411320558	Well #:	1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	Cilker et al	Well Design:	Cilker et al 1
Operator ID:	01482	Operator Name:	Challenger Minerals, Inc.
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	09/07/1979		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11320558		

15
ENE **OIL_GAS** **CAOG17000060479**
1/2 - 1 Mile

OIL_GAS:

API #:	0411321226	Well #:	15-1
Well Type:	Dry Gas	Well Status:	Plugged
Lease Name:	Howald	Well Design:	Howald 15-1
Operator ID:	T3460	Operator Name:	Towne Exploration Company, LP
Field Name:	Cache Creek Gas	Area Name:	Any Area
Place:	Yolo County	GIS Source:	GPS
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	04/20/2004		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11321226		

16
East **OIL_GAS** **CAOG17000076875**
1/2 - 1 Mile

OIL_GAS:

API #:	0411300278	Well #:	1
Well Type:	Dry Hole	Well Status:	Plugged
Lease Name:	Hackett	Well Design:	Hackett 1
Operator ID:	C0525	Operator Name:	Cabeen Exploration Corp
Field Name:	Crossroads Gas (ABD)	Area Name:	Any Area
Place:	Yolo County	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
Spud Date:	12/03/1965		
Well Record Request URL:	https://filerequest.conservation.ca.gov/WellRecord?api=11300278		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95776	2	0

Federal EPA Radon Zone for YOLO County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for YOLO COUNTY, CA

Number of sites tested: 13

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.508 pCi/L	92%	8%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	1.200 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

Geothermal Wells Listing
Department of Conservation
Telephone: 916-445-9686
Geothermal well means a well constructed to extract or return water to the ground after it has been used for heating or cooling purposes. Geothermal wells in California (except for wells on federal leases which are administered by the Bureau of Land Management) are permitted, drilled, operated, and permanently sealed and closed (plugged and abandoned) under requirements and procedures administered by the Geothermal Section of the Department of Conservations Geologic Energy Management Division (CalGEM, formerly DOGGR).

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX D

Clark Pacific Facility

40307 Best Ranch Rd

Woodland, CA 95776

Inquiry Number: 7798233.8

October 21, 2024

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

10/21/24

Site Name:

Clark Pacific Facility
40307 Best Ranch Rd
Woodland, CA 95776
EDR Inquiry # 7798233.8

Client Name:

Geocon Consultants, Inc.
3160 Gold Valley Drive Suite 800
Rancho Cordova, CA 95742
Contact: Alice Orton

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	*Scale*	*Details*	*Source*
2020	1"=500'	Flight Year: 2020	USDA/NAIP
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1993	1"=500'	Acquisition Date: January 01, 1993	USGS/DOQQ
1984	1"=500'	Flight Date: June 08, 1984	USDA
1977	1"=500'	Flight Date: June 23, 1977	USGS
1974	1"=500'	Flight Date: December 11, 1974	USGS
1968	1"=500'	Flight Date: May 28, 1968	USGS
1954	1"=500'	Flight Date: August 03, 1954	USGS
1937	1"=500'	Flight Date: August 28, 1937	USDA

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INQUIRY #: 7798233.8

YEAR: 2020

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 2016

= 500'

N

EDR


INQUIRY #: 7798233.8
YEAR: 2012
= 500'
N
EDR


INQUIRY #: 7798233.8
YEAR: 2009
= 500'
N
EDR



INQUIRY #: 7798233.8

YEAR: 2006

= 500'

N

EDR



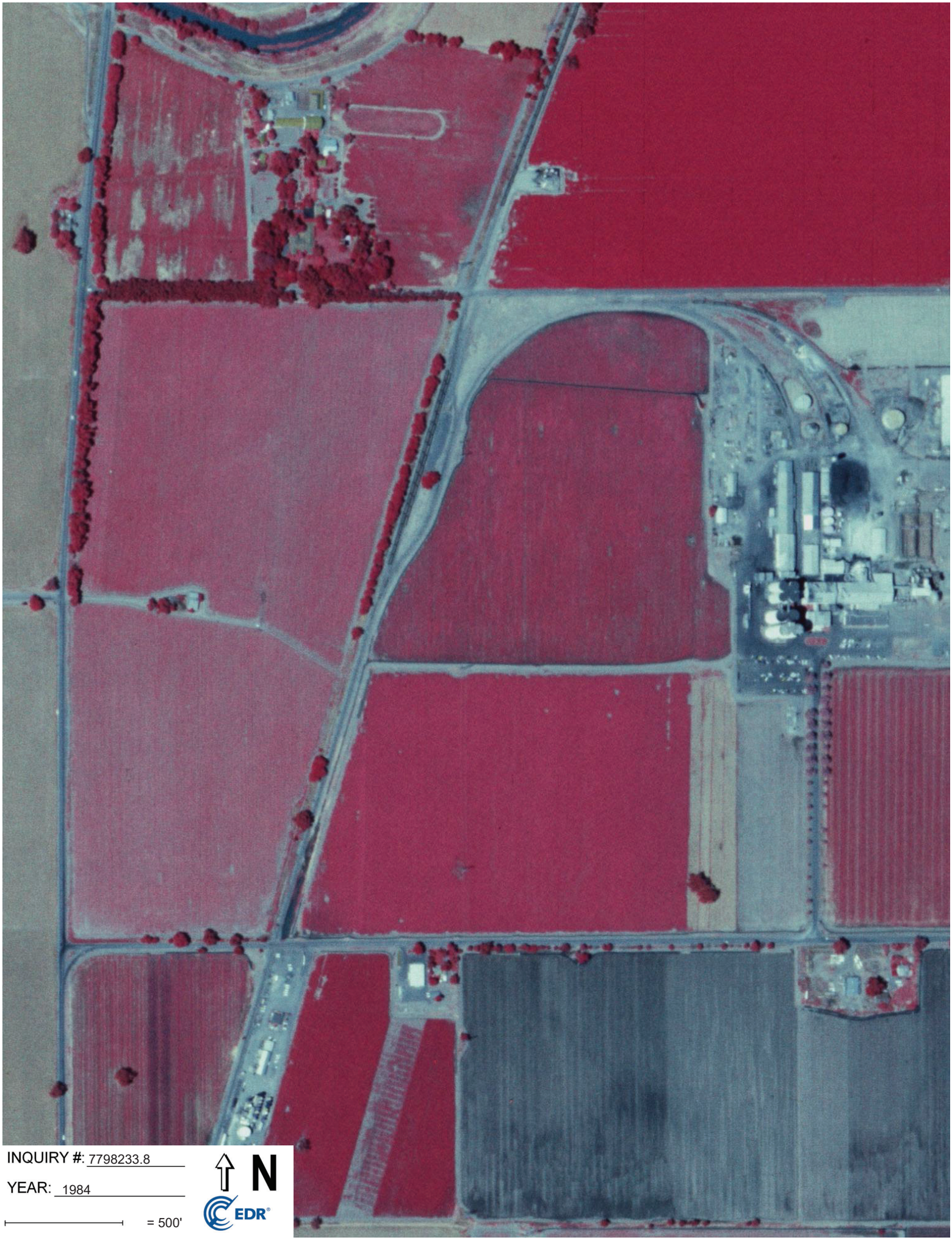
INQUIRY #: 7798233.8

YEAR: 1993

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1984

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1977

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1974

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1968

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1954

= 500'

N

EDR



INQUIRY #: 7798233.8

YEAR: 1937

= 500'

N

EDR

APPENDIX E

Clark Pacific Facility
40307 Best Ranch Rd
Woodland, CA 95776

Inquiry Number: 7798233.4
October 21, 2024

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

10/21/24

Site Name:

Clark Pacific Facility
40307 Best Ranch Rd
Woodland, CA 95776
EDR Inquiry # 7798233.4

Client Name:

Geocon Consultants, Inc.
3160 Gold Valley Drive Suite 800
Rancho Cordova, CA 95742
Contact: Alice Orton

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Geocon Consultants, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# S2925-07-02
Project: Clark Pacific Facility

Coordinates:

Latitude:	38.712636 38° 42' 45" North
Longitude:	-121.758291 -121° 45' 30" West
UTM Zone:	Zone 10 North
UTM X Meters:	607957.18
UTM Y Meters:	4285619.96
Elevation:	58.00' above sea level

Maps Provided:

2021	1941
2018	1915, 1916
2015	1907
2012	
1981	
1975	
1968	
1953, 1954	

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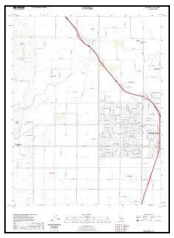
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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2021 Source Sheets



Woodland
2021
7.5-minute, 24000



Grays Bend
2021
7.5-minute, 24000

2018 Source Sheets

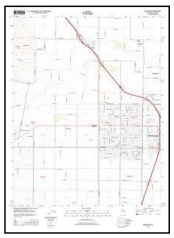


Woodland
2018
7.5-minute, 24000

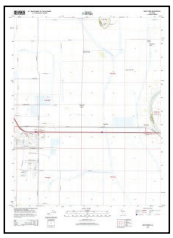


Grays Bend
2018
7.5-minute, 24000

2015 Source Sheets



Woodland
2015
7.5-minute, 24000



Grays Bend
2015
7.5-minute, 24000

2012 Source Sheets



Woodland
2012
7.5-minute, 24000

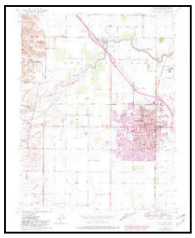


Grays Bend
2012
7.5-minute, 24000

Topo Sheet Key

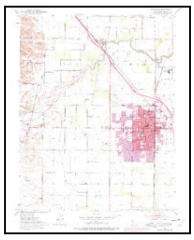
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1981 Source Sheets



Woodland
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1975 Source Sheets

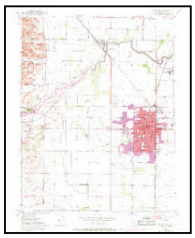


Woodland
1975
7.5-minute, 24000
Aerial Photo Revised 1975

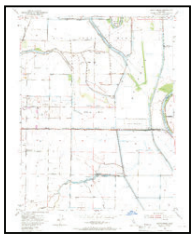


Grays Bend
1975
7.5-minute, 24000
Aerial Photo Revised 1975

1968 Source Sheets

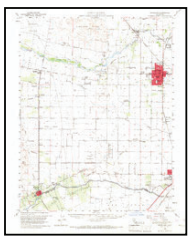


Woodland
1968
7.5-minute, 24000
Aerial Photo Revised 1968

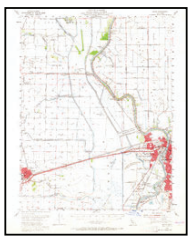


Grays Bend
1968
7.5-minute, 24000
Aerial Photo Revised 1949

1953, 1954 Source Sheets



Woodland
1953
15-minute, 62500
Aerial Photo Revised 1949



Davis
1954
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1941 Source Sheets



WOODLAND
1941
15-minute, 50000

1915, 1916 Source Sheets



Yolo
1915
7.5-minute, 31680



Grays Bend
1916
7.5-minute, 31680

1907 Source Sheets



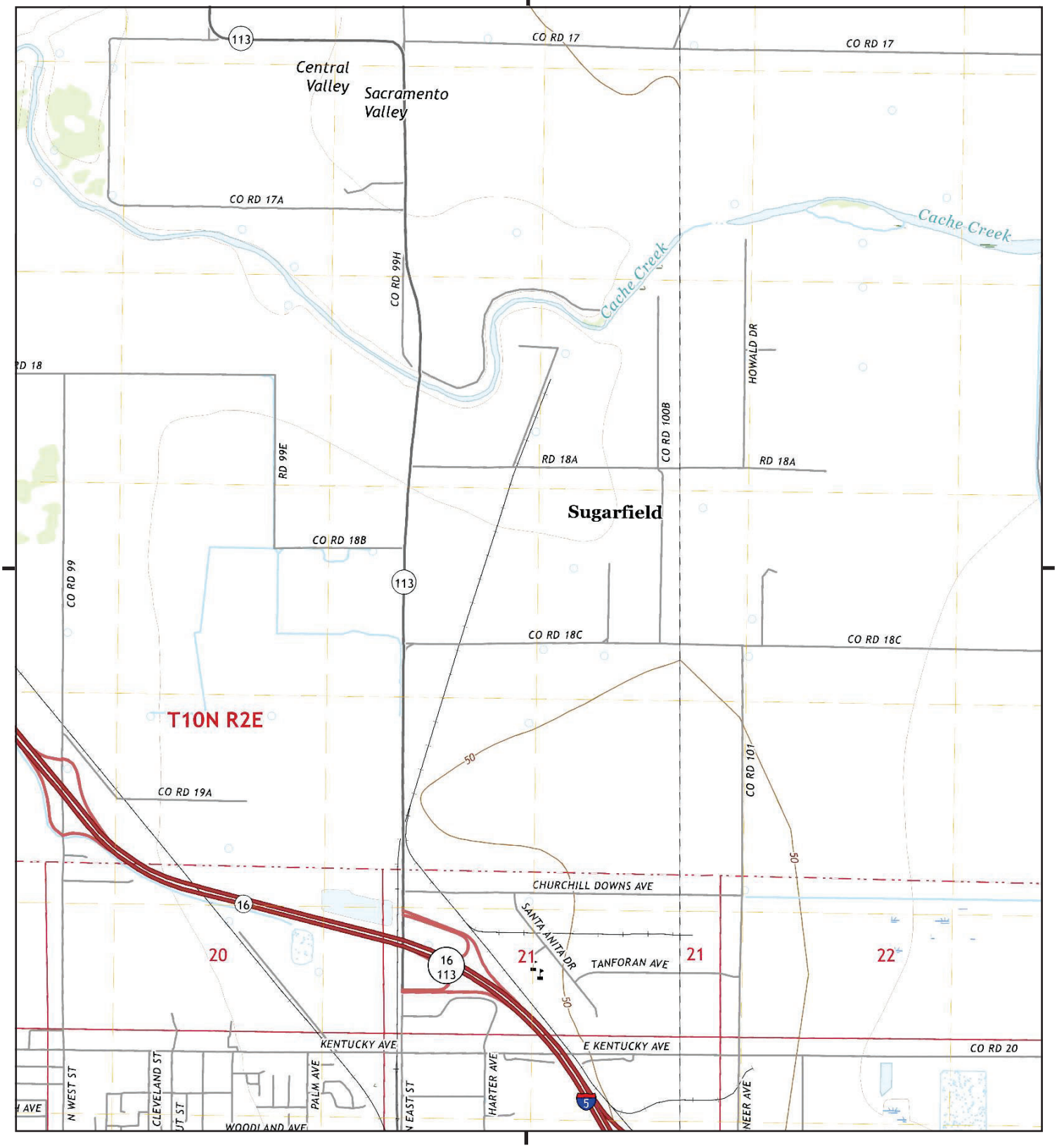
Woodland
1907
15-minute, 62500



Davisville
1907
15-minute, 62500

Historical Topo Map

2021



This report includes information from the following map sheet(s).

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NW N NE
W E
SW S SE

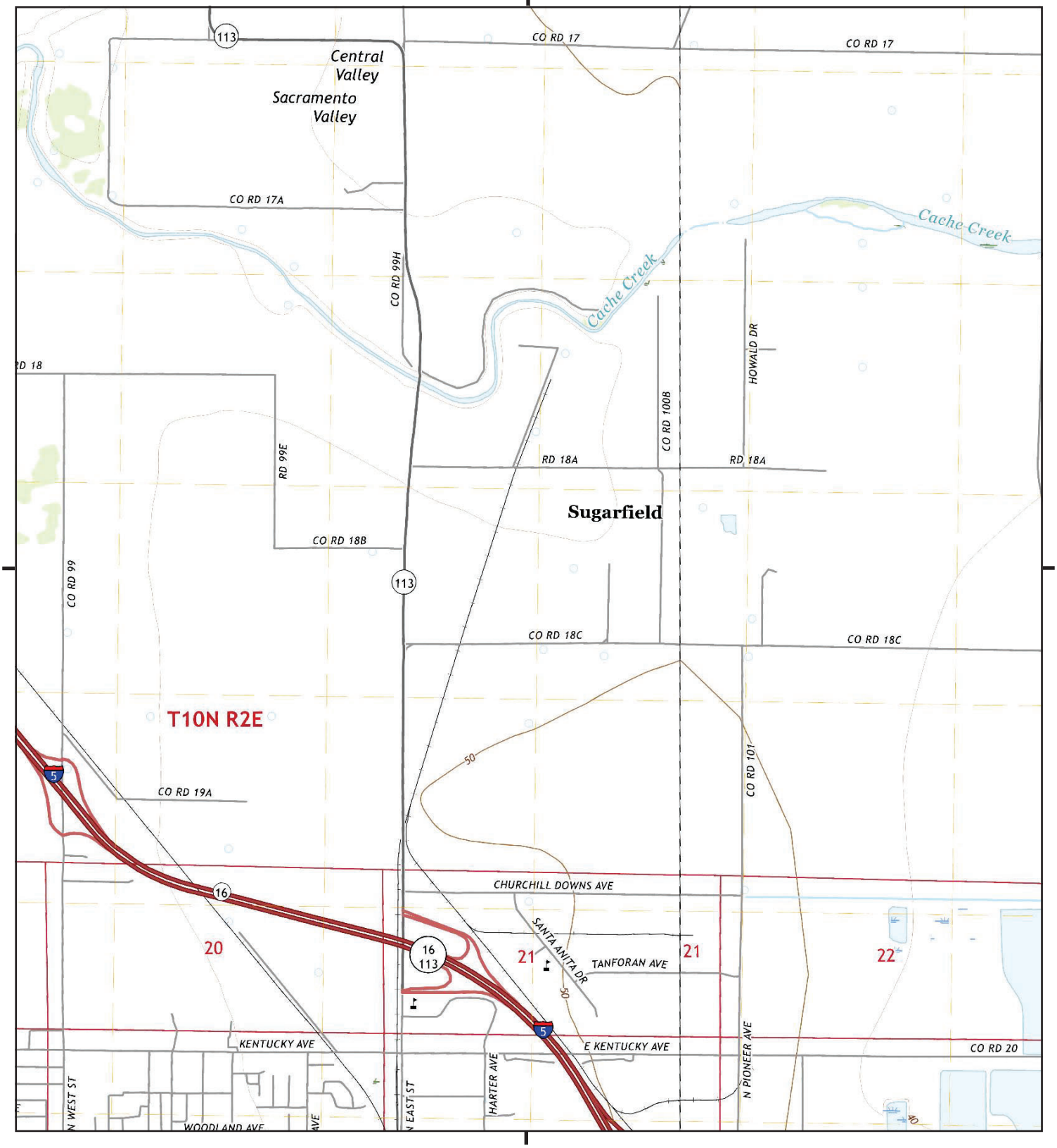
TP, Woodland, 2021, 7.5-minute
SE, Grays Bend, 2021, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N

Historical Topo Map

2018



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 2018, 7.5-minute
SE, Grays Bend, 2018, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N

Historical Topo Map

2015



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 2015, 7.5-minute
SE, Grays Bend, 2015, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N

Historical Topo Map

2012



This report includes information from the following map sheet(s).

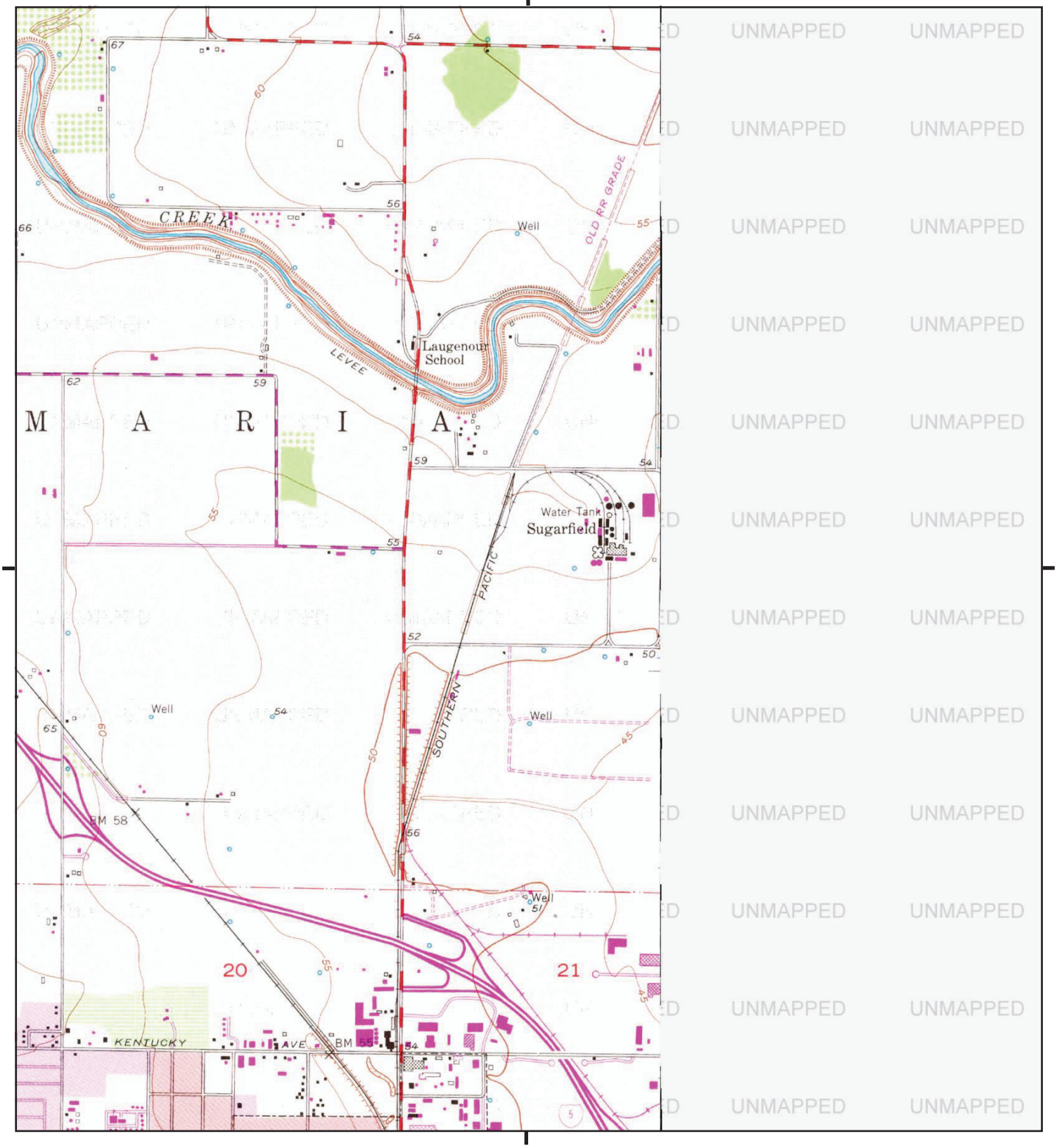
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 2012, 7.5-minute
SE, Grays Bend, 2012, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

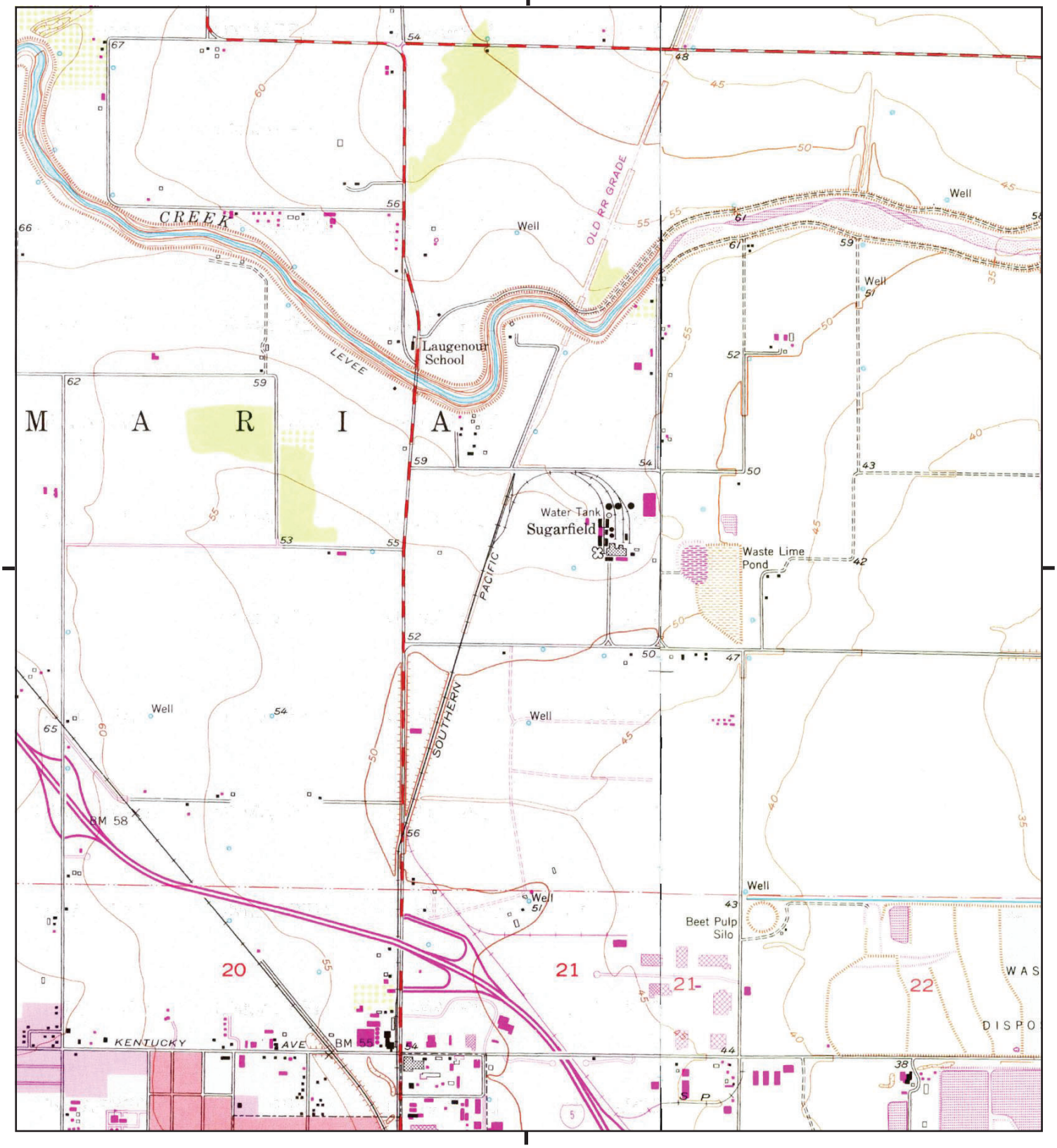
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 1981, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

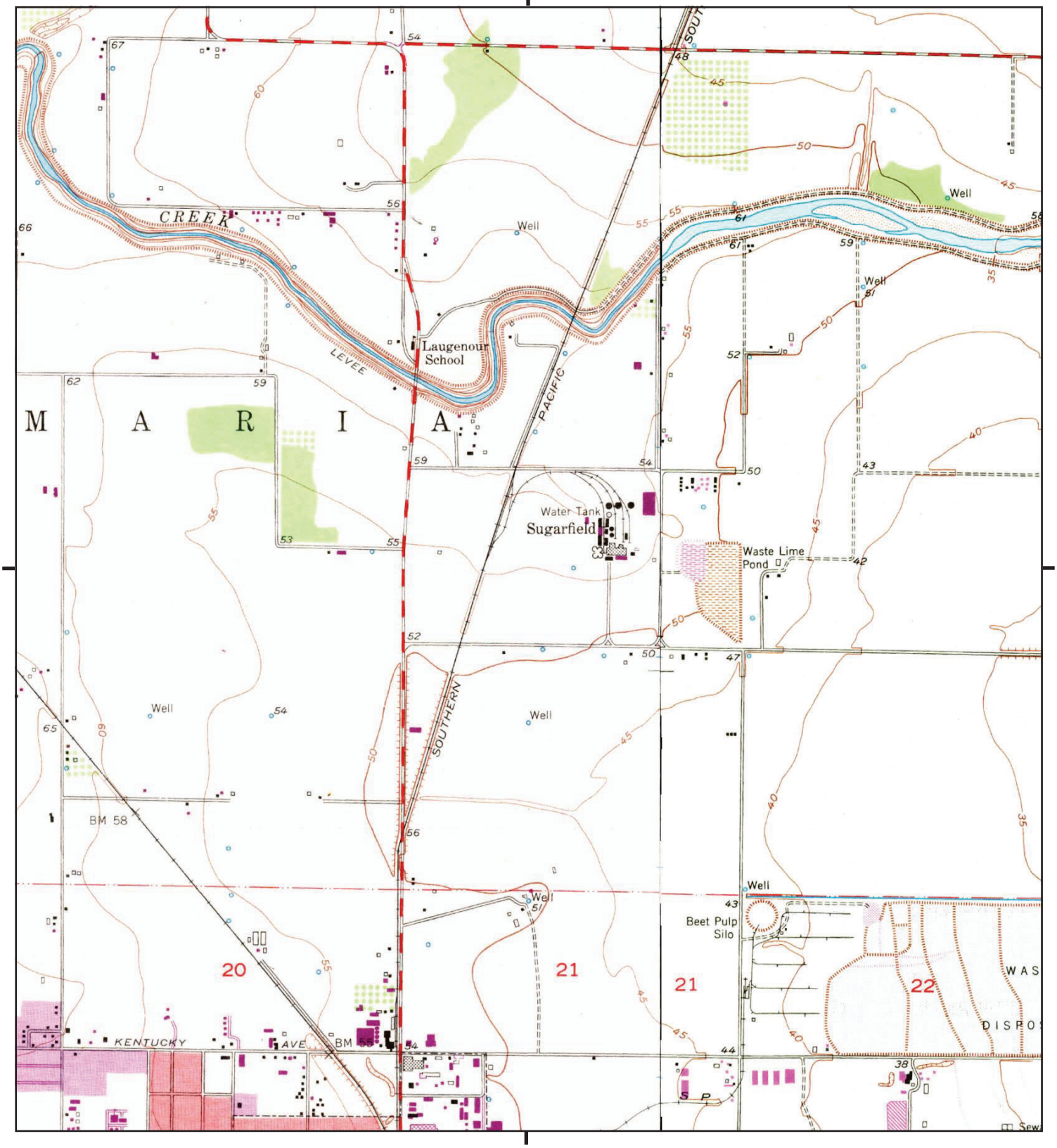
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 1975, 7.5-minute
SE, Grays Bend, 1975, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

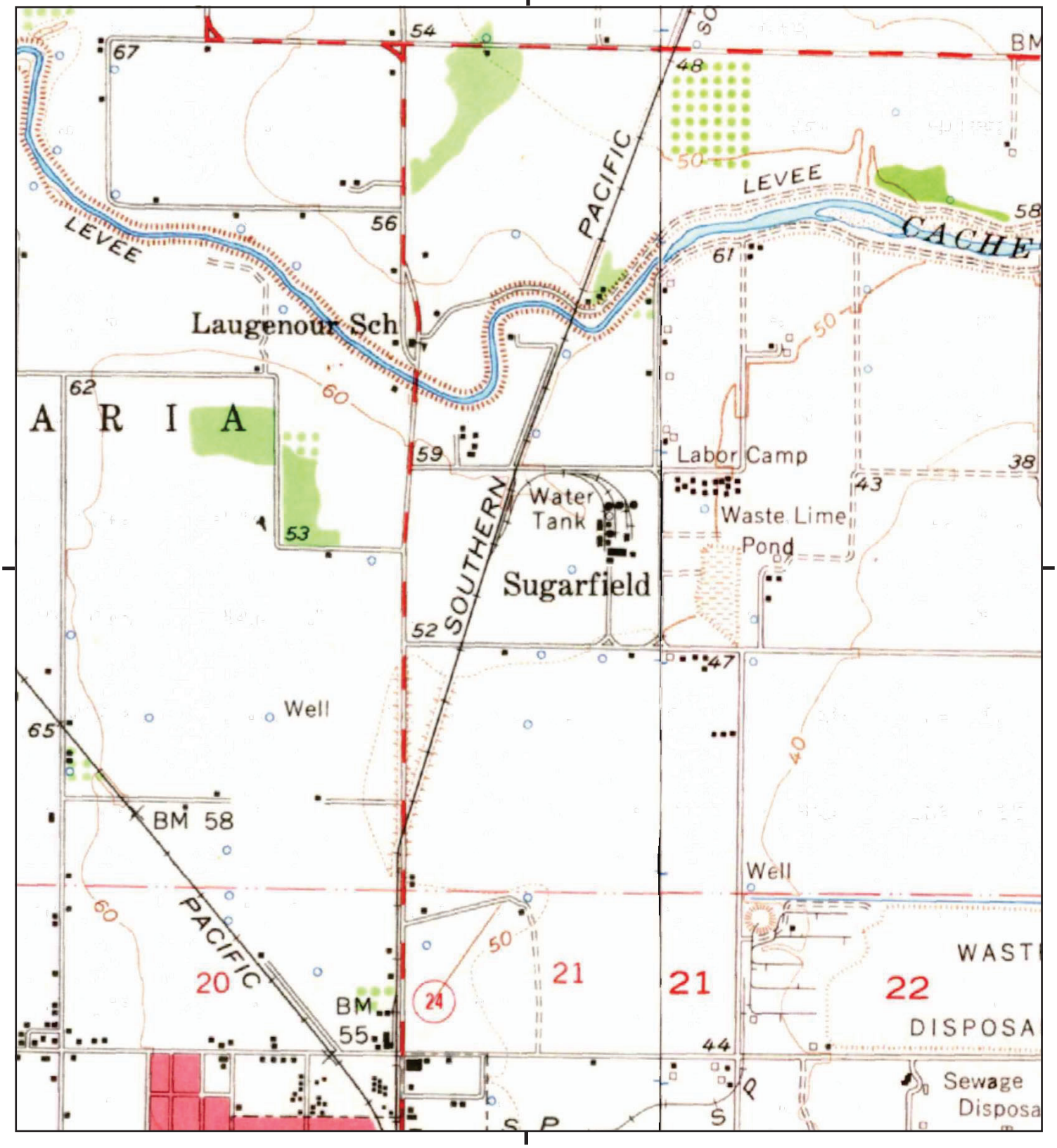
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NW N NE
W E
SW S SE

TP, Woodland, 1968, 7.5-minute
SE, Grays Bend, 1968, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

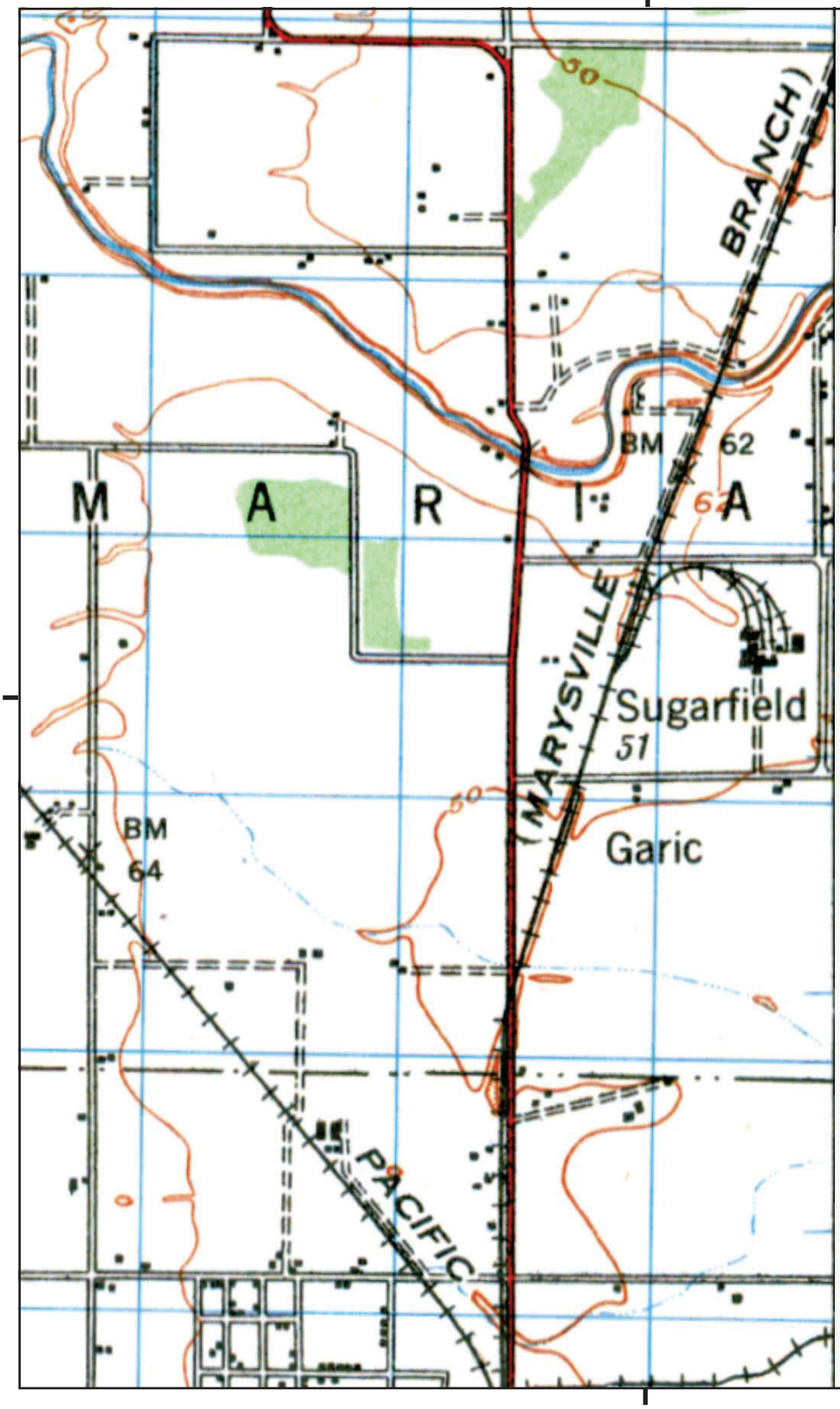
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 1953, 15-minute
SE, Davis, 1954, 15-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



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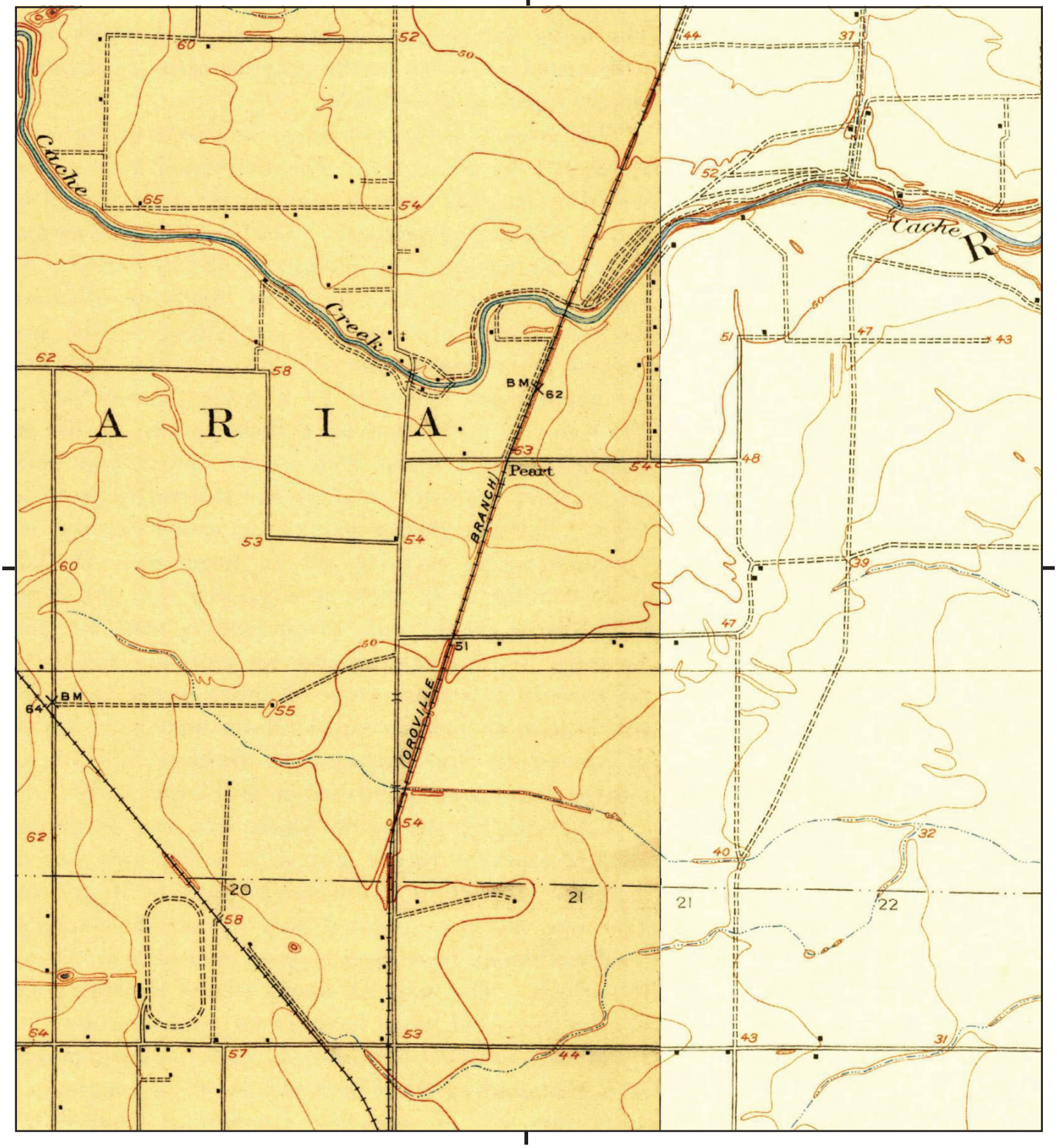
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, WOODLAND, 1941, 15-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

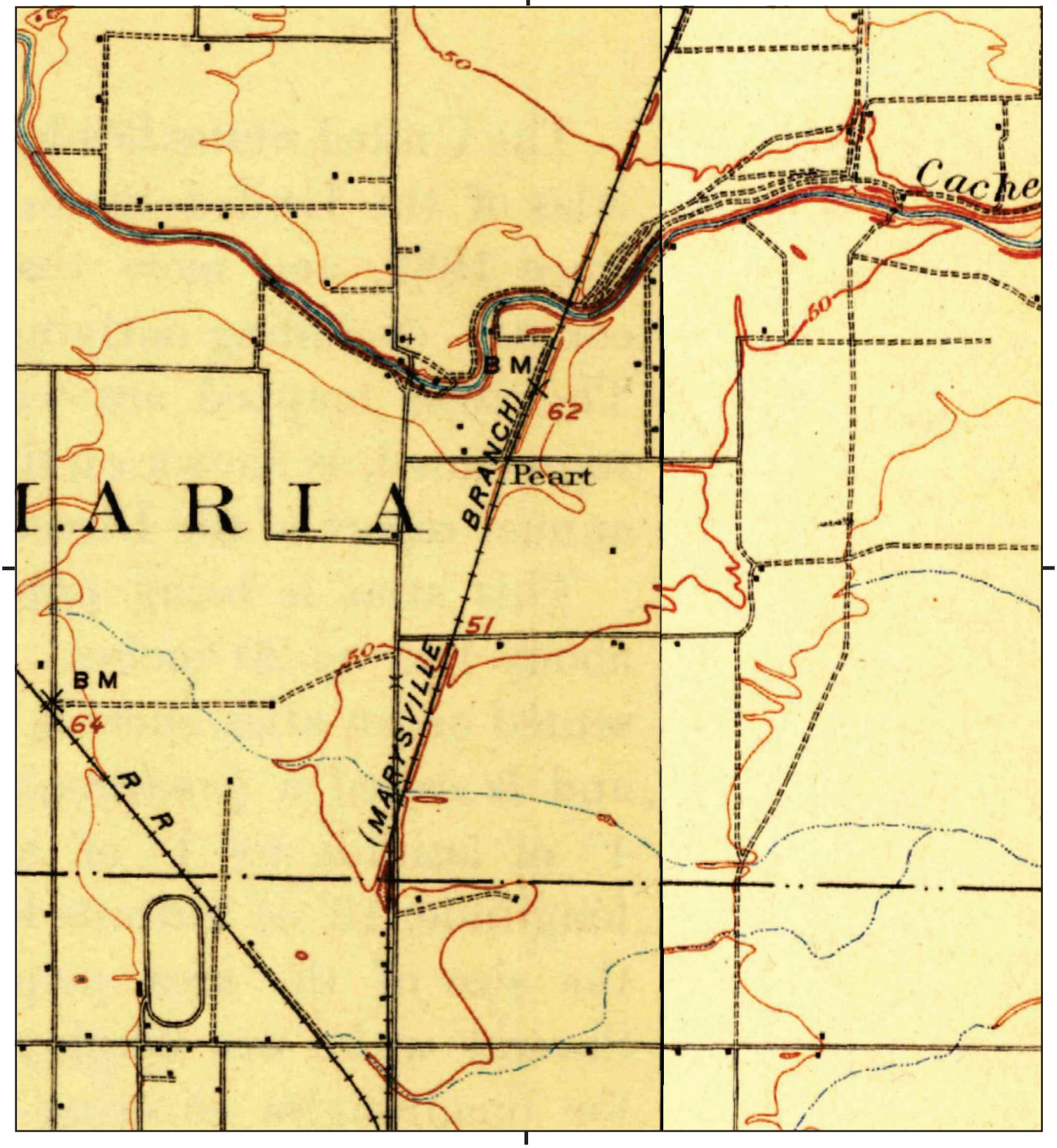
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Yolo, 1915, 7.5-minute
SE, Grays Bend, 1916, 7.5-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Woodland, 1907, 15-minute
SE, Davisville, 1907, 15-minute

SITE NAME: Clark Pacific Facility
ADDRESS: 40307 Best Ranch Rd
Woodland, CA 95776
CLIENT: Geocon Consultants, Inc.

N

APPENDIX F

Clark Pacific Facility
40307 Best Ranch Rd
Woodland, CA 95776

Inquiry Number: 7798233.5
October 24, 2024

The EDR-City Directory Image Report

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, LLC. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. This Report is provided on an "AS IS", "AS AVAILABLE" basis. **NO WARRANTY EXPRESS OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, LLC AND ITS SUBSIDIARIES, AFFILIATES AND THIRD PARTY SUPPLIERS DISCLAIM ALL WARRANTIES, OF ANY KIND OR NATURE, EXPRESS OR IMPLIED, ARISING OUT OF OR RELATED TO THIS REPORT OR ANY OF THE DATA AND INFORMATION PROVIDED IN THIS REPORT, INCLUDING WITHOUT LIMITATION, ANY WARRANTIES REGARDING ACCURACY, QUALITY, CORRECTNESS, COMPLETENESS, COMPREHENSIVENESS, SUITABILITY, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, TITLE, NON-INFRINGEMENT, MISAPPROPRIATION, OR OTHERWISE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, LLC OR ITS SUBSIDIARIES, AFFILIATES OR THIRD PARTY SUPPLIERS BE LIABLE TO ANYONE FOR ANY DIRECT, INCIDENTAL, INDIRECT, SPECIAL, CONSEQUENTIAL OR OTHER DAMAGES OF ANY TYPE OR KIND (INCLUDING BUT NOT LIMITED TO LOSS OF PROFITS, LOSS OF USE, OR LOSS OF DATA), ARISING OUT OF OR IN ANY WAY CONNECTED WITH THIS REPORT OR ANY OF THE DATA AND INFORMATION PROVIDED IN THIS REPORT.** Any analyses, estimates, ratings, environmental risk levels, or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only an assessment performed by a qualified environmental professional can provide findings, opinions or conclusions regarding the environmental risk or conditions in, on or at any property.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

EDR is licensed to reproduce certain City Directory works by the copyright holders of those works. The purchaser of this EDR City Directory Report may include it in report(s) delivered to a customer.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2020	☑	☑	EDR Digital Archive
2017	☑	☑	Cole Information
2014	☑	☑	Cole Information
2010	☑	☑	Cole Information
2005	☑	☑	Cole Information
2000	☑	☑	Cole Information
1995	☑	☑	Cole Information
1992	☐	☑	Cole Information
1990	☐	☐	Haines Criss-Cross Directory
1986	☐	☐	Haines Criss-Cross Directory
1981	☐	☐	Haines Criss-Cross Directory
1977	☐	☐	Haines Criss-Cross Directory
1971	☐	☐	Haines Criss-Cross Directory
1968	☐	☐	Polk's City Directory
1963	☐	☐	Polk's City Directory
1955	☐	☐	Polk's City Directory

FINDINGS

TARGET PROPERTY STREET

40307 Best Ranch Rd
Woodland, CA 95776

Year	*CD Image*	*Source*	
BEST RANCH RD			
2020	pg A1	EDR Digital Archive	
2017	pg A3	Cole Information	
2014	pg A5	Cole Information	
2010	pg A7	Cole Information	
2005	pg A9	Cole Information	
2000	pg A11	Cole Information	
1995	pg A13	Cole Information	
1992	-	Cole Information	Street not listed in Source
1990	-	Haines Criss-Cross Directory	Street not listed in Source
1986	-	Haines Criss-Cross Directory	Street not listed in Source
1981	-	Haines Criss-Cross Directory	Street not listed in Source
1977	-	Haines Criss-Cross Directory	Street not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source
1968	-	Polk's City Directory	Street not listed in Source
1963	-	Polk's City Directory	Street not listed in Source
1955	-	Polk's City Directory	Street not listed in Source

FINDINGS

CROSS STREETS

Year	*CD Image*	*Source*	
COUNTY 18C RD			
2020	pg. A2	EDR Digital Archive	
COUNTY ROAD 18C			
2017	pg. A4	Cole Information	
2014	pg. A6	Cole Information	
2010	pg. A8	Cole Information	
2005	pg. A10	Cole Information	
2000	pg. A12	Cole Information	
1995	pg. A14	Cole Information	
1992	pg. A15	Cole Information	
1990	-	Haines Criss-Cross Directory	Street not listed in Source
1986	-	Haines Criss-Cross Directory	Street not listed in Source
1981	-	Haines Criss-Cross Directory	Street not listed in Source
1977	-	Haines Criss-Cross Directory	Street not listed in Source
1971	-	Haines Criss-Cross Directory	Street not listed in Source
1968	-	Polk's City Directory	Street not listed in Source
1963	-	Polk's City Directory	Street not listed in Source
1955	-	Polk's City Directory	Street not listed in Source

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

BEST RANCH RD 2020

40307 GRAYMONT WESTERN CO INC

Target Street	Cross Street	Source
-	✓	EDR Digital Archive

COUNTY 18C RD 2020

40261 AGRIFORM
TREMONT GROUP INC
40600 CLARK PACIFIC

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 2017

40170 GOULD, JO O
40307 GRAYMONT WESTERN US INC

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 2017

40293 LOPEZ, JUAN C

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 2014

40145 OCCUPANT UNKNOWN,
40162 OCCUPANT UNKNOWN,
40166 OCCUPANT UNKNOWN,
40170 GOULD, JO O
40174 DAVIS, BURKE C
40307 GRAYMONT WESTERN US INC

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 2014

40293 LOPEZ, JUAN C

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 2010

40162 OCCUPANT UNKNOWN,
40166 ABARCA, KATIE
40174 FULMER, STEVEN L
40307 GRAYMONT WESTERN CO INC

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 2010

40261 AGRIFORM
40293 LOPEZ, JUAN

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 2005

40162	COLBY, W
40166	WILLIS, DEBI J
40170	CLINTON, JERRY A
40174	CLINTONS LAWN SERVICE
	OCCUPANT UNKNOWN,
40298	SUTTON, ROBERT

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 2005

40261 CACHE CREEK CHEMICALS INC
40293 OCCUPANT UNKNOWN,

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 2000

40166 REID, ADRIAN J
40307 CONTINENTAL LIME INCORPORATED

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 2000

40261 CACHE CREEK CHEMICALS INCORPORATED

Target Street	Cross Street	Source
✓	-	Cole Information

BEST RANCH RD 1995

40162 MASSIE, MARISA
40170 DUNCAN, YVETTE
40174 MICHAEL, RICK L

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 1995

40189 AGRIFORM FARM SUPPLY INC
HULST RESEARCH FARM SVC

Target Street	Cross Street	Source
-	✓	Cole Information

COUNTY ROAD 18C 1992

40891 OGILVIE, MEL

Appendix B

COUNTY of YOLO
DEPARTMENT OF COMMUNITY SERVICES
PLANNING DIVISION

Leslie Lindbo
Director

292 W Beamer St, Woodland, CA 95695
www.YoloCounty.gov • (530) 666-8775

DATE: March 28, 2025

TO: California State Clearinghouse, Responsible Agencies, Trustee Agencies, Interested Parties and Organizations

SUBJECT: **Notice of Preparation and Notice of Scoping Meeting for the Draft Environmental Impact Report (EIR) for the proposed Clark Pacific Facility Expansion Project.**

PROJECT TITLE: Clark Pacific Facility Expansion Project (ZF2023-0005)

COMMENT PERIOD: March 28, 2025 to April 28, 2025

SCOPING MEETING: April 10, 2025

Yolo County is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed Clark Pacific Facility Expansion Project (proposed project) in accordance with the California Environmental Quality Act (CEQA), Section 15082. The purpose of the Notice of Preparation (NOP) is to solicit the views of your agency as to the scope and content of the EIR based on your agency's area of statutory responsibility, as related to the project. Your agency will need to use this EIR when considering relevant permits or other approvals for the project. The County is also seeking the views of residents, property owners, and concerned citizens regarding issues that should be addressed in the EIR. The project description is summarized below. A meeting to discuss the appropriate scope of the EIR has been scheduled, as indicated below.

COMMENT PERIOD: Comments can be sent anytime during the 30-day NOP comment period. **The comment period begins March 28, 2025 and ends April 28, 2025 at 5:00 pm.** All comments must be directed to the following contact/address:

Jeff Anderson, Principal Planner
Yolo County Department of Community Services
292 West Beamer Street
Woodland, CA 95695
jeff.anderson@yolocounty.gov

SCOPING MEETING: A public scoping meeting will be held by the County to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The meeting will be held on April 10, 2025, at 9:00 AM, or as soon thereafter as may be heard, before the Yolo County Planning Commission at the County Board of Supervisors Chambers in the Yolo County Administration Building at 625 Court Street in Woodland, CA 95695.

PROJECT LOCATION The 76.76-acre project site is located at 40307 Best Ranch Road in unincorporated Yolo County, California (see Figure 1 and Figure 2). The site is identified by Assessor's Parcel Number (APN) 027-250-019.

PROJECT DESCRIPTION: The proposed project would include the expansion of the adjacent existing Clark Pacific facility and subdivision of the site into seven parcels. Site plans are not currently provided for the project. However, the proposed Clark Pacific expansion facilities would generally mirror the existing Clark Pacific facility, which manufactures, processes, and stores prefabricated building materials. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and landscaping. The project would require County approval of a General Plan Amendment to change the property's Land Use designation from Agricultural (AG) to Industrial (IN); a subsequent Rezone from Agricultural Intensive (A-N) to Heavy Industrial (I-H); and a Tentative Subdivision Map.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: The County has determined that implementation of the proposed project may result in impacts in the following areas: Agricultural Resources; Air Quality, Greenhouse Gas Emissions, and Energy; Geology and Soils (erosion); Hydrology and Water Quality (including Water Supply); Land Use and Planning (policy compliance); Noise; Transportation; and Utilities and Service Systems (water supply). If significant impacts are identified, the EIR will include mitigation measures to reduce these impacts to a less-than-significant level, if feasible.

An Initial Study has been prepared to substantiate this initial determination regarding the scope of the EIR (see Attachment to this NOP). Comments on this initial determination of the appropriate scope of the EIR are welcomed and should be submitted as directed in this notice. The Initial Study is available online at: https://www.yolocounty.gov/government/general-government-departments/community-services/planning-division/current-projects or by contacting County staff using the contact information provided in this notice.

Based on the conclusions reached in the Initial Study, including proposed mitigation, the County has further determined that the project would not result in significant adverse environmental impacts related to the following issue areas: Aesthetics; Biological Resources; Cultural Resources; Hazards and Hazardous Materials; Mineral Resources; Population and Housing; Public Services; Recreation; Tribal Cultural Resources; and Wildfire. Therefore, these issue areas will not be analyzed further in the EIR.

Jeff Anderson, Principal Planner
Yolo County Department of Community Services
(530) 666-8043
jeff.anderson@yolocounty.gov



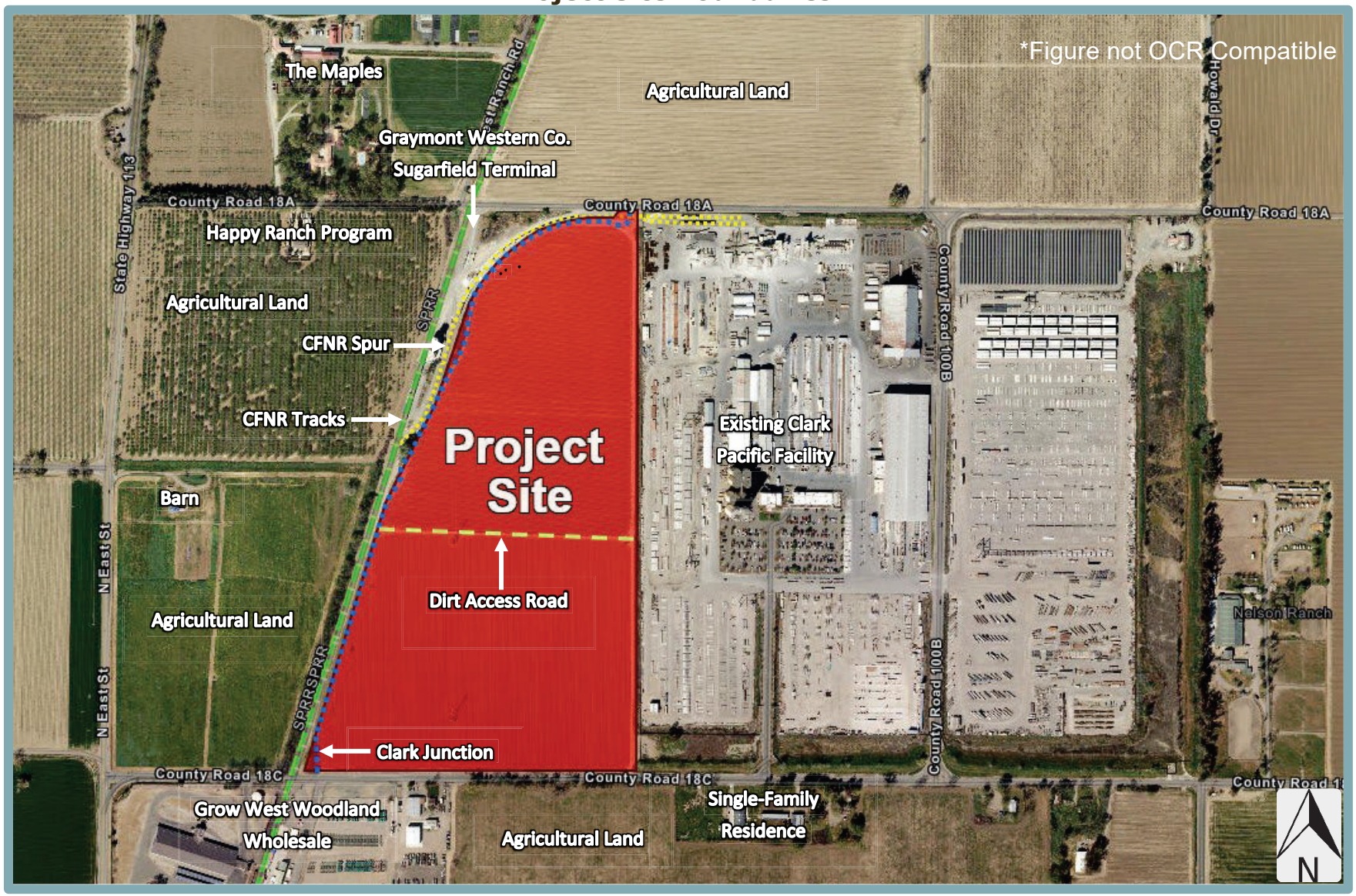
Signature: _____ Date: March 28, 2025

Attachment – Initial Study

Figure 1
Regional Vicinity Location



Figure 2
Project Site Boundaries



California
Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
Jennifer Lucchesi, Director
715 P Street, MS 1803
Sacramento, CA. 95814
T: (916) 445-5986

04/09/2025

County: Yolo - Department of Community Services
Jeff Anderson
292 W Beamer St, Woodland, CA 95695, USA
jeff.anderson@yolocounty.gov

Construction Site Well Review (CSWR) ID: 1013243

Assessor Parcel Number(s): 027250019

Property Owner(s): Donald Clark

Project Location Address: 40307 Best Ranch Road Woodland, California 95776

Project Title: SCH Number 2025031376 - Clark Pacific Facility Expansion Project

Public Resources Code (PRC) § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received and reviewed the above referenced project dated 4/8/2025. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluation.

The project is located in Yolo County, within the boundaries of the following fields:

N/A

The proposed project includes developing a 76.76 acre project site identified by APN:027-250-019. CalGEM's Well Finder map shows there is zero gas wells, located within the project boundary. CalGEM

recommends that any wells in close proximity to the property be researched to verify the location and ensure that any future construction does not impede access. If the wells are found to differ from CalGEM records, an updated plot plan identifying the well locations relative to the proposed structure(s) is expected to be provided, prior to conducting construction. CalGEM's online well mapping tool, Well Finder, can be accessed at https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx.

Our records indicate there are no known oil or gas wells located within the project boundary as identified in the application.

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0

- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be

reported to it immediately.

Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet

below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (916) 445-9686 or via email at Erwin.Sison@conservation.ca.gov.

Sincerely,

Erwin Sison
Senior Oil and Gas Engineer (Supervisor)

cc: Jeff Anderson - Plan Checker

APRIL 25, 2025

VIA EMAIL: JEFF.ANDERSON@YOLOCOUNTY.GOV
JEFF ANDERSON, PRINCIPAL PLANNER
YOLO COUNTY DEPARTMENT OF COMMUNITY SERVICES
292 WEST BEAMER STREET
WOODLAND, CA 95695

Dear Mr. Anderson:

INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CLARK PACIFIC FACILITY EXPANSION PROJECT, SCH# 2025031376

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Initial Study and Notice of Preparation of a Draft Environmental Impact Report for the Clark Pacific Facility Expansion Project (Project).

The Division monitors and maps farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. Public Resources Code, section 614, subdivision (b) authorizes the Department to provide soil conservation advisory services to local governments, including review of CEQA documents.

Protection of the state's agricultural land resources is part of the Department's mission and central to many of its programs. The CEQA process gives the Department an opportunity to acknowledge the value of the resource, identify areas of Department interest, and offer information on how to assess potential impacts or mitigation opportunities.

The Department respects local decision-making by informing the CEQA process and is not taking a position or providing legal or policy interpretation.

We offer the following comments for consideration with respect to the project's potential impacts on agricultural land and resources within the Department's purview.

PROJECT ATTRIBUTES

The proposed Project would include the expansion of the adjacent existing Clark Pacific facility and subdivision of the site into seven parcels. Site plans are not currently provided for the project. However, the proposed Clark Pacific expansion facilities would generally mirror the existing Clark Pacific facility, which manufactures, processes, and stores prefabricated building materials. Additionally, the proposed project would include associated internal roadway improvements, utility improvements, and

landscaping. The project would require County approval of a General Plan Amendment to change the property's Land Use designation from Agricultural (AG) to Industrial (IN); a subsequent Rezone from Agricultural Intensive (A-N) to Heavy Industrial (I-H); and a Tentative Subdivision Map. The Project sites contain Prime Farmland as designated by DOC's Farmland Mapping and Monitoring Program.

PROJECT CONSIDERATIONS

The conversion of agricultural land represents a permanent reduction and impact to California's agricultural land resources. The Department generally advises discussion of the following in any environmental review for the loss or conversion of agricultural land:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Implementation of any City or County Agricultural Mitigation Plans, Programs, or Policies.
- Proposed mitigation measures for impacted agricultural lands within the proposed project area.

MITIGATING AGRICULTURAL LAND LOSS OR CONVERSION

Consistent with CEQA Guidelines, the Department advises that the environmental review address mitigation for the loss or conversion of agricultural land. An agricultural conservation easement is one potential method for mitigating loss or conversion of agricultural land. (*See* Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."]; *see also King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814.)

Mitigation through agricultural conservation easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land may be viewed as an impact of at least regional significance. Hence, the search for replacement lands may not need to be limited strictly to lands within the project's surrounding area. A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland

mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation, and the Department urges consideration of any other feasible measures necessary to mitigate project impacts.

Thank you for giving us the opportunity to comment on the Initial Study and Notice of Preparation of a Draft Environmental Impact Report for the Clark Pacific Facility Expansion Project. Please provide the Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

From: Gross, Morgan@DOT on behalf of D3 Local Development@DOT
To: Jeff Anderson
Cc: Charlie Tschudin; Arnold, Gary S@DOT
Subject: RE: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project
Date: Thursday, April 24, 2025 10:04:45 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hello,

Thank you for including the California Department of Transportation (Caltrans) in the review process of the proposed Clark Pacific Facility Expansion Project. We wanted to reach out and let you know we have no comments at this time.

Please provide our office with copies of any further actions regarding this project as we would appreciate the opportunity to review and comment on any changes related to this project.

Should you have questions regarding these comments or require additional information, please contact me by phone (530) 720-2778 or via email at D3.local.development@dot.ca.gov.

Thank you!

Morgan Gross
Transportation Planner | Local Development Review and Complete Streets
Division of Planning, Local Assistance, and Sustainability
Caltrans, District 3
Phone: (530) 720-2778
Email: morgan.gross@dot.ca.gov

From: Charlie Tschudin <Charlie.Tschudin@yolocounty.gov>
Sent: Friday, March 28, 2025 2:21 PM
Cc: Jeff Anderson <Jeff.Anderson@yolocounty.gov>
Subject: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project

EXTERNAL EMAIL. Links/attachments may not be safe.

Good Afternoon,

Attached you will find the Notice of Preparation and Notice of Scoping Meeting for the Draft Environmental Impact Report (EIR) for the proposed Clark Pacific Facility Expansion Project (ZF2023-0005), also available here. Please contact Jeff Anderson at (530) 666-8043 or e-mail at Jeff.Anderson@yolocounty.gov for comments, questions, or concerns.

Charlie Tschudin

Natural Resources Planner
Yolo County Dept. of Community Services
Yolo Habitat Conservancy
(530) 666-8850

NOTICE: Yolo County has a new email domain: @yolocounty.gov. Please update your records accordingly.

Charlie Tschudin

From: Lamb, Steven@CVFPB <Steven.Lamb@cvflood.ca.gov>
Sent: Tuesday, April 1, 2025 7:45 AM
To: Jeff Anderson
Cc: Charlie Tschudin; Silva, Jamie@CVFPB
Subject: FW: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project
Attachments: Clark Pacific Facility Expansion NOP_Final.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Jeff,
The Central Valley Flood Protection Board reviewed the proposed project. The location as provided in the attached is not within a Board Adopted Plan of Flood Control and will not be subject to Board permitting action. We apricate the continued coordination of these matters.

Steve Lamb, PE
Permitting Section Manager
Central Valley Flood Protection Board
(916) 820-7638 cell
steven.lamb@CVFlood.ca.gov
"Every Second Counts"

From: Charlie Tschudin <Charlie.Tschudin@yolocounty.gov>
Sent: Friday, March 28, 2025 2:21 PM
Cc: Jeff Anderson <Jeff.Anderson@yolocounty.gov>
Subject: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project

You don't often get email from charlie.tschudin@yolocounty.gov. Learn why this is important

Good Afternoon,

Attached you will find the Notice of Preparation and Notice of Scoping Meeting for the Draft Environmental Impact Report (EIR) for the proposed Clark Pacific Facility Expansion Project (ZF2023-0005), also available here. Please contact Jeff Anderson at (530) 666-8043 or e-mail at Jeff.Anderson@yolocounty.gov for comments, questions, or concerns.

Charlie Tschudin

Natural Resources Planner
Yolo County Dept. of Community Services
Yolo Habitat Conservancy
(530) 666-8850

NOTICE: Yolo County has a new email domain: @yolocounty.gov. Please update your records accordingly.

From:	Minkel, Peter G.@Waterboards
To:	Jeff Anderson
Cc:	Yang, Houa@Waterboards; WB-RB5S-chron; State.Clearinghouse@opr.ca.gov
Subject:	COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CLARK PACIFIC FACILITY EXPANSION PROJECT, SCH#2025031376, YOLO COUNTY
Date:	Monday, April 28, 2025 1:40:46 PM
Attachments:	2025031376_Clark_Pacific.pdf

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Jeff,

Enclosed are our comments for your Project. We want the permits required in the record for planning purposes. Please email if you have any questions.
Pete

Peter Minkel
401 Water Quality Certification and Dredging Unit
Central Valley Regional Water Quality Control Board
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670

28 April 2025

Jeff Anderson
County of Yolo, Department of Community Services
292 West Beamer Street
Woodland, CA 95695
jeff.anderson@yolocounty.gov

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, CLARK PACIFIC FACILITY EXPANSION PROJECT, SCH#2025031376, YOLO COUNTY

Pursuant to the State Clearinghouse's 28 March 2025 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Clark Pacific Facility Expansion Project, located in Yolo County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter G. Minkel
Engineering Geologist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

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COMMISSIONER
Vacant

ACTING EXECUTIVE SECRETARY
Steven Quinn

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

April 1, 2025

Jeff Anderson
County of Yolo, Department of Community Services
292 West Beamer Street
Woodland CA 95695

Re: 2025031376 Clark Pacific Facility Expansion Project, Yolo County

Dear Mr. Anderson:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@NAHC.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

Charlie Tschudin

From: PGE Plan Review <pgeplanreview@pge.com>
Sent: Friday, March 28, 2025 2:22 PM
To: Charlie Tschudin
Subject: Automatic reply: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Hello,

Thank you for contacting PG&E's Plan Review Team. Due to high volumes of requests for review, expect delays in receiving comments or a project specific response from PG&E. Please see PG&E's general construction restrictions and guidelines for proposed projects around gas and electric facilities and incorporate these preliminary notes into your project design.

Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Electric Facilities

It is PG&E’s policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E’s rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E’s transmission easement shall be designated on subdivision/parcel maps as “**RESTRICTED USE AREA – NO BUILDING.”**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E’s review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&’s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E’s fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer’s expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Thank you,

Pacific Gas and Electric Company
Plan Review Team
Email: pgeplanreview@pge.com

You can read about PG&E's data privacy practices at PGE.com/privacy.

Yolo County Farm Bureau

P O Box 1556, Woodland CA 95776
(530) 662-6316 O – (530) 662-8611 F
www.yolofarmbureau.org

PRESIDENT
Robert Falconer
1ST VICE PRESIDENT

2nd VICE PRESIDENT

SECRETARY & TREASURER
Miranda Driver

Via U.S. Mail and Electronic Mail
(*jeff.anderson@yolocounty.gov*)

April 22, 2025

Jeff Anderson, Principal Planner
Yolo County Department of Community Services
292 West Beamer Street
Woodland, CA 95695

Re: Clark-Pacific Facility Expansion Project (ZF2023-0005)
Scoping Comments – NOP and EIR

Dear Mr. Anderson:

The Yolo County Farm Bureau ("Farm Bureau") appreciates the opportunity to provide scoping comments on the proposed Clark-Pacific Facility Expansion Project ("Project"), for which the County of Yolo (the"County") has published a Notice of Preparation and Notice of Scoping Meeting (the "Notice") for the preparation of an Enviromental Impact Report ("EIR").

Farm Bureau is a non-governmental, non-profit, voluntary membership, advocacy group whose purpose is to protect and promote agricultural interests throughout Yolo County and to find solutions to the problems facing agricultural businesses and the rural community. Farm Bureau strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a safe, reliable supply of food and fiber through responsible stewardship of the county's resources.

Farm Bureau has reviewed the Notice, and understands that the County intends to review an application by Clark-Pacific for a project on approximately 76 acres of agricultural land that will require a General Plan amendment, a re-zoning, and a subdivision into as many as 7 separate parcels. Farm Bureau appreciates that the County intends to provide the public with full environmental review of this application and proposal in the form of an environmental impact report ("EIR") that fully meets the requirements of the California Environmental Quality Act ("CEQA"). Naturally, as an agricultural organization representing farmers and ranchers across Yolo County, with a longstanding stake in the County's land use policies and a commitment to advocacy on behalf of agriculture, Farm Bureau has a number of concerns with respect to any such proposal.

Farm Bureau respectfully requests that the County of Yolo fully explore in the draft EIR being prepared for the proposed Project the following potential environmental impacts:

Yolo County Farm Bureau

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(530) 662-6316 O – (530) 662-8611 F
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PRESIDENT
Robert Falconer
1ST VICE PRESIDENT

2nd VICE PRESIDENT

SECRETARY & TREASURER
Miranda Driver

- Land Use – the proposed Project should be fully vetted as to its impacts on (and consistency with) the County's land use policies and zoning, including the General Plan, as well as consistency with the Williamson Act on the subject parcels and surrounding parcels.

- Public Safety and Services – the Proposed Project should be reviewed for its impacts on public safety and services, including impacts on transportation and roadways.

- Growth-Inducing Impacts – the proposed Project should be reviewed for its growth-inducing impacts, particularly within the context of a re-zoning and land use that may foster discontiguous growth.

- Conversion of Agricultural Soils – the proposed Project should be reviewed for its impacts on CEQA-protected soils, as well as conformance with any direct mitigation requirements under the County's mitigation ordinance.

- Hydrology and Water Supplies – the proposed Project should be reviewed for its impacts to hydrology, including groundwater, as well as its impacts on public water utilities.

Farm Bureau appreciates that the Notice anticipates mitigation of significant environmental impacts identified in the draft EIR, where feasible, as required under CEQA. We also point out that avoidance of impacts entirely is often the best mitigation, and that project design and any project approval should be calibrated to consider that option.

We look forward to engaging with the County as this particular project is reviewed and considered for approval.

Thank you,

Robert W Falconer

Robert Falconer
President, Yolo County Farm Bureau

From: Chad Roberts
To: Charlie Tschudin
Cc: Jeff Anderson
Subject: RE: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project
Date: Friday, March 28, 2025 3:37:40 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Jeff (and Charlie),

Looked briefly at the IS/NOP sections concerned most with conservation concerns. It's clear that the IS identifies many subject areas for assessment in an EIR, and I'm sure that the correct direction for he applicant/County to go.

I did not see assessment information related to incorporating potential consequences of climate change during the life of the project on the project, or of the project on the environment other than a consideration of GHG effects. I think this is an oversight with respect to potential hydrological'/flooding effects from more common, more intense rainfall events, I believe that concern should be addressed in the EIR, owing to the project site's location in an area north of Woodland where flooding issues already exist. Also, I think the assessment needs to dovetail with the ongoing US Army Corps of Engineers studies about flood management solutions north of Woodland. The focus of the assessment needs to include the potential for exacerbated flooding in Woodland, and any needed mitigation measures to address those issues need to be specified. Also, I believe that it would be necessary for the EIR to consider potential water quality effects that might occur because of potential flooding increases on and downstream from the project site.

There don't seem likely to be any significant effects for biological/ecological resources that aren't identified as to be addressed, and I'd expect the HCP/NCCP AMMs to pretty well take care of those.

In general, both the content and the presentation of the information in the IS look pretty complete. Nice work!

Chad

Chad Roberts, Ph.D., Conservation Ecologist
Professional Wetland Scientist (*emeritus*), Society of Wetland Scientists
Senior Ecologist (*emeritus*), Ecological Society of America

From: Charlie Tschudin <Charlie.Tschudin@yolocounty.gov>
Sent: Friday, March 28, 2025 2:21 PM
Cc: Jeff Anderson <Jeff.Anderson@yolocounty.gov>
Subject: Release of NOP and Notice of Scoping Meeting for the Clark Pacific Facility Expansion Project

Good Afternoon,

Attached you will find the Notice of Preparation and Notice of Scoping Meeting for the Draft Environmental Impact Report (EIR) for the proposed Clark Pacific Facility Expansion Project (ZF2023-0005), also available here. Please contact Jeff Anderson at (530) 666-8043 or e-mail at Jeff.Anderson@yolocounty.gov for comments, questions, or concerns.

Charlie Tschudin

Natural Resources Planner
Yolo County Dept. of Community Services
Yolo Habitat Conservancy
(530) 666-8850

NOTICE: Yolo County has a new email domain: @yolocounty.gov. Please update your records accordingly.

Clark Pacific Facility Expansion Project
NOP Scoping Meeting Comment Summary

Date: April 10, 2025
Time: 9:00 AM – 11:30 AM
Location: County Board of Supervisors Chambers
Yolo County Administration Building
625 Court Street
Woodland, CA 95659

I. Presentation by City staff and CEQA consultant.

II. No verbal comments received from the public.

III. The Planning Commission provided the following comments on the scope of the EIR. Note that the following comment summary is intended to provide a summary of the key concerns and comments provided during the meeting and is not intended to be a transcription of the meeting.

1. Commenter confirmed the 30-day window for the public comment period, as well as the ability of commenters to send in a letter during the public comment period.
2. Commenter asked for clarification whether the technical chapters of the EIR would address potential concerns about biological resources.
3. Commenter asked for clarification regarding the potential land use of the proposed lots and expressed concern about the adequacy of the EIR analysis without pre-designated land uses.
4. Commenter asked for clarification about the purpose of the proposed subdivision.
5. Commenter expressed concern related to conversion of parcels from agricultural use to heavy industrial use, especially regarding potential hazards which could occur on site under anticipated industrial land uses.
6. Commenter expressed the opinion that the project description is too general for a CEQA analysis.
7. Commenter expressed the opinion that Yolo County has a goal of being intentional about urban growth boundaries and asked for a process clarification and any potential involvement with LAFCo or other agencies for actions which could be connected to urban growth boundaries.
8. Commenter expressed concern about the potential for growth-inducing impacts resulting from the proposed project, as well as potential cumulative impacts resulting from the conversion of agricultural land to industrial uses.
9. Commenter expressed concern about the condition and maintenance of the roadways in the vicinity, specifically regarding potential impacts or degradation resulting from trucks on the roadways and mentioned fair share transportation fees.
10. Commenter expressed concern about how the existing PG&E easement in the vicinity could impact development potential on-site.

11. Commenter expressed concern about cohesiveness of the utilities in the site vicinity, and potential effects to public resources under the maximum buildout scenario.
12. Commenter suggested that the analysis acknowledge the potential benefits of the project related to cumulative GHG impacts due to the inherent nature of the project as a prefabricated building materials manufacturing.
13. Commenter asked for clarification regarding agricultural mitigation for the project, and the timing of the agricultural mitigation fees.
14. Commenter expressed concern related to conversion of agricultural uses to industrial uses, especially with respect to the potential that the land could lay fallow while waiting to be converted to industrial uses and seemed to be expressing the opinion that the proposed project should clarify the planned use of parcels before development.
15. The applicant clarified that one of the goals of the proposed project is to maintain agricultural uses on-site while obtaining flexibility to develop industrial uses in the future.
16. In response to the applicant's clarification, the commenter stated the opinion that they feel the project description does not match the intent of the applicant because the EIR addresses the maximum intensity of industrial use for the site, and the applicant seems to express that parcels would be used for agricultural uses before development with industrial uses.
17. Commenter proposed that the project description be updated to include more detailed descriptions of the anticipated uses on-site to better inform the EIR analysis.
18. Commenter expressed concern related to the subdivision of the project site into multiple parcels.
19. Commenter expressed concern related to potential phasing of the proposed project, especially with respect to conversion of agricultural land.
20. Commenter suggested that mitigation could be connected to specific development plans and mentioned the inclusion of proposed alternatives.
21. Commenter asked for clarification about potential phasing of the project, with specific concerns related to the continuation and maintenance of current on-site agricultural land uses between the time that the parcels are converted from agricultural to industrial.

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Clark Pacific Facility Expansion Custom Report

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5.3. Construction Vehicles

5.3.1. Unmitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

8. User Changes to Default Data

8.1. Justifications

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Clark Pacific Facility Expansion
Construction Start Date	6/1/2026
Operational Year	2033
Lead Agency	Yolo County
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.6
Precipitation (days)	27
Location	38.712608819620435, -121.75837798421962
County	Yolo
City	Unincorporated
Air District	Yolo/Solano AQMD
Air Basin	Sacramento Valley
TAZ	326
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.31

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Heavy Industry	500	1000sqft	75	500,000	334,367	—	—	—

Parking Lot	160	Space	1.4	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.4	4.1	31	30	0.08	1.2	20	21	1.1	10	11	—	10,050	10,050	0.43	0.58	14	10,243
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.3	3.9	32	30	0.08	1.2	10	11	1.1	3.9	5.0	—	10,028	10,028	0.43	0.58	0.36	10,213
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.0	2.7	13	18	0.03	0.51	5.9	6.4	0.46	2.7	3.1	—	5,103	5,103	0.15	0.32	3.9	5,206
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.55	0.50	2.3	3.2	0.01	0.09	1.1	1.2	0.08	0.49	0.57	—	845	845	0.03	0.05	0.64	862

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2026	3.9	3.2	31	30	0.08	1.2	20	21	1.1	10	11	—	10,050	10,050	0.43	0.58	7.6	10,243
2027	4.4	4.1	13	28	0.04	0.39	3.2	3.5	0.36	0.76	1.1	—	7,458	7,458	0.21	0.45	14	7,611
2028	4.3	3.9	13	28	0.04	0.35	3.2	3.5	0.31	0.76	1.1	—	7,353	7,353	0.21	0.45	13	7,504
2029	4.2	3.8	12	27	0.04	0.30	3.2	3.5	0.28	0.76	1.0	—	7,251	7,251	0.20	0.35	11	7,372
2030	4.1	3.8	12	26	0.04	0.29	3.2	3.4	0.27	0.76	1.0	—	7,147	7,147	0.20	0.35	9.9	7,267
2031	4.1	3.7	12	25	0.04	0.27	3.2	3.4	0.25	0.76	1.0	—	7,043	7,043	0.20	0.34	8.7	7,157
2032	3.9	3.6	11	25	0.04	0.25	3.2	3.4	0.23	0.76	0.99	—	6,943	6,943	0.18	0.32	7.6	7,050
2033	3.9	3.6	11	24	0.04	0.23	3.2	3.4	0.21	0.76	0.97	—	6,848	6,848	0.18	0.32	6.6	6,955
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.9	3.2	32	30	0.08	1.2	10	11	1.1	3.9	5.0	—	10,028	10,028	0.43	0.58	0.20	10,213
2027	4.3	3.9	30	29	0.08	1.1	10	11	1.0	3.9	4.9	—	9,952	9,952	0.43	0.56	0.36	10,131
2028	4.2	3.8	13	24	0.04	0.35	3.2	3.5	0.31	0.76	1.1	—	7,065	7,065	0.22	0.45	0.33	7,206
2029	4.1	3.7	13	24	0.04	0.30	3.2	3.5	0.28	0.76	1.0	—	6,968	6,968	0.21	0.44	0.29	7,104
2030	4.1	3.7	12	23	0.04	0.29	3.2	3.4	0.27	0.76	1.0	—	6,869	6,869	0.21	0.44	0.26	7,005
2031	3.9	3.6	12	23	0.04	0.27	3.2	3.4	0.25	0.76	1.0	—	6,769	6,769	0.21	0.42	0.23	6,899
2032	3.9	3.6	12	22	0.04	0.25	3.2	3.4	0.23	0.76	0.99	—	6,674	6,674	0.19	0.40	0.20	6,798
2033	3.8	3.5	11	22	0.04	0.23	3.2	3.4	0.21	0.76	0.97	—	6,583	6,583	0.19	0.32	0.17	6,683
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.6	1.3	13	12	0.03	0.51	5.9	6.4	0.46	2.7	3.1	—	3,452	3,452	0.15	0.16	0.89	3,504
2027	1.9	1.7	10	14	0.03	0.36	2.4	2.8	0.33	0.80	1.1	—	3,857	3,857	0.14	0.21	2.1	3,925
2028	3.0	2.7	9.3	18	0.03	0.25	2.2	2.5	0.22	0.54	0.76	—	5,103	5,103	0.15	0.32	3.9	5,206
2029	3.0	2.7	9.0	17	0.03	0.22	2.2	2.4	0.20	0.54	0.74	—	5,019	5,019	0.15	0.31	3.5	5,118
2030	2.9	2.6	8.7	17	0.03	0.20	2.2	2.4	0.19	0.54	0.73	—	4,948	4,948	0.15	0.31	3.1	5,047
2031	2.8	2.6	8.4	16	0.03	0.19	2.2	2.4	0.18	0.54	0.71	—	4,876	4,876	0.15	0.24	2.7	4,954
2032	2.8	2.6	8.1	16	0.03	0.18	2.2	2.4	0.16	0.54	0.70	—	4,820	4,820	0.13	0.23	2.4	4,894
2033	1.6	1.5	4.6	9.1	0.02	0.09	1.3	1.4	0.09	0.31	0.40	—	2,742	2,742	0.07	0.13	1.2	2,785

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.30	0.24	2.3	2.3	0.01	0.09	1.1	1.2	0.08	0.49	0.57	—	572	572	0.02	0.03	0.15	580
2027	0.35	0.30	1.8	2.6	< 0.005	0.07	0.44	0.50	0.06	0.15	0.21	—	639	639	0.02	0.03	0.34	650
2028	0.55	0.50	1.7	3.2	0.01	0.05	0.41	0.45	0.04	0.10	0.14	—	845	845	0.03	0.05	0.64	862
2029	0.54	0.49	1.6	3.1	0.01	0.04	0.40	0.44	0.04	0.10	0.13	—	831	831	0.02	0.05	0.57	847
2030	0.53	0.48	1.6	3.1	0.01	0.04	0.40	0.44	0.03	0.10	0.13	—	819	819	0.02	0.05	0.51	836
2031	0.51	0.47	1.5	3.0	0.01	0.04	0.40	0.44	0.03	0.10	0.13	—	807	807	0.02	0.04	0.45	820
2032	0.50	0.47	1.5	2.9	0.01	0.03	0.41	0.44	0.03	0.10	0.13	—	798	798	0.02	0.04	0.39	810
2033	0.30	0.28	0.84	1.7	< 0.005	0.02	0.23	0.25	0.02	0.06	0.07	—	454	454	0.01	0.02	0.20	461

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	22	21	10	77	0.16	0.54	12	12	0.53	3.0	3.5	556	22,954	23,510	58	1.2	152	25,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18	17	11	47	0.15	0.50	12	12	0.50	3.0	3.5	556	21,835	22,391	58	1.2	131	24,334
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	19	18	11	58	0.15	0.52	12	12	0.51	3.0	3.5	556	22,096	22,652	58	1.2	140	24,597
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.5	3.4	2.0	11	0.03	0.10	2.1	2.2	0.09	0.54	0.63	92	3,658	3,750	9.6	0.20	23	4,072

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.8	5.3	4.6	50	0.13	0.08	12	12	0.08	3.0	3.1	—	13,098	13,098	0.49	0.58	22	13,305
Area	15	15	0.18	22	< 0.005	0.04	—	0.04	0.03	—	0.03	—	89	89	< 0.005	< 0.005	—	90
Energy	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	9,561	9,561	1.1	0.07	—	9,608
Water	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Waste	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Total	22	21	10	77	0.16	0.54	12	12	0.53	3.0	3.5	556	22,954	23,510	58	1.2	152	25,460
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.4	4.9	5.4	43	0.12	0.08	12	12	0.08	3.0	3.1	—	12,068	12,068	0.54	0.62	0.57	12,268
Area	12	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	9,561	9,561	1.1	0.07	—	9,608
Water	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Waste	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Total	18	17	11	47	0.15	0.50	12	12	0.50	3.0	3.5	556	21,835	22,391	58	1.2	131	24,334
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.4	4.9	5.1	43	0.12	0.08	12	12	0.08	3.0	3.0	—	12,285	12,285	0.51	0.60	9.5	12,486
Area	13	13	0.09	11	< 0.005	0.02	—	0.02	0.01	—	0.01	—	44	44	< 0.005	< 0.005	—	44
Energy	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	9,561	9,561	1.1	0.07	—	9,608
Water	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Waste	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130

Total	19	18	11	58	0.15	0.52	12	12	0.51	3.0	3.5	556	22,096	22,652	58	1.2	140	24,597
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.99	0.89	0.93	7.8	0.02	0.01	2.1	2.1	0.01	0.54	0.55	—	2,034	2,034	0.08	0.10	1.6	2,067
Area	2.4	2.4	0.02	2.0	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.3	7.3	< 0.005	< 0.005	—	7.3
Energy	0.11	0.06	1.0	0.85	0.01	0.08	—	0.08	0.08	—	0.08	—	1,583	1,583	0.18	0.01	—	1,591
Water	—	—	—	—	—	—	—	—	—	—	—	37	34	71	3.8	0.09	—	192
Waste	—	—	—	—	—	—	—	—	—	—	—	55	0.00	55	5.5	0.00	—	194
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22	22
Total	3.5	3.4	2.0	11	0.03	0.10	2.1	2.2	0.09	0.54	0.63	92	3,658	3,750	9.6	0.20	23	4,072

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.7	3.1	29	29	0.05	1.2	—	1.2	1.1	—	1.1	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	20	20	—	10	10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	4.8	4.7	0.01	0.20	—	0.20	0.19	—	0.19	—	871	871	0.04	0.01	—	874
Dust From Material Movement	—	—	—	—	—	—	3.2	3.2	—	1.7	1.7	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.87	0.86	< 0.005	0.04	—	0.04	0.03	—	0.03	—	144	144	0.01	< 0.005	—	145
Dust From Material Movement	—	—	—	—	—	—	0.59	0.59	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.04	0.98	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	194	194	< 0.005	0.01	0.69	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	29	29	< 0.005	< 0.005	0.05	30

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	4.8	4.8	< 0.005	< 0.005	0.01	4.9
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.6	3.0	27	28	0.06	1.1	—	1.1	1.0	—	1.0	—	6,599	6,599	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.2	9.2	—	3.7	3.7	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.6	3.0	27	28	0.06	1.1	—	1.1	1.0	—	1.0	—	6,599	6,599	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	9.2	9.2	—	3.7	3.7	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.92	0.77	6.9	7.0	0.02	0.29	—	0.29	0.26	—	0.26	—	1,679	1,679	0.07	0.01	—	1,684
Dust From Material Movement	—	—	—	—	—	—	2.3	2.3	—	0.93	0.93	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.3	1.3	< 0.005	0.05	—	0.05	0.05	—	0.05	—	278	278	0.01	< 0.005	—	279
Dust From Material Movement	—	—	—	—	—	—	0.43	0.43	—	0.17	0.17	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.05	1.1	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	222	222	< 0.005	0.01	0.79	225
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.24	0.07	3.9	1.4	0.02	0.06	0.84	0.90	0.04	0.24	0.28	—	3,230	3,230	0.16	0.52	6.8	3,397

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	0.84	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	200
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.23	0.07	4.2	1.4	0.02	0.06	0.84	0.90	0.04	0.24	0.28	—	3,231	3,231	0.16	0.52	0.18	3,391
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52	52	< 0.005	< 0.005	0.09	52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.06	0.02	1.1	0.36	0.01	0.02	0.21	0.23	0.01	0.06	0.07	—	822	822	0.04	0.13	0.75	863
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.5	8.5	< 0.005	< 0.005	0.01	8.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.19	0.06	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	136	136	0.01	0.02	0.12	143

3.5. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.5	2.9	26	27	0.06	1.0	—	1.0	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	9.2	9.2	—	3.7	3.7	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.54	0.45	3.9	4.2	0.01	0.16	—	0.16	0.15	—	0.15	—	1,007	1,007	0.04	0.01	—	1,011
Dust From Material Movement	—	—	—	—	—	—	1.4	1.4	—	0.56	0.56	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.08	0.71	0.76	< 0.005	0.03	—	0.03	0.03	—	0.03	—	167	167	0.01	< 0.005	—	167
Dust From Material Movement	—	—	—	—	—	—	0.26	0.26	—	0.10	0.10	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.79	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	< 0.005	0.01	0.02	197

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.23	0.07	4.1	1.4	0.02	0.06	0.84	0.90	0.04	0.24	0.28	—	3,160	3,160	0.16	0.50	0.16	3,314
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	30	30	< 0.005	< 0.005	0.05	31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.04	0.01	0.62	0.21	< 0.005	0.01	0.13	0.14	0.01	0.04	0.04	—	482	482	0.02	0.08	0.41	506
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.0	5.0	< 0.005	< 0.005	0.01	5.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	< 0.005	0.11	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	80	80	< 0.005	0.01	0.07	84

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	1.0	9.4	13	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	1.0	9.4	13	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.32	0.26	2.4	3.3	0.01	0.09	—	0.09	0.08	—	0.08	—	615	615	0.02	< 0.005	—	617
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.44	0.61	< 0.005	0.02	—	0.02	0.01	—	0.01	—	102	102	< 0.005	< 0.005	—	102
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.83	0.81	0.53	11	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,288	2,288	0.03	0.08	7.5	2,320
Vendor	0.13	0.07	2.6	0.98	0.02	0.03	0.60	0.64	0.03	0.17	0.20	—	2,182	2,182	0.06	0.33	5.0	2,287
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.76	0.67	0.69	8.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,041	2,041	0.05	0.08	0.20	2,068
Vendor	0.13	0.06	2.8	1.0	0.02	0.03	0.60	0.64	0.03	0.17	0.20	—	2,184	2,184	0.06	0.33	0.13	2,285
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.17	0.16	2.2	0.00	0.00	0.53	0.53	0.00	0.13	0.13	—	537	537	0.01	0.02	0.83	544
Vendor	0.03	0.02	0.71	0.25	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	—	560	560	0.02	0.09	0.55	586

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.40	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	89	89	< 0.005	< 0.005	0.14	90
Vendor	0.01	< 0.005	0.13	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	93	93	< 0.005	0.01	0.09	97
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	0.99	8.9	13	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	0.99	8.9	13	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.71	6.4	9.3	0.02	0.22	—	0.22	0.20	—	0.20	—	1,717	1,717	0.07	0.01	—	1,723

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.2	1.7	< 0.005	0.04	—	0.04	0.04	—	0.04	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.80	0.72	0.46	10	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,242	2,242	0.03	0.08	6.8	2,274
Vendor	0.13	0.06	2.5	0.94	0.02	0.03	0.60	0.64	0.02	0.17	0.18	—	2,132	2,132	0.06	0.33	4.4	2,236
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.73	0.65	0.62	7.9	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,001	2,001	0.04	0.08	0.18	2,027
Vendor	0.13	0.06	2.7	0.97	0.02	0.03	0.60	0.64	0.02	0.17	0.18	—	2,133	2,133	0.06	0.33	0.11	2,233
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.53	0.47	0.38	5.7	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,469	1,469	0.03	0.06	2.1	1,489
Vendor	0.09	0.05	1.9	0.68	0.01	0.02	0.43	0.45	0.01	0.12	0.13	—	1,527	1,527	0.05	0.24	1.4	1,600
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.07	1.0	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	243	243	< 0.005	0.01	0.35	247
Vendor	0.02	0.01	0.35	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	253	253	0.01	0.04	0.22	265
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Building Construction (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	0.97	8.6	13	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.2	0.97	8.6	13	0.02	0.28	—	0.28	0.25	—	0.25	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.1	9.2	0.02	0.20	—	0.20	0.18	—	0.18	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.1	1.7	< 0.005	0.04	—	0.04	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.77	0.69	0.45	9.9	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,203	2,203	0.03	0.01	6.1	2,214
Vendor	0.13	0.05	2.4	0.92	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	2,076	2,076	0.06	0.31	3.9	2,176
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.71	0.63	0.61	7.4	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,966	1,966	0.04	0.08	0.16	1,993
Vendor	0.12	0.04	2.6	0.93	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	2,078	2,078	0.06	0.31	0.10	2,174
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.38	5.4	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,440	1,440	0.02	0.06	1.9	1,460
Vendor	0.09	0.03	1.8	0.67	0.01	0.01	0.43	0.44	0.01	0.12	0.13	—	1,484	1,484	0.05	0.22	1.2	1,553
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.07	0.98	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	238	238	< 0.005	0.01	0.31	242
Vendor	0.02	0.01	0.33	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	246	246	0.01	0.04	0.20	257
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Building Construction (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.94	8.4	13	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.94	8.4	13	0.02	0.26	—	0.26	0.24	—	0.24	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80	0.67	6.0	9.2	0.02	0.19	—	0.19	0.17	—	0.17	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	1.1	1.7	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.74	0.66	0.38	9.4	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,167	2,167	0.03	0.01	5.5	2,177
Vendor	0.11	0.05	2.3	0.89	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	2,017	2,017	0.06	0.31	3.4	2,116
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.69	0.60	0.54	7.0	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,934	1,934	0.04	0.08	0.14	1,960
Vendor	0.11	0.04	2.5	0.92	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	2,018	2,018	0.06	0.31	0.09	2,114
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.43	0.33	5.1	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,416	1,416	0.02	0.06	1.7	1,436
Vendor	0.08	0.03	1.8	0.64	0.01	0.01	0.43	0.44	0.01	0.12	0.13	—	1,441	1,441	0.04	0.22	1.0	1,510
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.06	0.93	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	234	234	< 0.005	0.01	0.28	238
Vendor	0.01	0.01	0.32	0.12	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	239	239	0.01	0.04	0.17	250
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Building Construction (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.92	8.1	13	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.92	8.1	13	0.02	0.24	—	0.24	0.22	—	0.22	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78	0.66	5.8	9.2	0.02	0.17	—	0.17	0.16	—	0.16	—	1,712	1,712	0.07	0.01	—	1,718
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.1	1.7	< 0.005	0.03	—	0.03	0.03	—	0.03	—	283	283	0.01	< 0.005	—	284
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.71	0.64	0.38	8.9	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,132	2,132	0.03	0.01	4.9	2,142
Vendor	0.11	0.05	2.3	0.86	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,954	1,954	0.06	0.30	2.9	2,047
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.60	0.58	0.47	6.6	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,903	1,903	0.04	0.08	0.13	1,928
Vendor	0.11	0.04	2.4	0.88	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,955	1,955	0.06	0.30	0.08	2,046
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.41	0.32	4.8	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,394	1,394	0.02	0.01	1.5	1,399
Vendor	0.08	0.03	1.7	0.62	0.01	0.01	0.43	0.44	0.01	0.12	0.13	—	1,396	1,396	0.04	0.21	0.89	1,461
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.06	0.88	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	231	231	< 0.005	< 0.005	0.25	232
Vendor	0.01	0.01	0.31	0.11	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	231	231	0.01	0.04	0.15	242
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.17. Building Construction (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.1	0.90	7.9	13	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.1	0.90	7.9	13	0.02	0.22	—	0.22	0.21	—	0.21	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.77	0.64	5.6	9.2	0.02	0.16	—	0.16	0.15	—	0.15	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.0	1.7	< 0.005	0.03	—	0.03	0.03	—	0.03	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.62	0.61	0.37	8.5	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,101	2,101	0.02	0.01	4.3	2,110
Vendor	0.11	0.05	2.2	0.84	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,891	1,891	0.05	0.28	2.5	1,979
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.57	0.56	0.46	6.3	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,875	1,875	0.03	0.08	0.11	1,900
Vendor	0.11	0.04	2.3	0.86	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,893	1,893	0.05	0.28	0.06	1,979
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.41	0.40	0.27	4.6	0.00	0.00	1.5	1.5	0.00	0.35	0.35	—	1,377	1,377	0.02	0.01	1.3	1,382
Vendor	0.08	0.03	1.6	0.61	0.01	0.01	0.43	0.44	0.01	0.12	0.13	—	1,355	1,355	0.03	0.20	0.76	1,417
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.05	0.84	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	228	228	< 0.005	< 0.005	0.22	229
Vendor	0.01	0.01	0.30	0.11	< 0.005	< 0.005	0.08	0.08	< 0.005	0.02	0.02	—	224	224	0.01	0.03	0.13	235
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.19. Building Construction (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	0.88	7.7	13	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.0	0.88	7.7	13	0.02	0.20	—	0.20	0.19	—	0.19	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43	0.36	3.2	5.3	0.01	0.08	—	0.08	0.08	—	0.08	—	985	985	0.04	0.01	—	988
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.57	0.96	< 0.005	0.02	—	0.02	0.01	—	0.01	—	163	163	0.01	< 0.005	—	164
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.60	0.59	0.30	8.1	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	2,072	2,072	0.02	0.01	3.8	2,081
Vendor	0.10	0.05	2.1	0.81	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,831	1,831	0.05	0.28	2.1	1,919
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.56	0.55	0.39	6.0	0.00	0.00	2.1	2.1	0.00	0.50	0.50	—	1,850	1,850	0.03	0.01	0.10	1,855
Vendor	0.09	0.04	2.3	0.83	0.02	0.02	0.60	0.62	0.02	0.17	0.18	—	1,833	1,833	0.04	0.28	0.05	1,919
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.22	0.15	2.5	0.00	0.00	0.86	0.86	0.00	0.20	0.20	—	780	780	0.01	0.01	0.67	782
Vendor	0.04	0.02	0.90	0.34	0.01	0.01	0.24	0.25	0.01	0.07	0.07	—	753	753	0.02	0.12	0.37	788
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04	0.04	0.03	0.46	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	129	129	< 0.005	< 0.005	0.11	130
Vendor	0.01	< 0.005	0.16	0.06	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	125	125	< 0.005	0.02	0.06	131
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.21. Paving (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.9	10.0	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.88	0.74	6.9	10.0	0.01	0.30	—	0.30	0.27	—	0.27	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.03	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	0.22	2.1	3.0	< 0.005	0.09	—	0.09	0.08	—	0.08	—	455	455	0.02	< 0.005	—	457

Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.38	0.55	< 0.005	0.02	—	0.02	0.02	—	0.02	—	75	75	< 0.005	< 0.005	—	76
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.04	0.79	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	163	163	< 0.005	0.01	0.54	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.60	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	146	146	< 0.005	0.01	0.01	148
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	45	45	< 0.005	< 0.005	0.07	46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.5	7.5	< 0.005	< 0.005	0.01	7.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.23. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.1	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.03	0.03	0.19	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	31	31	< 0.005	< 0.005	—	31
Architectural Coatings	0.43	0.43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.1	5.1	< 0.005	< 0.005	—	5.1
Architectural Coatings	0.08	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.16	0.11	2.2	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	458	458	0.01	0.02	1.5	464
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.14	1.7	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	408	408	0.01	0.02	0.04	414
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.03	0.39	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	96	96	< 0.005	< 0.005	0.15	97

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	16	16	< 0.005	< 0.005	0.02	16
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.25. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.1	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134

Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.08	0.58	0.80	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96	96	< 0.005	< 0.005	—	96
Architectural Coatings	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.11	0.15	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.09	2.1	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	448	448	0.01	0.02	1.4	455
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.12	1.6	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	400	400	0.01	0.02	0.04	405
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	0.08	1.1	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	294	294	0.01	0.01	0.42	298
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	49	49	< 0.005	< 0.005	0.07	49
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.27. Architectural Coating (2029) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.79	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.57	0.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95	95	< 0.005	< 0.005	—	96
Architectural Coatings	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.09	2.0	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	441	441	0.01	< 0.005	1.2	443
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.12	1.5	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	393	393	0.01	0.02	0.03	399
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.1	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	288	288	< 0.005	0.01	0.38	292
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.20	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48	48	< 0.005	< 0.005	0.06	48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.29. Architectural Coating (2030) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.12	0.10	0.78	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09	0.07	0.56	0.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95	95	< 0.005	< 0.005	—	96
Architectural Coatings	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16

Architect Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.08	1.9	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	433	433	0.01	< 0.005	1.1	435
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.12	0.11	1.4	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	387	387	0.01	0.02	0.03	392
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.07	1.0	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	283	283	< 0.005	0.01	0.34	287
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47	47	< 0.005	< 0.005	0.06	48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.31. Architectural Coating (2031) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.78	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.55	0.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	95	95	< 0.005	< 0.005	—	96
Architectural Coatings	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.08	1.8	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	426	426	0.01	< 0.005	0.98	428
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.09	1.3	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	381	381	0.01	0.02	0.03	386
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.06	0.96	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	279	279	< 0.005	< 0.005	0.30	280
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.18	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	46	46	< 0.005	< 0.005	0.05	46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.33. Architectural Coating (2032) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.77	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.55	0.79	< 0.005	0.01	—	0.01	0.01	—	0.01	—	96	96	< 0.005	< 0.005	—	96

Architect Coatings	1.3	1.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.14	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16	16	< 0.005	< 0.005	—	16
Architectural Coatings	0.25	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.07	1.7	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	420	420	< 0.005	< 0.005	0.86	422
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.09	1.3	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	375	375	0.01	0.02	0.02	380
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.92	0.00	0.00	0.30	0.30	0.00	0.07	0.07	—	275	275	< 0.005	< 0.005	0.27	276
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	46	46	< 0.005	< 0.005	0.04	46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.35. Architectural Coating (2033) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.76	1.1	< 0.005	0.01	—	0.01	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	1.9	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.34	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	59	59	< 0.005	< 0.005	—	59
Architectural Coatings	0.82	0.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.7	9.7	< 0.005	< 0.005	—	9.7
Architectural Coatings	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.12	0.06	1.6	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	414	414	< 0.005	< 0.005	0.75	416
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.11	0.08	1.2	0.00	0.00	0.42	0.42	0.00	0.10	0.10	—	370	370	0.01	< 0.005	0.02	371
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.54	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	166	166	< 0.005	< 0.005	0.14	167
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28	28	< 0.005	< 0.005	0.02	28
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	5.8	5.3	4.6	50	0.13	0.08	12	12	0.08	3.0	3.1	—	13,098	13,098	0.49	0.58	22	13,305
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.8	5.3	4.6	50	0.13	0.08	12	12	0.08	3.0	3.1	—	13,098	13,098	0.49	0.58	22	13,305
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Heavy Industry	5.4	4.9	5.4	43	0.12	0.08	12	12	0.08	3.0	3.1	—	12,068	12,068	0.54	0.62	0.57	12,268
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.4	4.9	5.4	43	0.12	0.08	12	12	0.08	3.0	3.1	—	12,068	12,068	0.54	0.62	0.57	12,268
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	0.99	0.89	0.93	7.8	0.02	0.01	2.1	2.1	0.01	0.54	0.55	—	2,034	2,034	0.08	0.10	1.6	2,067
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.99	0.89	0.93	7.8	0.02	0.01	2.1	2.1	0.01	0.54	0.55	—	2,034	2,034	0.08	0.10	1.6	2,067

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	2,886	2,886	0.47	0.06	—	2,915
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	31	31	< 0.005	< 0.005	—	31
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,917	2,917	0.47	0.06	—	2,946
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	2,886	2,886	0.47	0.06	—	2,915
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	31	31	< 0.005	< 0.005	—	31
Total	—	—	—	—	—	—	—	—	—	—	—	—	2,917	2,917	0.47	0.06	—	2,946
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	478	478	0.08	0.01	—	483
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	5.1	5.1	< 0.005	< 0.005	—	5.1
Total	—	—	—	—	—	—	—	—	—	—	—	—	483	483	0.08	0.01	—	488

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	6,643	6,643	0.59	0.01	—	6,662
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	6,643	6,643	0.59	0.01	—	6,662
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	6,643	6,643	0.59	0.01	—	6,662

Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.61	0.31	5.6	4.7	0.03	0.42	—	0.42	0.42	—	0.42	—	6,643	6,643	0.59	0.01	—	6,662
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	0.11	0.06	1.0	0.85	0.01	0.08	—	0.08	0.08	—	0.08	—	1,100	1,100	0.10	< 0.005	—	1,103
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.11	0.06	1.0	0.85	0.01	0.08	—	0.08	0.08	—	0.08	—	1,100	1,100	0.10	< 0.005	—	1,103

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	11	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	3.9	3.6	0.18	22	< 0.005	0.04	—	0.04	0.03	—	0.03	—	89	89	< 0.005	< 0.005	—	90
Total	15	15	0.18	22	< 0.005	0.04	—	0.04	0.03	—	0.03	—	89	89	< 0.005	< 0.005	—	90
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consum Products	11	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.80	0.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	12	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.0	2.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.15	0.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.35	0.32	0.02	2.0	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.3	7.3	< 0.005	< 0.005	—	7.3
Total	2.4	2.4	0.02	2.0	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.3	7.3	< 0.005	< 0.005	—	7.3

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	222	206	428	23	0.54	—	1,159
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	37	34	71	3.8	0.09	—	192
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	37	34	71	3.8	0.09	—	192

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	334	0.00	334	33	0.00	—	1,169
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	55	0.00	55	5.5	0.00	—	194
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	55	0.00	55	5.5	0.00	—	194

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	130	130
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
General Heavy Industry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22	22
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	22	22

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2026	8/21/2026	5.0	60	—
Grading	Grading	8/24/2026	3/19/2027	5.0	150	—
Building Construction	Building Construction	8/23/2027	7/29/2033	5.0	1,550	—
Paving	Paving	3/22/2027	8/20/2027	5.0	110	—
Architectural Coating	Architectural Coating	9/6/2027	8/12/2033	5.0	1,550	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.0	8.0	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.0	8.0	84	0.37
Grading	Graders	Diesel	Average	1.00	8.0	148	0.41
Grading	Excavators	Diesel	Average	2.0	8.0	36	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.0	8.0	84	0.37
Grading	Scrapers	Diesel	Average	2.0	8.0	423	0.48
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.0	367	0.40
Building Construction	Forklifts	Diesel	Average	3.0	8.0	82	0.20

Building Construction	Generator Sets	Diesel	Average	1.00	8.0	14	0.74
Building Construction	Cranes	Diesel	Average	1.00	7.0	367	0.29
Building Construction	Welders	Diesel	Average	1.00	8.0	46	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.0	7.0	84	0.37
Paving	Pavers	Diesel	Average	2.0	8.0	81	0.42
Paving	Paving Equipment	Diesel	Average	2.0	8.0	89	0.36
Paving	Rollers	Diesel	Average	2.0	8.0	36	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.0	37	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	18	14	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.8	HHDT,MHDT
Site Preparation	Hauling	0.00	20	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20	14	LDA,LDT1,LDT2
Grading	Vendor	—	8.8	HHDT,MHDT
Grading	Hauling	46	20	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	210	14	LDA,LDT1,LDT2
Building Construction	Vendor	82	8.8	HHDT,MHDT
Building Construction	Hauling	0.00	20	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15	14	LDA,LDT1,LDT2
Paving	Vendor	—	8.8	HHDT,MHDT
Paving	Hauling	0.00	20	HHDT

Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	42	14	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.8	HHDT,MHDT
Architectural Coating	Hauling	0.00	20	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	750,000	250,000	3,764

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	90	0.00	0.00
Grading	55,556	—	450	0.00	0.00
Paving	0.00	0.00	0.00	0.00	1.4

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt

Paving	General Heavy Industry	0.00	0%
Paving	Parking Lot	1.4	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005
2029	0.00	204	0.03	< 0.005
2030	0.00	204	0.03	< 0.005
2031	0.00	204	0.03	< 0.005
2032	0.00	204	0.03	< 0.005
2033	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
General Heavy Industry	1,488	1,488	1,488	543,120	16,648	16,648	16,648	6,076,371
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
General Heavy Industry	Wood Fireplaces	0	0

General Heavy Industry	Gas Fireplaces	0	0
General Heavy Industry	Propane Fireplaces	0	0
General Heavy Industry	Electric Fireplaces	0	0
General Heavy Industry	No Fireplaces	0	0
General Heavy Industry	Conventional Wood Stoves	0	0
General Heavy Industry	Catalytic Wood Stoves	0	0
General Heavy Industry	Non-Catalytic Wood Stoves	0	0
General Heavy Industry	Pellet Wood Stoves	0	0
Parking Lot	Wood Fireplaces	0	0
Parking Lot	Gas Fireplaces	0	0
Parking Lot	Propane Fireplaces	0	0
Parking Lot	Electric Fireplaces	0	0
Parking Lot	No Fireplaces	0	0
Parking Lot	Conventional Wood Stoves	0	0
Parking Lot	Catalytic Wood Stoves	0	0
Parking Lot	Non-Catalytic Wood Stoves	0	0
Parking Lot	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

—	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
undefined	0.00	0.00	750,000	250,000	3,764

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
General Heavy Industry	5,164,979	204	0.0330	0.0040	20,729,304
Parking Lot	54,948	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Heavy Industry	115,625,000	4,351,309
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Heavy Industry	620	0.00
Parking Lot	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Heavy Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.0	4.0	18

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	Lot acreage adjusted to represent overall acreage of the project site.
Construction: Construction Phases	Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days. Demolition not required for the proposed project.
Construction: On-Road Fugitive Dust	All roads in project vicinity are paved.
Operations: Vehicle Data	Trip rates adjusted to be consistent with Transportation Impact Study prepared for the proposed project.
Operations: Road Dust	All roads in project vicinity are paved.

Appendix D

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TECHNICAL MEMORANDUM

DATE: March 12, 2025

Project No.: 704-60-24-18

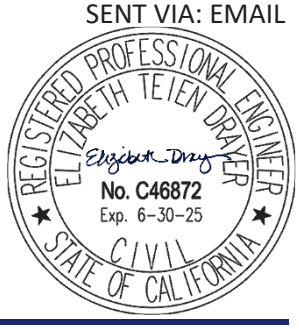
SENT VIA: EMAIL

TO: Angela DaRosa, Raney Planning & Management, Inc.

FROM: Elizabeth Drayer, PE, RCE #46872

REVIEWED BY: Rhodora Biagtan, PE, RCE #59371

SUBJECT: Clark Pacific Facility Expansion Project Water Supply Evaluation



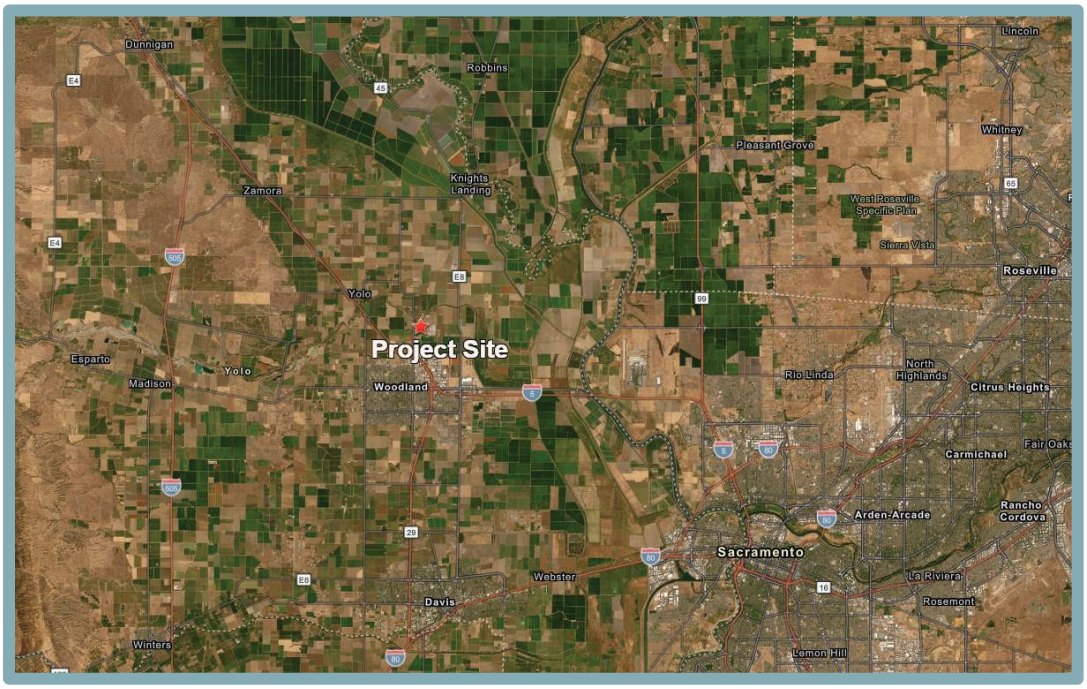
The purpose of this technical memorandum (TM) is to provide a water supply evaluation for the proposed Clark Pacific Facility Expansion Project (Proposed Project) located in Yolo County, California. This water supply evaluation is being prepared to support the environmental evaluation of the Proposed Project being conducted by Raney Planning & Management, Inc. (Raney). The water supply evaluation provides a review of the projected water demand for the Proposed Project and the availability and reliability of available water supplies to meet the projected water demand for the Proposed Project. This TM is organized into the following sections:

- Project Description and Location
- Requirement for a Water Supply Assessment
- Projected Water Demand for the Proposed Project
- Proposed Water Supply for the Proposed Project
- Findings and Conclusions

PROJECT DESCRIPTION AND LOCATION

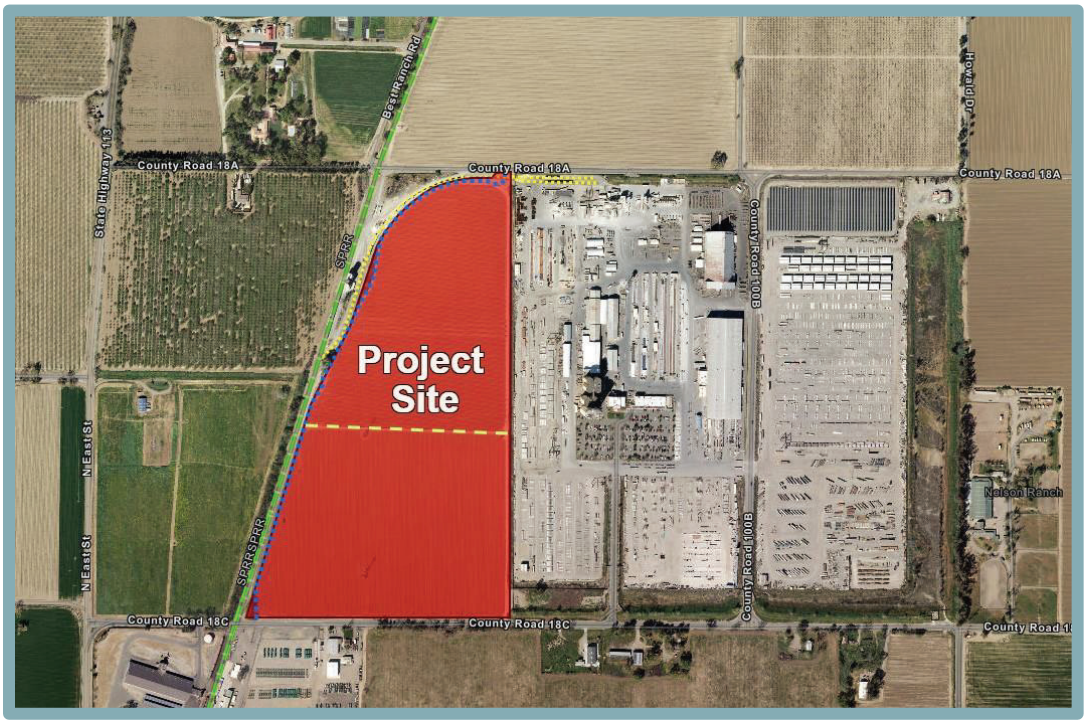
The Proposed Project is located on a 76.76-acre project site located at 40307 Best Ranch Road in unincorporated Yolo County (see Figures 1 and 2). The Yolo County General Plan currently designates the site as Agricultural (AG) and the site is zoned as Agricultural Intensive (A-N). The proposed General Plan Amendment would redesignate the Proposed Project site from Agriculture (AG) to Industrial (IN), which would allow for a full range of light to heavy industrial manufacturing, including agricultural industrial uses (e.g., storage facilities, contractor's yards, corporation yards, dismantling, etc.). The Proposed Project would also require a rezoning to change the zoning designation of the project site from Agricultural Intensive (A-N) to Heavy Industrial (I-H).

The Proposed Project would expand the adjacent existing Clark Pacific facility (a prefabricated building materials manufacturer facility) and subdivide the Proposed Project site into seven parcels, each including a new industrial building, associated utility and internal roadway improvements, and landscaping. According to the applicant for the Proposed Project, up to 500,000 square feet of new industrial uses would be developed under the Proposed Project. Because the Proposed Project would expand the adjacent existing Clark Pacific facility to the east, operations on the Proposed Project site are also assumed to include prefabrication of building materials. Similar to the existing Clark Pacific facility, the anticipated total number of employees is 180 total employees.



Source: Project Description for Clark Pacific Facility Expansion Project, August 2024.

Figure 1. Proposed Project Location



Source: Project Description for Clark Pacific Facility Expansion Project, August 2024.

Figure 2. Proposed Project Site

REQUIREMENT FOR A WATER SUPPLY ASSESSMENT

California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 were companion measures which sought to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. The purpose of this coordination is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet existing demands, anticipated demands from approved projects and tentative maps, and the demands of proposed projects.

SB 610 amended California Water Code sections 10910 through 10915 (inclusive) to require land use lead agencies to:

- Identify any public water purveyor that may supply water for a proposed development project[1]
- Request a water supply assessment from the identified water purveyor

The purpose of the water supply assessment is to demonstrate the sufficiency of the purveyor's water supplies to satisfy the water demands of the proposed development project, while still meeting the water purveyor's existing and planned future uses. Water Code sections 10910 through 10915 delineate the specific information that must be included in the water supply assessment.

Does SB 610 Apply to the Proposed Project?

Water Code section 10912(a) provides the definition of a "Project" for purposes of compliance with Water Code sections 10910 through 10915:

> *10912 (a) "Project" means any of the following:*
>
> *(1) A proposed residential development of more than 500 dwelling units.*
>
> *(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.*
>
> *(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.*
>
> *(4) A proposed hotel or motel, or both, having more than 500 rooms.*
>
> *(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*
>
> *(6) A mixed-use project that includes one or more of the projects specified in this subdivision.*
>
> *(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.*

[1] The definition of a "project" is provided in Water Code section 10912(a).

As shown in Table 1, the Proposed Project does meet the definition of a "Project" as specified in Water Code section 10912(a). The Proposed Project has not been the subject of a previously adopted water supply assessment and has not been included in an adopted water supply assessment for a larger project.

Table 1. Does the Proposed Project Meet the SB 610 Definition of a "Project"?

SB 610 Project Definition Components	Proposed Project Quantity	Meets the SB 610 Definition of a "Project"?
Residential > 500 dwelling units	N/A	NO
Retail > 1,000 employees or > 500,000 sf	N/A	NO
Commercial Office Building > 1,000 employees or > 250,000 sf	N/A	NO
Hotel/Motel > 500 rooms	N/A	NO
Industrial Plant/Park > 1,000 employees or > 40 acres or > 650,000 sf	76.76 acres Up to 500,000 square feet	YES
Mixed Use Project that includes one or more of the above	N/A	NO
A Project that would demand the amount of water required by a 500-dwelling unit project	N/A	NO
SB 610 Required?	**--**	**YES**

Does SB 221 Apply to the Proposed Project?

In 2001, SB 221 amended State law to require that approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. Per California Government Code section 66473.7(a)(1), a subdivision means a proposed residential development of more than 500 dwelling units. The Proposed Project does not include residential development, so the requirements of SB 221 do not apply to the Proposed Project.

Who is the Identified Public Water System?

The Proposed Project is not located within the service area of a public water system and is not proposed to be served by a public water system. However, the Proposed Project is located in Yolo County and will be required to meet applicable Yolo County requirements.

The Proposed Project is located within the Yolo County Flood Control & Water Conservation District (YCFC&WCD or District) service area. The District was created by the California Legislature as an independent Special District. The primary purpose of the District was to seek new water sources and manage them efficiently. The District's mission statement is "to plan, develop, and manage the conjunctive use of the District's surface and groundwater resources to provide a safe and reliable water supply at a reasonable cost, and to sustain the socioeconomic and environmental well-being of Yolo County." The District is not an urban water supplier and is not required to prepare an Urban Water Management Plan. The District prepared a Water Management Plan in 2000 and Groundwater Management Plan in 2006, which are briefly described below. In addition, the District actively participated in the development of the Yolo Subbasin Groundwater Sustainability Plan (GSP), also described below.

As the Proposed Project is located in Yolo County and is proposing to utilize groundwater for its water supply, permitting and installation of any new private wells must comply with the Yolo County Water Well Program, with review and approval by the Yolo County Environmental Health Division (YCEHD). If a building project uses a water well, YCEHD requires that the well meets applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. In addition, well contractors are required to submit a Well Completion Report to the California Department of Water Resources.

PROJECTED WATER DEMAND FOR THE PROPOSED PROJECT

Based on information provided by Clark Pacific representatives in July 2024, existing water use on the adjacent Clark Pacific facility is supplied from one private well located at the Clark Pacific facility. The existing well has a pumping capacity of 1,000 gallons per minute. Six of the existing buildings currently have individual reverse osmosis (RO) treatment systems for the potable water supply, although there is a plan to remove the RO systems since the existing well is producing water which meets drinking water standards.

Existing water demands on the adjacent Clark Pacific facility are estimated to be approximately 1 million gallons per month, of which approximately 140,000 gallons per month is for potable uses and 860,000 gallons per month is for process uses. Based on this monthly water demand, the annual water demand is estimated to be about 37 acre-feet per year. The adjacent Clark Pacific facility includes 271,067 square feet of buildings, indicating that existing water demands equate to approximately 3.7 gallons per month per square foot of building.

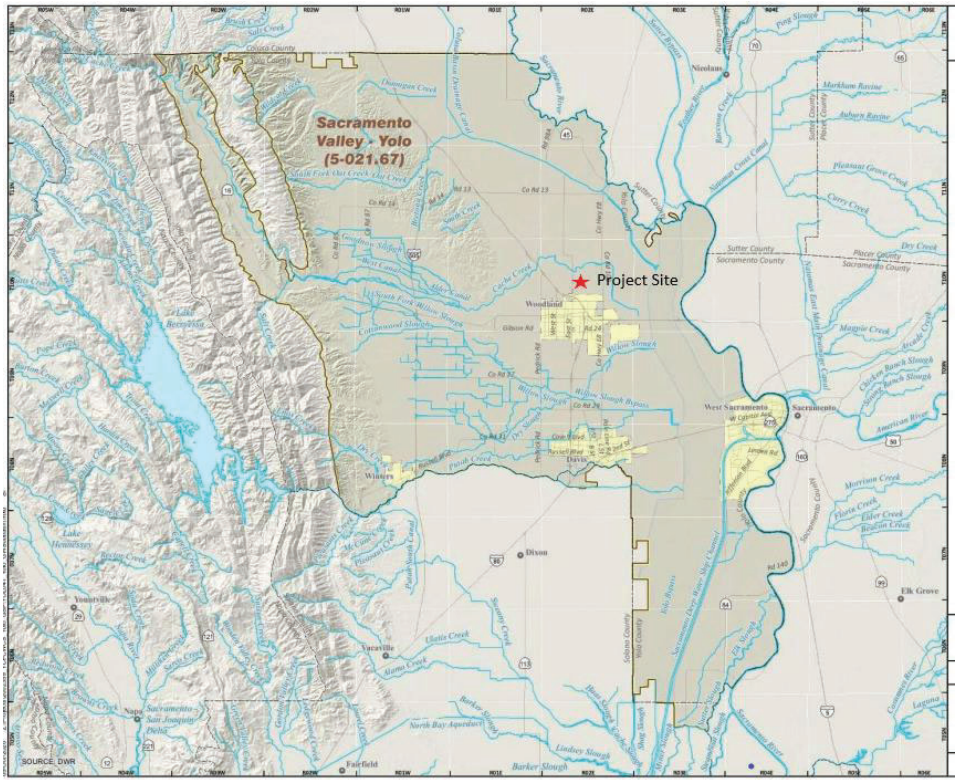
According to proponents for the Proposed Project, the Proposed Project is anticipated to be similar to the adjacent Clark Pacific facility so it is assumed that it will utilize a proportional amount of water to the adjacent Clark Pacific facility (3.7 gallons per month per square foot of the 500,000 square feet of buildings planned for the Proposed Project, or 1.8 million gallons per month, or approximately 68 acre-feet per year). Each of the proposed parcels would include installation of a new well to provide water service. New landscaping would be provided along the Proposed Project frontages and would be consistent with the County's Water Efficient Landscape Ordinance.

PROPOSED WATER SUPPLY FOR THE PROPOSED PROJECT

As described above, the proposed water supply for the Proposed Project is groundwater to be pumped from six (6) new private wells to be constructed as part of the Proposed Project.

Groundwater Basin Description

Yolo County has an extensive system of shallow and deep aquifers on which the County depends for domestic and agricultural water supply. The Proposed Project overlies the Yolo Subbasin which is located on the southwestern side of the Sacramento Valley Groundwater Basin (see Figure 3). The primary source of groundwater recharge is applied irrigation water and direct rainfall. Recharge of aquifers typically occurs along the streambeds of creeks and canals. As described in the Yolo Subbasin GSP, the Yolo Subbasin is a relatively stable basin, with groundwater levels maintaining a relatively consistent long-term average elevation or depth to water. While groundwater levels decline during dry conditions due to reduced recharge from precipitation, local runoff, and seepage, and continued reliance on groundwater for agricultural and municipal demands, groundwater levels substantially recover during wet years.



Source: Yolo Subbasin Groundwater Sustainability Plan

Figure 3. Yolo Subbasin

The GSP estimates that the sustainable yield of the Yolo Subbasin is 346,000 acre-feet per year[2]. The water demand for the Proposed Project (68 acre-feet per year) represents less than 0.02 percent of the sustainable yield of the Yolo Subbasin.

Groundwater Management

In 2000, the YCFC&WCD prepared a Water Management Plan to outline strategies for improving water resource management to address agricultural, urban, and environmental needs within the county. The plan focused on optimizing the use of surface and groundwater resources, enhancing water supply reliability, improving flood control, and ensuring sustainable water practices. Key components included improving water delivery systems, promoting conservation, and enhancing partnerships with local stakeholders and state agencies. The plan emphasized balancing water demand with ecological preservation while preparing for future challenges related to growth and climate variability.

In 2006, the YCFC&WCD prepared a Groundwater Management Plan in accordance with Assembly Bill 3030 and Senate Bill 1938 (Water Code sections 10750 through 10756). The plan's goal was to ensure the sustainable use and long-term reliability of groundwater resources within the county. The plan outlined strategies for monitoring groundwater levels, improving groundwater recharge, protecting water quality,

[2] As described in Section 2.3.7 of the January 2022 Groundwater Sustainability Plan for the Yolo Subbasin Groundwater Agency, the sustainable yield for the Yolo Subbasin is 346,000 acre-feet per year based on the average annual pumping from Water Year (WY) 1971 to WY 2018.

and mitigating overdraft risks. It emphasized collaboration with local agencies and stakeholders to create a comprehensive approach to managing groundwater, addressing the needs of agricultural, urban, and environmental users. The plan also focused on data collection and analysis to support adaptive management and ensure groundwater sustainability in the face of future demands and climate change impacts.

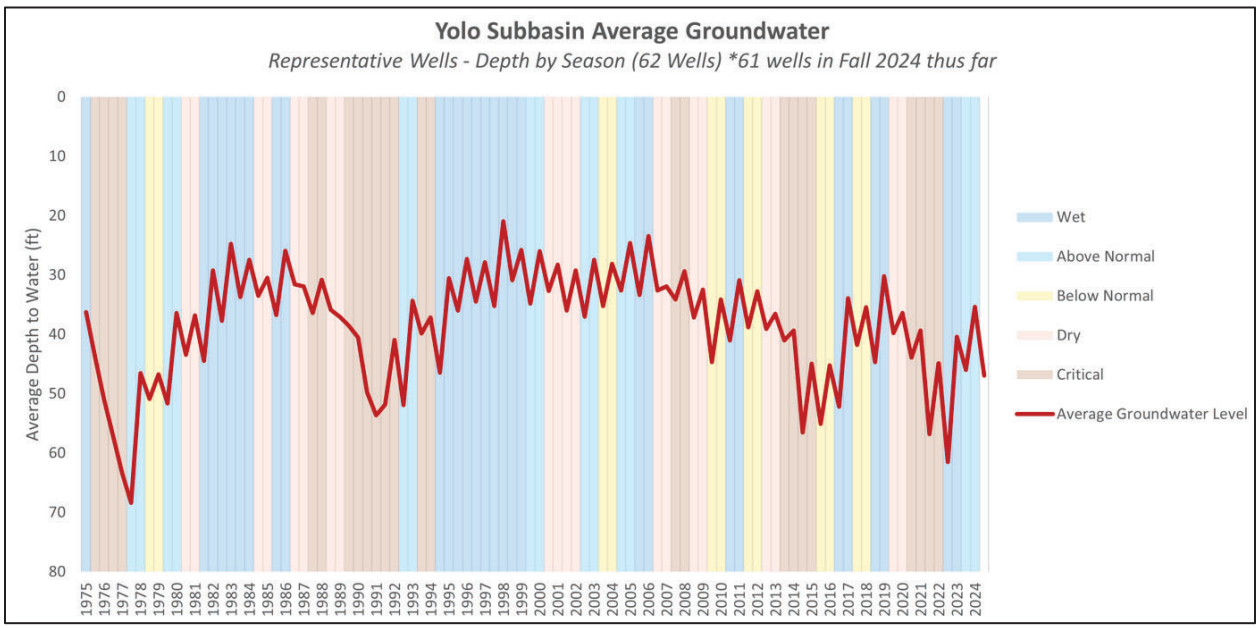
The most recent evaluation of the Yolo Subbasin was conducted for the GSP, which was completed in 2022. The GSP was prepared in response to the 2014 Sustainable Groundwater Management Act (SGMA), which was a three-bill legislative package composed of AB 1939 (Dickinson), SB 1168 (Pavley) and SB 1319 (Pavley) signed into law by Governor Jerry Brown on September 16, 2014. The legislation provides for the local control of groundwater while requiring the sustainable management of the groundwater resource. Under SGMA, groundwater basins throughout California were classified as “high”, “medium, or “low” priority by the California Department of Water Resources (DWR). The Yolo Subbasin is classified as a “high” priority basin, which required the Groundwater Sustainability Agency (GSA) to prepare, adopt and submit a GSP to DWR by January 31, 2022.

GSPs must document conditions and establish management criteria to avoid undesirable results and identify potential actions that will maintain and/or achieve sustainable groundwater management by 2042, or 20 years from the date of the adoption of the GSP. Through a Joint Powers Agreement (JPA), the Yolo Subbasin Groundwater Agency (YSGA) is the recognized GSA for the entire Yolo Subbasin and responsible for developing and implementing a GSP.

The Yolo Subbasin GSP states that the Yolo Subbasin has historically been sustainable (for the 48 years between WY 1971 and WY 2018). Groundwater observations and the YSGA model results during this period show that while groundwater is lost from storage in drought years, it is replenished in wet years. As a result, groundwater storage and observed elevations had almost recovered by end of WY 2018 to initial storage and elevations. These results show that the Yolo Subbasin has not been overdrafted. The conjunctive use of surface water and groundwater, improved irrigation practices toward low-volume irrigation methods, and improved urban water conservation practices in the past decade have all contributed to recovering groundwater elevations. This appears to be a marked improvement from groundwater conditions in the decades before 1971, when the Yolo Subbasin was estimated to be in a state of overdraft.

Six management areas have been established in the Yolo Subbasin for management of the SGMA sustainability indicators. Each management area is unique in either its level of groundwater use, land uses, overlying jurisdictions, or access to surface waters. The Proposed Project is located in the northern portion of the Central Yolo management area, which consists of a well-developed agricultural and municipal landscape with a heavy reliance on groundwater.

The YSGA monitors groundwater levels throughout the subbasin. The YSGA's 62 Representative Monitoring Wells throughout the subbasin are each measured at least twice per year. Figure 4 shows the average water depth among all 62 wells and represents the general condition of the subbasin through Fall 2024.



Source: Yolo Subbasin Groundwater Agency website (www.yologroundwater.org/groundwater levels in yolo county) Downloaded March 2025.

Figure 4. Yolo Subbasin Average Groundwater Levels

Fall 2024 water levels were similar to where they were in Fall 2023, however, 2024's seasonal drawdown from spring to fall was much larger than that of 2023. While conditions have improved significantly, it will take several years for the groundwater to fully recover from the drought. Average groundwater levels in Fall 2024 are still around 7 feet lower than that of Fall 2019.

The GSP also found that subsidence in the subbasin has occurred at a steady rate according to available studies and occurs in years when groundwater levels are stable or increasing. The rate of subsidence does not substantially increase during years when groundwater levels are declining. According to the GSP, the cause of subsidence can be attributed to other tectonic activities, and not solely groundwater extractions. To fully understand the exact causes of subsidence additional data is needed to identify where in the substrata subsidence occurs.

The sustainability goals for the Yolo Subbasin are as follows:

- Achieve sustainable groundwater management in the Yolo Subbasin by maintaining or enhancing groundwater quantity and quality through the implementation of projects and management actions to support beneficial uses and users.
- Maintain surface water flows and quality to support conjunctive use programs in the Subbasin that promote increased groundwater levels and improved water quality.
- Operate within the established sustainable management criteria and maintain sustainable groundwater use through continued implementation of a monitoring and reporting program.
- Maintain sustainable operations to maintain sustainability over the implementation and planning horizon.

Throughout the course of the GSP implementation period (2022 to 2042), the YSGA and its member agencies will implement a variety of management actions to protect groundwater sustainability. These management actions will include capital investment projects to develop additional water supplies to offset groundwater pumping, a data collection and analysis program to better understand and manage the subbasin, and improved outreach activities.

The County of Yolo 2030 Countywide General Plan, completed in November 2009, provides policies to support General Plan Goal CO-5 Water Resources to ensure an abundant, safe and sustainable water supply to support the needs of existing and future generations. General Plan policies applicable to the Proposed Project include the following:

- Policy CO-5.1: Coordinate with water purveyors and water users to manage supplies to avoid long-term overdraft, water quality degradation, land subsidence and other potential problems.
- Policy CO-5.3: Manage the County's groundwater resources on a sustainable yield basis that can provide water purveyors and individual users with reliable, high-quality groundwater to serve existing and planned land uses during prolonged drought periods.
- Policy CO-5.14: Require that proposals to convert land to uses other than agriculture, open space, or habitat demonstrate that groundwater recharge will not be significantly diminished.
- Policy CO-5.17: Require new development to be designed such that nitrates, lawn chemicals, oil, and other pollutants of concern do not impair groundwater quality.

FINDINGS AND CONCLUSIONS

Water demand for the Proposed Project is projected to be 1.8 million gallons per month, or approximately 68 acre-feet per year, and is proposed to be met with groundwater from new wells to be constructed on the Proposed Project site. The water demand for the Proposed Project (68 acre-feet per year) represents less than 0.02 percent of the sustainable yield of the Yolo Subbasin (346,000 acre-feet per year).

The Proposed Project should conform to the goals and policies of the County of Yolo 2030 Countywide General Plan as related to the protection of the County's water resources to ensure an abundant, safe and sustainable water supply to support existing and future needs. Permitting and installation of any new private wells for the Proposed Project must comply with the Yolo County Water Well Program, with review and approval by the YCEHD. If a building project uses a water well, YCEHD requires that the well meets applicable standards, including those related to wellhead, well casing, casing vent, access port, backflow prevention, cement base or pad, and water quality. In addition, well contractors are required to submit a Well Completion Report to the California Department of Water Resources.

As described in the Yolo Subbasin GSP, the Yolo Subbasin is a relatively stable basin, with groundwater levels maintaining a relatively consistent long-term average elevation or depth to water. While groundwater levels decline during dry conditions due to reduced recharge from precipitation, local runoff, and seepage, and continued reliance on groundwater for agricultural and municipal demands, groundwater levels substantially recover during wet years. The Proposed Project should be developed and operated in a manner which supports the sustainability goals established in the GSP.

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Appendix E

Environmental Noise Assessment

Clark Pacific Facility Expansion

Yolo County, California

October 3, 2025

Project #240305

Prepared for:

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INTRODUCTION

The Clark Pacific Facility Expansion project includes the expansion of an existing manufacturing facility for prefabricated building materials. Surrounding existing land uses include agricultural land to the north, across Best Ranch Road; the existing Clark Pacific prefabricated building materials manufacturer facility to the east; a single-family residence to the southeast, across CR 18C; agricultural land and a Grow West Woodland Wholesale fertilizer supplier facility to the south, across CR 18C; Happy Ranch Program, a care facility for individuals with intellectual disabilities, a barn, and agricultural land to the west, across the CFNR tracks; and The Maples event venue and agricultural land to the northwest, across Best Ranch Road. The project site is located in unincorporated Yolo County.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site and noise measurement locations.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

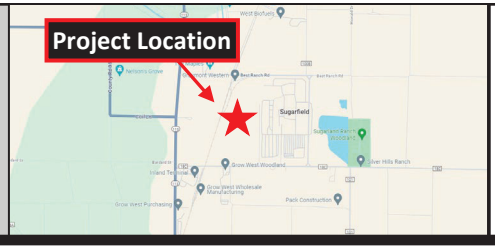


Clark Pacific Facility Expansion

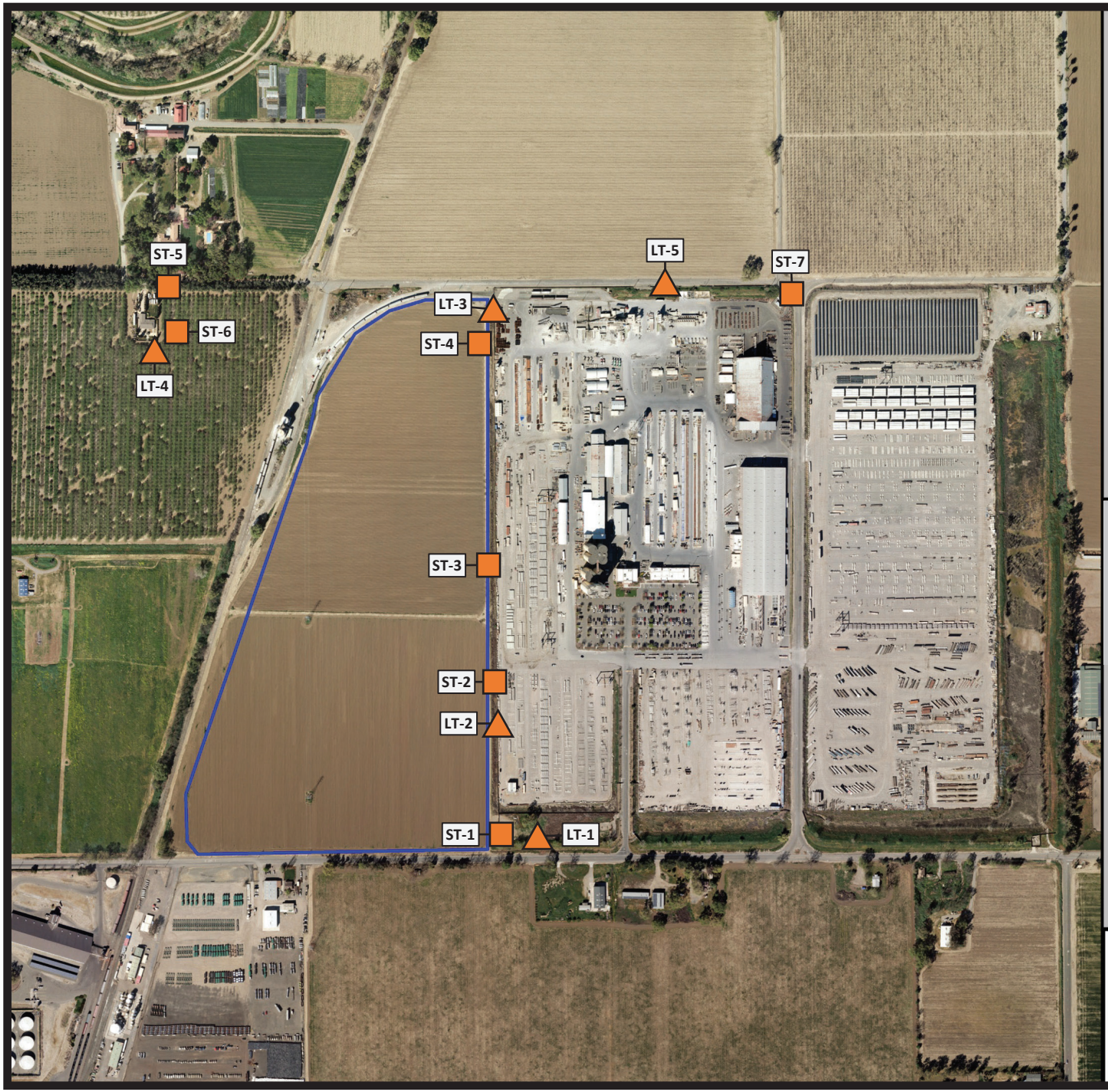
Yolo County, California

Figure 1

Project Site Plan



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Clark Pacific Facility Expansion

Yolo County, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Long Term Measurement
- Short Term Measurement

0 ft 2000 ft 4000 ft 6000 ft 8000 ft

Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 09/30/2025

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses located southeast of the project site and the Happy Ranch Program care facility to the west.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing ambient noise environment in the project vicinity is primarily defined by traffic on Highway 113 and CFNR activity. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at five locations and short-term noise level measurements at 7 locations. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 and 831 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Site	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1	4/25/24	62	58	46	79	55	46	74
LT-2	4/25/24	54	47	44	63	49	45	57
LT-3	4/25/24	53	49	46	67	47	42	60
LT-4	4/25/24	61	56	48	69	55	45	59
LT-5	4/25/24	61	60	53	80	52	49	72
ST-1	4/24/24	N/A	65	50	77	N/A	N/A	N/A
ST-2	4/24/24	N/A	47	45	58	N/A	N/A	N/A
ST-3	4/24/24	N/A	41	41	53	N/A	N/A	N/A
ST-4	4/24/24	N/A	47	47	56	N/A	N/A	N/A
ST-5	4/24/24	N/A	47	46	56	N/A	N/A	N/A
ST-6	4/24/24	N/A	51	50	60	N/A	N/A	N/A
ST-7	4/24/24	N/A	53	52	62	N/A	N/A	N/A

Notes:

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics 2024*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

Off-Site Traffic Noise Impact Assessment Methodology

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for project and no-project conditions. Saxelby Acoustics analyzed noise level increases along roadway segments in the project vicinity with sensitive receptors.

Existing, Baseline, and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Existing and Baseline volumes and Project trip generation volumes were provided by the project traffic engineer (Fehr & Peers 2025). Cumulative volumes for SR 113 were obtained from the Yolo County 2030 General Plan EIR. Cumulative volumes for Best Ranch Road and County Road 18 were not available in the General Plan; Cumulative growth for these roadways was estimated based on increases for similar nearby roads. Cumulative volumes for North East Street were obtained from the City of Wheatland General Plan EIR. The Cumulative volumes on this roadway were less than the Baseline volumes predicted by Fehr & Peers. Therefore, Cumulative volumes were estimated to be 10% greater than Baseline volumes. Truck usage and vehicle speeds on the local area roadways were estimated from field observations.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some location, sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3 to 5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: PREDICTED TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing (dBA L_{dn})	Existing + Project (dBA L_{dn})	Change (dBA)
Best Ranch Road	SR 113 to Clark Junction	45.6	46.2	0.6
CR 18	Clark Junction to Clark Pacific Driveway	46.9	49.6	2.7
CR 18	Clark Pacific Driveway to CR 101	54.8	55.9	1.1
N East St	I-5 SB Ramps to E Beamer St	57.3	57.4	0.1
SR 113	County Road 18C to I-5 NB Ramps	56.8	57.5	0.7
SR 113	CR 17A to Best Ranch Road	55.6	55.7	0.1

TABLE 4: PREDICTED BASELINE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Baseline (dBA L_{dn})	Baseline + Project (dBA L_{dn})	Change (dBA)
Best Ranch Road	SR 113 to Clark Junction	45.7	46.3	0.6
CR 18	Clark Junction to Clark Pacific Driveway	47.5	49.8	2.3
CR 18	Clark Pacific Driveway to CR 101	55.4	56.3	0.9
N East St	I-5 SB Ramps to E Beamer St	57.5	57.6	0.1
SR 113	County Road 18C to I-5 NB Ramps	57.0	57.7	0.7
SR 113	CR 17A to Best Ranch Road	55.7	55.7	0.0

TABLE 5: PREDICTED CUMULATIVE TRAFFIC NOISE LEVELS AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Cumulative (dBA L_{dn})	Cumulative + Project (dBA L_{dn})	Change (dBA)
Best Ranch Road	SR 113 to Clark Junction	46.1	46.7	0.6
CR 18	Clark Junction to Clark Pacific Driveway	47.8	50.0	2.2
CR 18	Clark Pacific Driveway to CR 101	55.8	56.5	0.7
N East St	I-5 SB Ramps to E Beamer St	58.0	58.0	0.0
SR 113	County Road 18C to I-5 NB Ramps	60.7	61.0	0.3
SR 113	CR 17A to Best Ranch Road	61.1	61.1	0.0

EVALUATION OF PROJECT OPERATIONAL NOISE AT RESIDENTIAL RECEPTORS

The proposed project is expected to expand the existing operations currently in place at the Clark Pacific facility. Existing operations include the manufacturing of prefabricated construction units. The proposed expansion could be comprised of a combination of a manufacturing building, concrete batch plant, and storage yards. The primary noise sources associated with operation of the storage yards include heavy truck movement, auto circulation, loading and unloading noise, and movement of support vehicles such as forklifts and Mi-Jacks. Saxelby Acoustics conducted long-term measurements of these areas over a period of 24 hours to determine future noise exposure.

MANUFACTURING BUILDING NOISE GENERATION

To determine typical noise levels associated with manufacturing, Saxelby Acoustics conducted a short-term measurement of the existing manufacturing facility at the north of the existing facility. Audible sources included machinery and manufacturing processes from within the building. Forklifts were utilized to transport materials and finished products. The facility produced noise levels of up to 53 dBA L_{eq} at 330 feet.

CONCRETE BATCH PLANT NOISE GENERATION

To determine typical noise levels associated with the concrete batch plant, Saxelby Acoustics conducted a long-term measurement of the existing plant at the north of the existing facility. It was determined that the facility produced noise levels of up to 59 dBA L_{eq} at 200 feet.

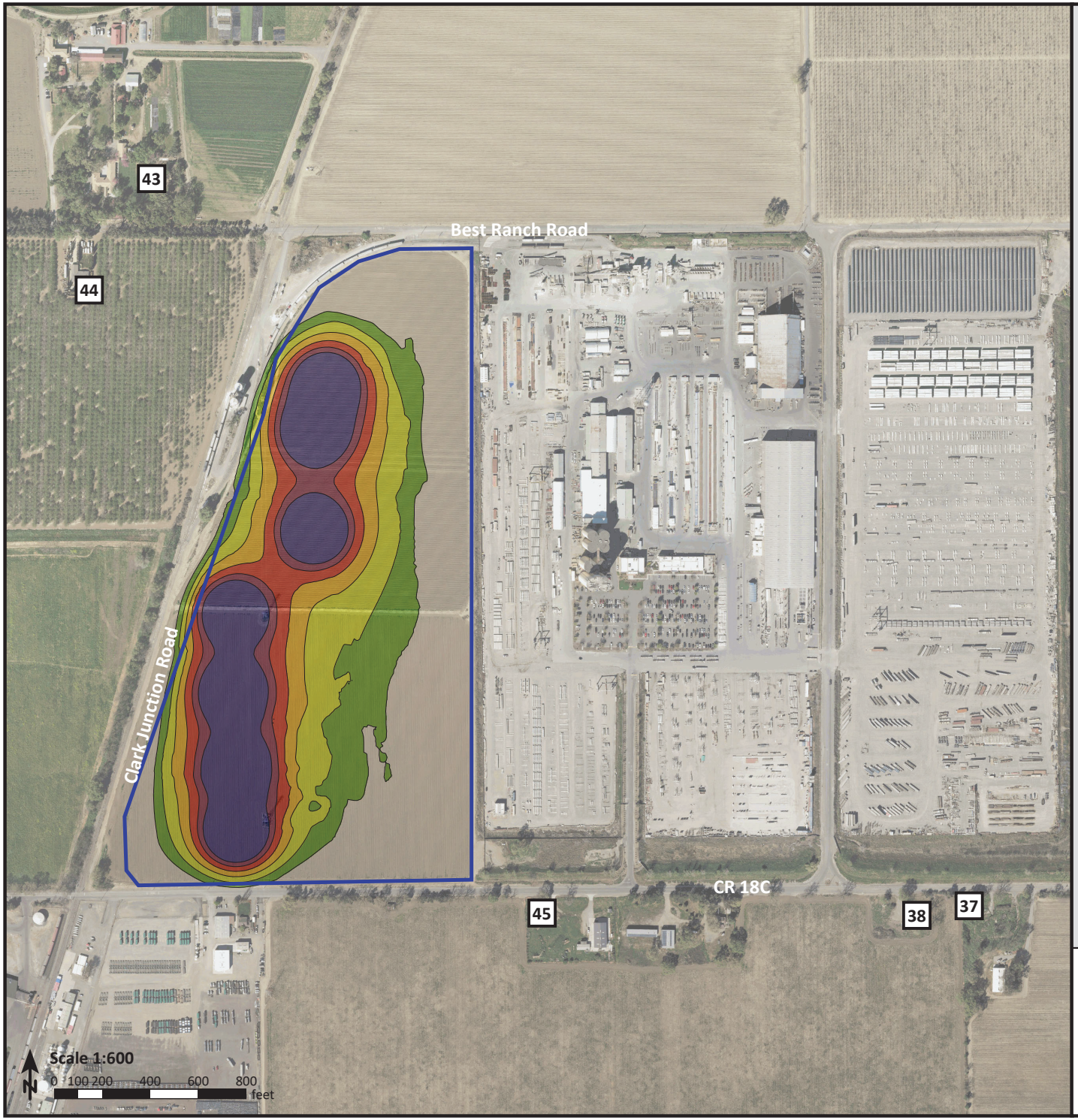
STORAGE YARD NOISE GENERATION

The primary noise sources associated with the existing storage yards include heavy truck movement, auto circulation, loading and unloading noise, and movement of support vehicles such as forklifts and Mi-Jacks. Saxelby Acoustics conducted long-term noise measurements adjacent to the storage yards. It was determined that the storage yards produce noise levels of approximately 47 dBA at the boundary of the yards.

MODELING METHODOLOGY

A site plan for the proposed project has not been developed at this time. According to the project description, the project site will be subdivided into seven parcels which will each have an industrial building. Saxelby Acoustics assumed that each of these buildings could be used simultaneously for manufacturing processes that would produce 53 dBA L_{eq} at 330 feet as measured at the existing site. It is unknown if a new concrete batch plant would be constructed as a part of the project. Saxelby Acoustics conservatively assumed that each of the parcels could also contain a concrete batch plant which produces an average noise level of 59 dBA L_{eq} at 200 feet as measured at the existing facility. Each parcel was assumed to include storage yard usages as described above as well. All sources were modeled as operating simultaneously from 4:00 a.m. to 3:00 p.m.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:2024 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from operation of the project.



Clark Pacific Facility Expansion

Yolo County, California

Figure 3

Project Noise Levels
(Ldn, dBA)

Noise Level dBA	
	<=60
60 <	<=61
61 <	<=62
62 <	<=63
63 <	<=64
64 <	<=65
65 <	

Legend

- Project Site
- Noise Level

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CONSTRUCTION NOISE ENVIRONMENT

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) was used to predict noise levels for standard construction equipment used for roadway improvement projects. The assessment of potential significant noise effects due to construction is based on the standards and procedures described in the Federal Transit Authority (FTA) guidance manual and FHWA's RCNM.

The RCNM is a Windows-based noise prediction model that enables the prediction of construction noise levels for a variety of construction equipment based on a compilation of empirical data and the application of acoustical propagation formulas. It enables the calculation of construction noise levels in more detail than the manual methods, which eliminates the need to collect extensive amounts of project-specific input data. RCNM allows for the modeling of multiple pieces of construction equipment working either independently or simultaneously, the character of noise emission, and the usage factors for each piece of equipment.

Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week), and the duration of the construction work.

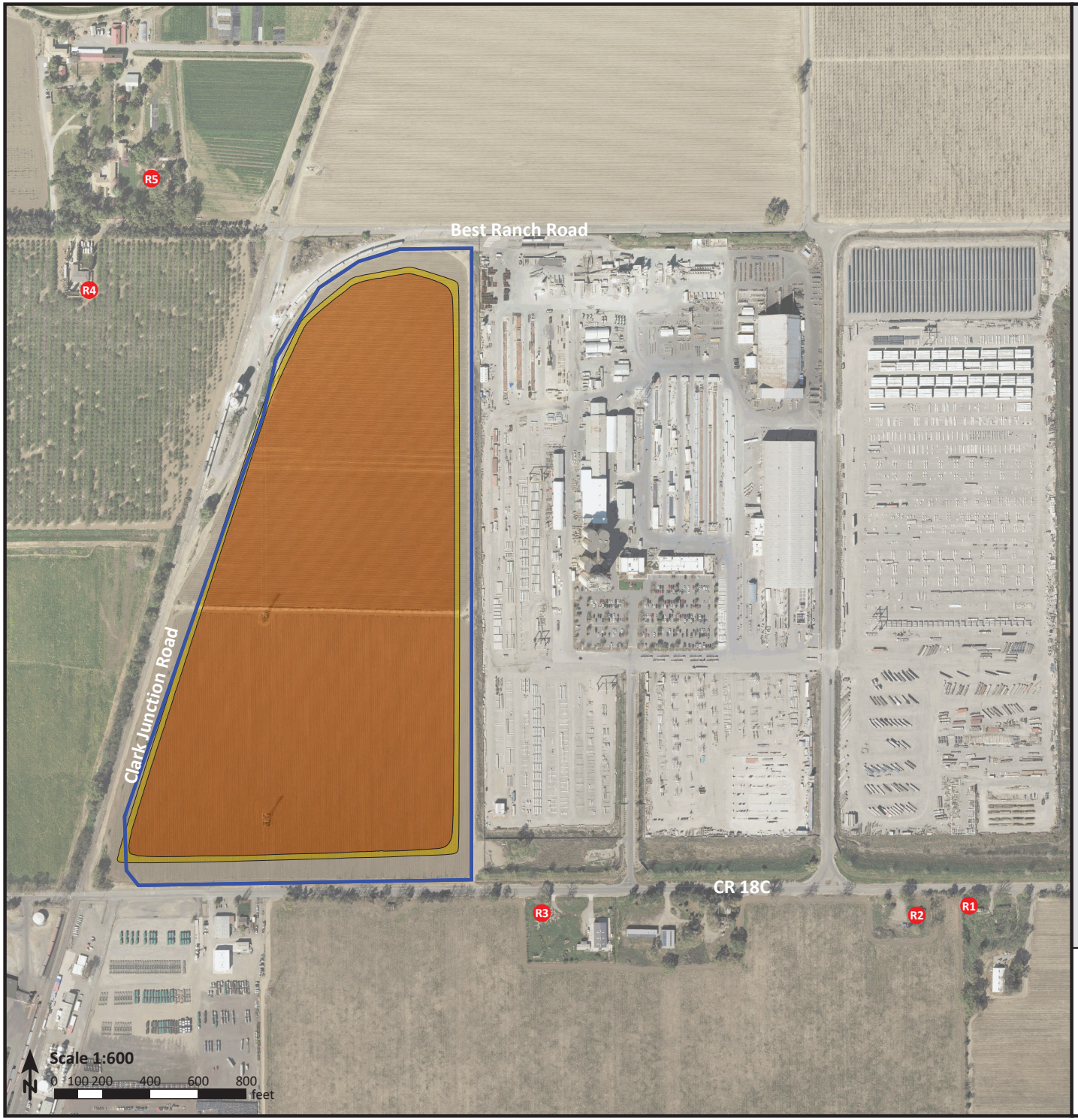
Noise sources in the RCNM database include actual noise levels and equipment usage percentages. This source data was used in this construction noise analysis. **Table 6** shows predicted construction noise levels for the project site.

TABLE 6: CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment	Quantity	Usage (%)	Maximum, L_{max} (dBA at 50 feet)	Hourly Average, L_{eq} (dBA at 50 feet)
Site Preparation				
Dozer	3	40	82	83
Tractor/Loader/Backhoe	4	40	84	86
			Total:	**88**
Grading				
Grader	1	40	85	81
Excavator	2	40	81	80
Tractor/Loader/Backhoe	2	40	84	83
Scraper	2	40	84	83
Dozer	1	40	82	78
			Total:	**88**
Building Construction				
Fork Lift	3	40	83	84
Generator	1	50	81	78
Crane	1	16	81	73
Welder / Torch	1	40	74	70
Tractor/Loader/Backhoe	3	40	84	85
			Total:	**85**
Paving				
Paver	2	50	77	77
Paving Equipment	2	50	77	77
Roller	2	20	80	76
			Total:	**81**
Architectural Coating				
Air Compressor	1	40	79	75
			Total:	**75**

Source: FHWA, Roadway Construction Noise Model (RCNM), January 2006.

Based upon the **Table 6** data, the loudest phases of construction on the project site would be Site Preparation and Grading with an average noise exposure of 88 dBA L_{eq} at 50 feet from the center of activity. The results of the construction noise analysis are shown graphically on **Figure 4**.



Clark Pacific Facility Expansion

Yolo County, California

Figure 4

Construction Noise
(Leq, dBA)

Noise Level
dBA
<=65
65 < <=70
70 <

Legend
Project Site
Receiver

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CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 7** shows the typical vibration levels produced by construction equipment.

TABLE 7: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

LOCAL

Yolo County General Plan

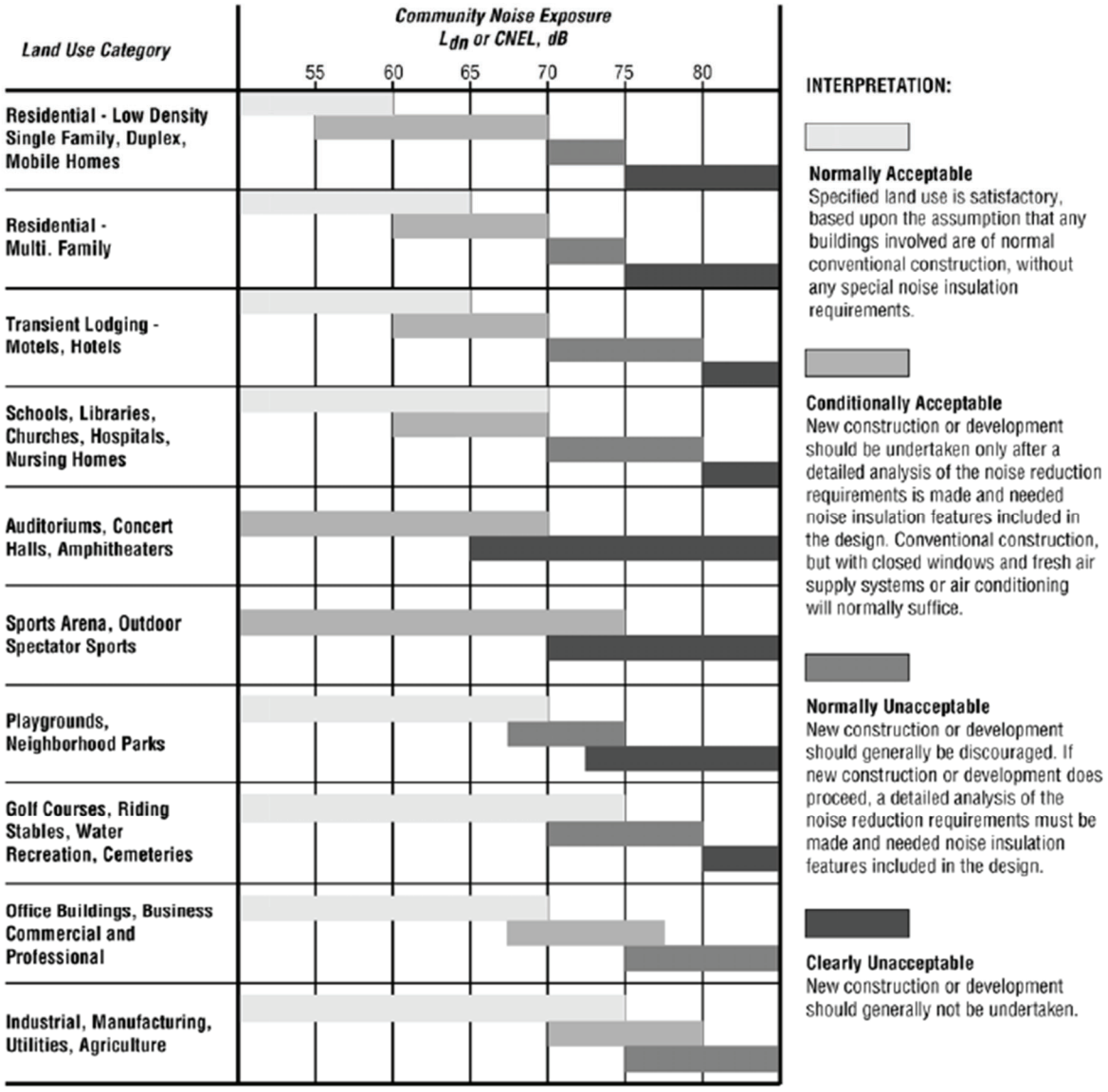
Exterior Noise Standards

The Noise Compatibility Guidelines in **Table 8** describes the exterior noise standards (excluding airport noise sources which are addressed later in this element) recommended by the State for new development projects according to land use. The guidelines define noise in terms of L_{dn} expressed in decibel units, with outdoor L_{dn} described by four primary categories: normally acceptable, conditionally acceptable, normally unacceptable, and

clearly unacceptable. Where the chart shows overlapping L_{dn} ranges for two or more compatibility categories, local conditions should be considered in evaluating land use compatibility at specific locations.

TABLE 8: NOISE COMPATIBILITY GUIDELINES

FIGURE HS-7 **NOISE COMPATIBILITY GUIDELINES**



Source : Yolo County General Plan Figure HS-7

Stationary Noise Sources	Food Processing, winery, olive oil processing, and other commercial /industrial facilities are also a source of noise associated with these facilities. Associated trucking trips on County roads are accounted for in the traffic noise analysis.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 9**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

TABLE 9: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" dam age and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-f]).

Would the project:

a. Generate 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. Generate 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?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 10** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 10: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the FICON data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the FICON criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of "substantial increases" depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. The County has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate 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?***

Traffic Noise Increases at Off-Site Receptors

Based upon the FICON criteria, where existing transportation noise levels are greater than 65 dBA L_{dn} at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA L_{dn} increase in roadway noise levels will be considered significant. Where transportation noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn}, a +3.0 dBA L_{dn} increase in roadway noise levels will be considered significant. Where transportation noise levels are less than 60 dBA L_{dn}, a +5.0 dB L_{dn} increase in roadway noise levels will be considered significant. A project-related noise level increase which causes the exceedance of the "Normally Acceptable" noise range less than 60 dBA L_{dn} would also be considered significant. The following tables assess project-related traffic noise increases at segments in the project vicinity adjacent to sensitive receptors.

TABLE 11: EXISTING PLUS PROJECT TRAFFIC NOISE INCREASE SIGNIFICANCE

Roadway	Segment	Existing (dBA L_{dn})	Significance Threshold	Existing + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	45.6	>60 or +5.0 dB	46.2	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	46.9	>60 or +5.0 dB	49.6	2.7	No
CR 18	Clark Pacific Driveway to CR 101	54.8	>60 or +5.0 dB	55.9	1.1	No
N East St	I-5 SB Ramps to E Beamer St	57.3	>60 or +5.0 dB	57.4	0.1	No
SR 113	County Road 18C to I-5 NB Ramps	56.8	>60 or +5.0 dB	57.5	0.7	No
SR 113	CR 17A to Best Ranch Road	55.6	>60 or +5.0 dB	55.7	0.1	No

TABLE 12: BASELINE PLUS PROJECT TRAFFIC NOISE INCREASE SIGNIFICANCE

Roadway	Segment	Baseline (dBA L_{dn})	Significance Threshold	Baseline + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	45.7	>60 or +5.0 dB	46.3	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	47.5	>60 or +5.0 dB	49.8	2.3	No
CR 18	Clark Pacific Driveway to CR 101	55.4	>60 or +5.0 dB	56.3	0.9	No
N East St	I-5 SB Ramps to E Beamer St	57.5	>60 or +5.0 dB	57.6	0.1	No
SR 113	County Road 18C to I-5 NB Ramps	57.0	>60 or +5.0 dB	57.7	0.7	No
SR 113	CR 17A to Best Ranch Road	55.7	>60 or +5.0 dB	55.7	0.0	No

TABLE 13: CUMULATIVE PLUS PROJECT TRAFFIC NOISE INCREASE SIGNIFICANCE

Roadway	Segment	Cumulative (dBA L_{dn})	Significance Threshold	Cumulative + Project (dBA L_{dn})	Change (dBA)	Significant?
Best Ranch Road	SR 113 to Clark Junction	46.1	>60 or +5.0 dB	46.7	0.6	No
CR 18	Clark Junction to Clark Pacific Driveway	47.8	>60 or +5.0 dB	50.0	2.2	No
CR 18	Clark Pacific Driveway to CR 101	55.8	>60 or +5.0 dB	56.5	0.7	No
N East St	I-5 SB Ramps to E Beamer St	58.0	>60 or +5.0 dB	58.0	0.0	No
SR 113	County Road 18C to I-5 NB Ramps	60.7	+3.0 dB	61.0	0.3	No
SR 113	CR 17A to Best Ranch Road	61.1	+3.0 dB	61.1	0.0	No

As shown in the above tables**,** increases due to project traffic do not exceed the FICON criteria at the analyzed roadway segments. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***.

Operational Noise at Sensitive Receptors

Compliance with County Standards

The Yolo County General Plan establishes a "Normally Acceptable" noise level standard for single-family residential uses of 60 dBA L_{dn}. Saxelby Acoustics assessed project-generated noise at all sensitive receptors according to this standard. As shown in **Figure 3**, the proposed project is predicted to generate noise levels of up to 45 dBA L_{dn} at the sensitive receptors to the south and 44 dBA L_{dn} at the sensitive receptors to the northwest. This would comply with the County noise level limit of 60 dBA L_{dn}.

Long-Term Project Noise Increases

The Yolo County General Plan does not provide significance criteria to analyze long-term project-related noise level increases. Saxelby Acoustics utilizes the FICON significance criteria for this analysis. As shown in **Table 2**, the existing ambient noise level is 62 dBA L_{dn} at the sensitive receptors to the south of the project site and 61 dBA L_{dn} at the sensitive receptors to the northwest. For the existing noise level range of 60-65 dBA L_{dn}, a permanent +3.0 dBA increase in noise levels would be considered significant.

As shown in **Figure 3**, the proposed project is predicted to generate noise levels of up to 45 dBA L_{dn} at the sensitive receptors to the south and 44 dBA L_{dn} at the sensitive receptors to the northwest. At the sensitive receptors to the south, the logarithmic sum of the existing (62 dBA) plus project (45 dBA) noise levels would be 62.1 dBA L_{dn}, resulting in a long-term increase of 0.1 dBA L_{dn}. At the sensitive receptors to the northwest, the logarithmic sum of the existing (61 dBA) plus project (44 dBA) noise levels would be 61.1

dBA L_{dn}, resulting in a long-term increase of 0.1 dBA L_{dn}. This would not exceed the significance threshold of +3.0 dBA L_{dn} for noise environments of 60 to 65 dBA L_{dn}. Therefore, this would be considered a ***less-than-significant*** impact.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. Construction noise levels were modeled using the input data shown in **Table 6** and evaluated for significance in **Table 14** below. **Figure 4** shows modeled construction noise level contours as well as the locations of the analyzed receptors.

TABLE 14: CONSTRUCTION NOISE LEVEL INCREASES

Receptor	Representative Noise Measurement Site	Existing Ambient (L_{eq} dBA)	Construction Noise (L_{eq} dBA)	Ambient + Construction (L_{eq} dBA	Difference (L_{eq} dBA)	Exceeds 12 dB?
R1	LT-1	58.0	45.7	58.2	0.2	No
R2	LT-1	58.0	46.5	58.3	0.3	No
R3	LT-1	58.0	55.4	59.9	1.9	No
R4	LT-4	56.0	50.1	57.0	1.0	No
R5	LT-4	56.0	50.3	57.0	1.0	No

As shown in **Table 14**, the proposed project is predicted to generate construction noise level increases of up to 1.9 dBA at the existing sensitive receptors. Therefore, this is a ***less-than-significant*** impact.

Mitigation Measure

1(a) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to daytime hours only.
- Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.

- Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.

Timing/Implementation: Implemented prior to approval of grading and/or building permits.
Enforcement/Monitoring: Yolo County

Implementation of mitigation measure 1(a) would help to reduce project operational and construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

Impact 2: ***Would the project generate excessive groundborne vibration or groundborne noise levels?***

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact, and no mitigation is required.

Impact 3: ***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?***

There are no airports within 2 miles of the project site. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

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Appendix B: Continuous Long-Term and Short-Term Ambient Noise Measurement Results

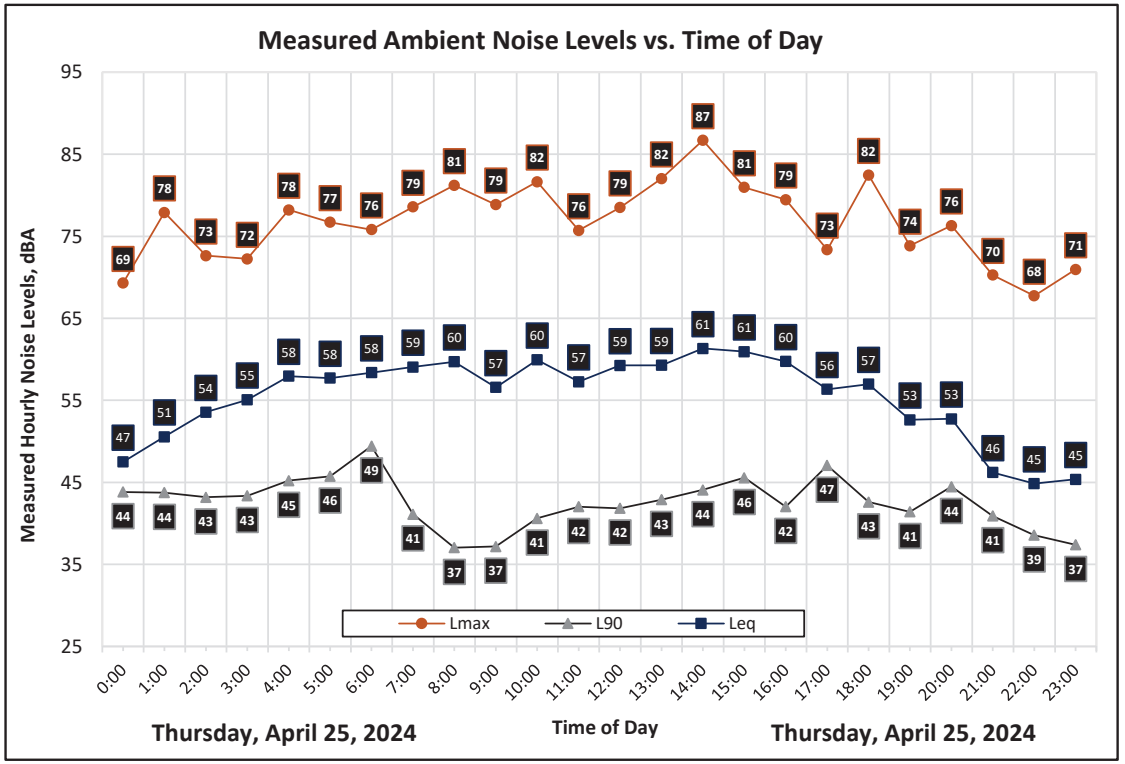


Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Clark Pacific Facility Expansion
Location: Southeast of Project Boundary
Coordinates: (38.7095613,-121.7554829)
Meter: LDL 820-8
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, April 25, 2024	0:00	47	69	46	44
Thursday, April 25, 2024	1:00	51	78	47	44
Thursday, April 25, 2024	2:00	54	73	46	43
Thursday, April 25, 2024	3:00	55	72	46	43
Thursday, April 25, 2024	4:00	58	78	49	45
Thursday, April 25, 2024	5:00	58	77	49	46
Thursday, April 25, 2024	6:00	58	76	52	49
Thursday, April 25, 2024	7:00	59	79	51	41
Thursday, April 25, 2024	8:00	60	81	43	37
Thursday, April 25, 2024	9:00	57	79	41	37
Thursday, April 25, 2024	10:00	60	82	45	41
Thursday, April 25, 2024	11:00	57	76	45	42
Thursday, April 25, 2024	12:00	59	79	46	42
Thursday, April 25, 2024	13:00	59	82	48	43
Thursday, April 25, 2024	14:00	61	87	49	44
Thursday, April 25, 2024	15:00	61	81	49	46
Thursday, April 25, 2024	16:00	60	79	47	42
Thursday, April 25, 2024	17:00	56	73	51	47
Thursday, April 25, 2024	18:00	57	82	46	43
Thursday, April 25, 2024	19:00	53	74	44	41
Thursday, April 25, 2024	20:00	53	76	48	44
Thursday, April 25, 2024	21:00	46	70	43	41
Thursday, April 25, 2024	22:00	45	68	41	39
Thursday, April 25, 2024	23:00	45	71	40	37

Statistics	Leq	Lmax	L50	L90
Day Average	58	79	46	42
Night Average	55	74	46	43
Day Low	46	70	41	37
Day High	61	87	51	47
Night Low	45	68	40	37
Night High	58	78	52	49
Ldn	62	Day %		79
CNEL	62	Night %		21



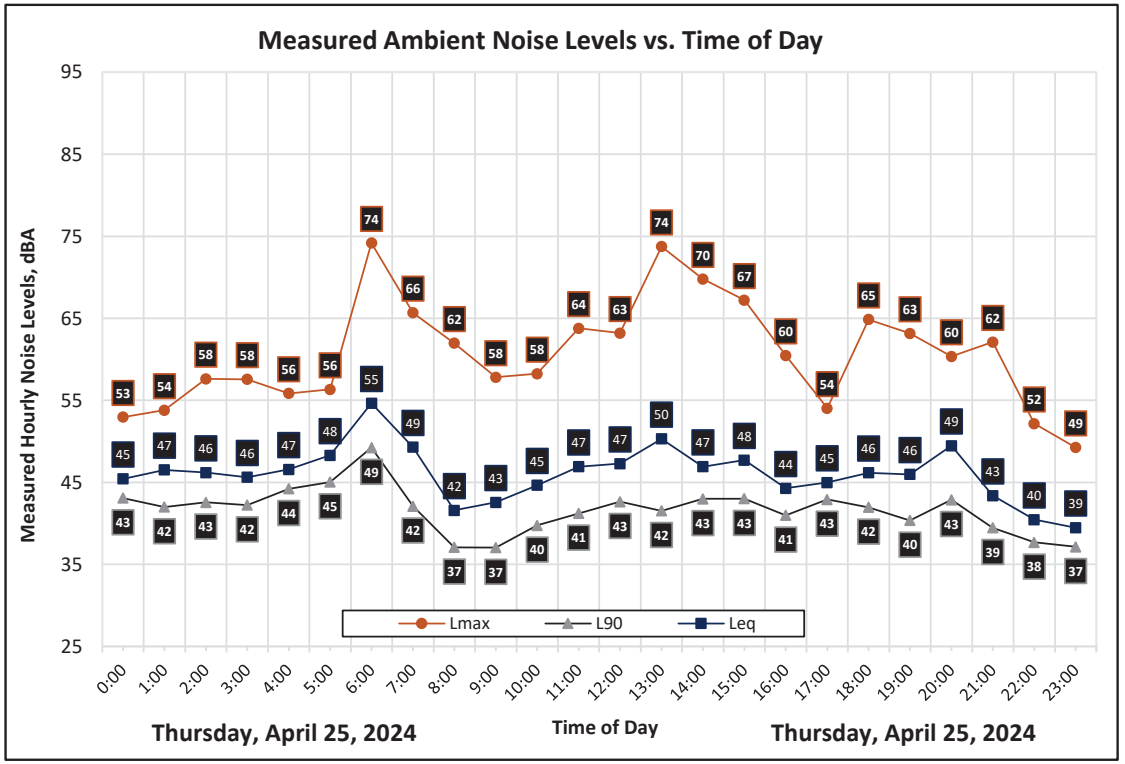


Appendix B2: Continuous Noise Monitoring Results

Site: LT-2
Project: Clark Pacific Facility Expansion
Location: Southeast of Project Boundary
Coordinates: (38.7109879,-121.7561340)
Meter: LDL 820-1
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, April 25, 2024	0:00	45	53	45	43
Thursday, April 25, 2024	1:00	47	54	46	42
Thursday, April 25, 2024	2:00	46	58	45	43
Thursday, April 25, 2024	3:00	46	58	44	42
Thursday, April 25, 2024	4:00	47	56	46	44
Thursday, April 25, 2024	5:00	48	56	48	45
Thursday, April 25, 2024	6:00	55	74	51	49
Thursday, April 25, 2024	7:00	49	66	49	42
Thursday, April 25, 2024	8:00	42	62	39	37
Thursday, April 25, 2024	9:00	43	58	40	37
Thursday, April 25, 2024	10:00	45	58	42	40
Thursday, April 25, 2024	11:00	47	64	44	41
Thursday, April 25, 2024	12:00	47	63	45	43
Thursday, April 25, 2024	13:00	50	74	45	42
Thursday, April 25, 2024	14:00	47	70	45	43
Thursday, April 25, 2024	15:00	48	67	45	43
Thursday, April 25, 2024	16:00	44	60	44	41
Thursday, April 25, 2024	17:00	45	54	44	43
Thursday, April 25, 2024	18:00	46	65	44	42
Thursday, April 25, 2024	19:00	46	63	42	40
Thursday, April 25, 2024	20:00	49	60	47	43
Thursday, April 25, 2024	21:00	43	62	42	39
Thursday, April 25, 2024	22:00	40	52	40	38
Thursday, April 25, 2024	23:00	39	49	39	37

Statistics	Leq	Lmax	L50	L90
Day Average	47	63	44	41
Night Average	49	57	45	43
Day Low	42	54	39	37
Day High	50	74	49	43
Night Low	39	49	39	37
Night High	55	74	51	49
Ldn	54	Day %		56
CNEL	54	Night %		44



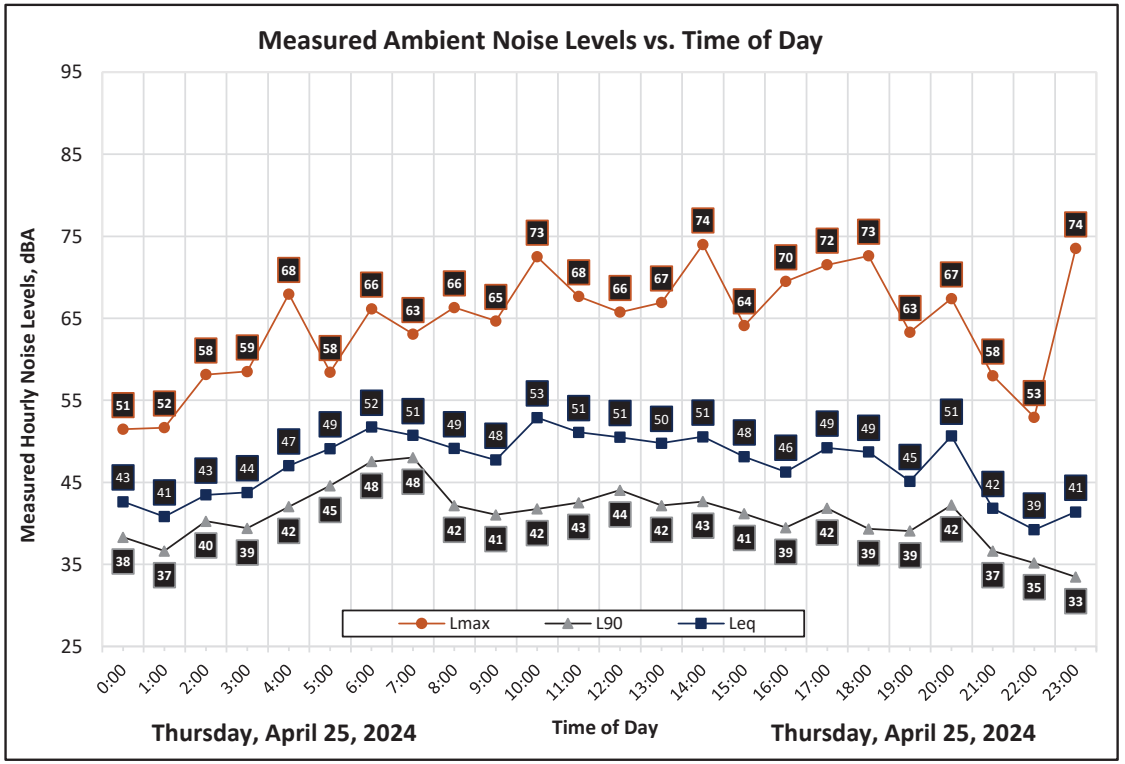


Appendix B3: Continuous Noise Monitoring Results

Site: LT-3
Project: Clark Pacific Facility Expansion
Location: Northeast of Project Boundary
Coordinates: (38.7164924,-121.7560961)
Meter: LDL 820-3
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, April 25, 2024	0:00	43	51	42	38
Thursday, April 25, 2024	1:00	41	52	39	37
Thursday, April 25, 2024	2:00	43	58	42	40
Thursday, April 25, 2024	3:00	44	59	42	39
Thursday, April 25, 2024	4:00	47	68	44	42
Thursday, April 25, 2024	5:00	49	58	48	45
Thursday, April 25, 2024	6:00	52	66	50	48
Thursday, April 25, 2024	7:00	51	63	50	48
Thursday, April 25, 2024	8:00	49	66	47	42
Thursday, April 25, 2024	9:00	48	65	44	41
Thursday, April 25, 2024	10:00	53	73	47	42
Thursday, April 25, 2024	11:00	51	68	48	43
Thursday, April 25, 2024	12:00	51	66	48	44
Thursday, April 25, 2024	13:00	50	67	46	42
Thursday, April 25, 2024	14:00	51	74	47	43
Thursday, April 25, 2024	15:00	48	64	46	41
Thursday, April 25, 2024	16:00	46	70	42	39
Thursday, April 25, 2024	17:00	49	72	46	42
Thursday, April 25, 2024	18:00	49	73	43	39
Thursday, April 25, 2024	19:00	45	63	42	39
Thursday, April 25, 2024	20:00	51	67	48	42
Thursday, April 25, 2024	21:00	42	58	40	37
Thursday, April 25, 2024	22:00	39	53	38	35
Thursday, April 25, 2024	23:00	41	74	35	33

Statistics	Leq	Lmax	L50	L90
Day Average	49	67	46	42
Night Average	47	60	42	40
Day Low	42	58	40	37
Day High	53	74	50	48
Night Low	41	51	35	33
Night High	52	74	50	48
Ldn	53	Day %		78
CNEL	54	Night %		22



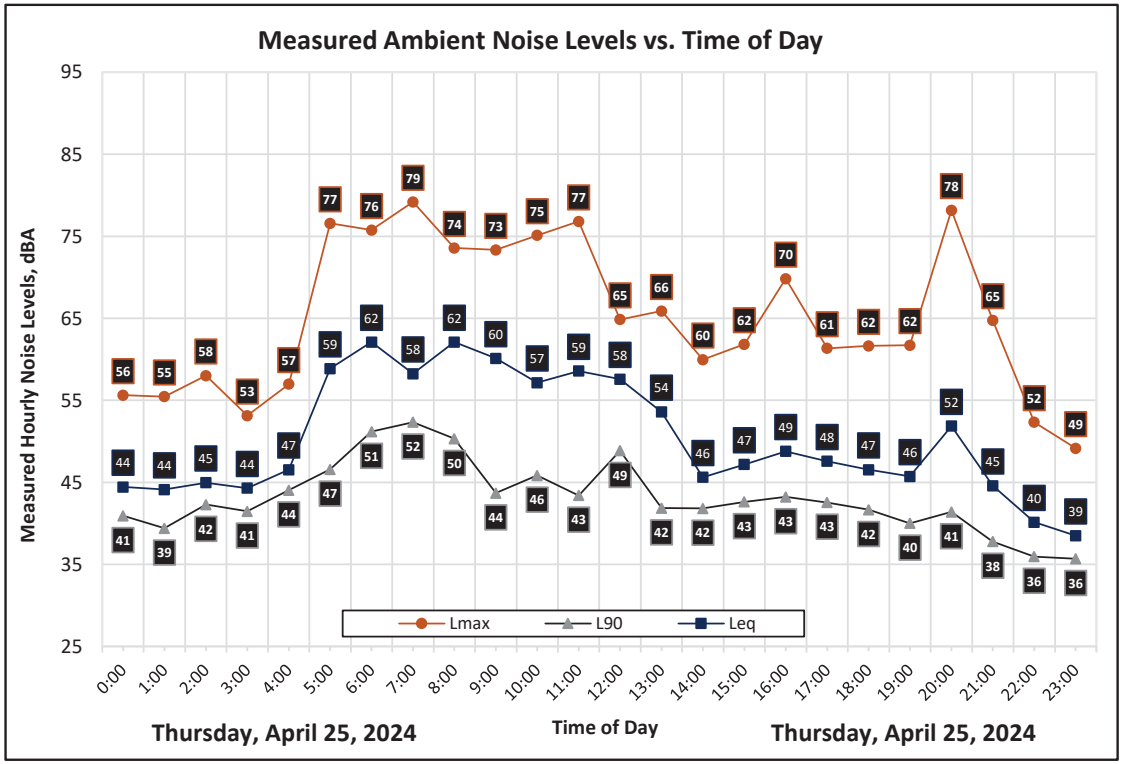


Appendix B4: Continuous Noise Monitoring Results

Site: LT-4
Project: Clark Pacific Facility Expansion
Location: Northwest of Project Boundary
Coordinates: (38.7161764,-121.7617834)
Meter: LDL 820-5
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, April 25, 2024	0:00	44	56	44	41
Thursday, April 25, 2024	1:00	44	55	42	39
Thursday, April 25, 2024	2:00	45	58	44	42
Thursday, April 25, 2024	3:00	44	53	44	41
Thursday, April 25, 2024	4:00	47	57	46	44
Thursday, April 25, 2024	5:00	59	77	53	47
Thursday, April 25, 2024	6:00	62	76	55	51
Thursday, April 25, 2024	7:00	58	79	54	52
Thursday, April 25, 2024	8:00	62	74	55	50
Thursday, April 25, 2024	9:00	60	73	52	44
Thursday, April 25, 2024	10:00	57	75	51	46
Thursday, April 25, 2024	11:00	59	77	47	43
Thursday, April 25, 2024	12:00	58	65	57	49
Thursday, April 25, 2024	13:00	54	66	46	42
Thursday, April 25, 2024	14:00	46	60	44	42
Thursday, April 25, 2024	15:00	47	62	45	43
Thursday, April 25, 2024	16:00	49	70	47	43
Thursday, April 25, 2024	17:00	48	61	46	43
Thursday, April 25, 2024	18:00	47	62	45	42
Thursday, April 25, 2024	19:00	46	62	43	40
Thursday, April 25, 2024	20:00	52	78	46	41
Thursday, April 25, 2024	21:00	45	65	41	38
Thursday, April 25, 2024	22:00	40	52	38	36
Thursday, April 25, 2024	23:00	39	49	37	36

Statistics	Leq	Lmax	L50	L90
Day Average	56	69	48	44
Night Average	55	59	45	42
Day Low	45	60	41	38
Day High	62	79	57	52
Night Low	39	49	37	36
Night High	62	77	55	51
Ldn	61	Day %		70
CNEL	61	Night %		30



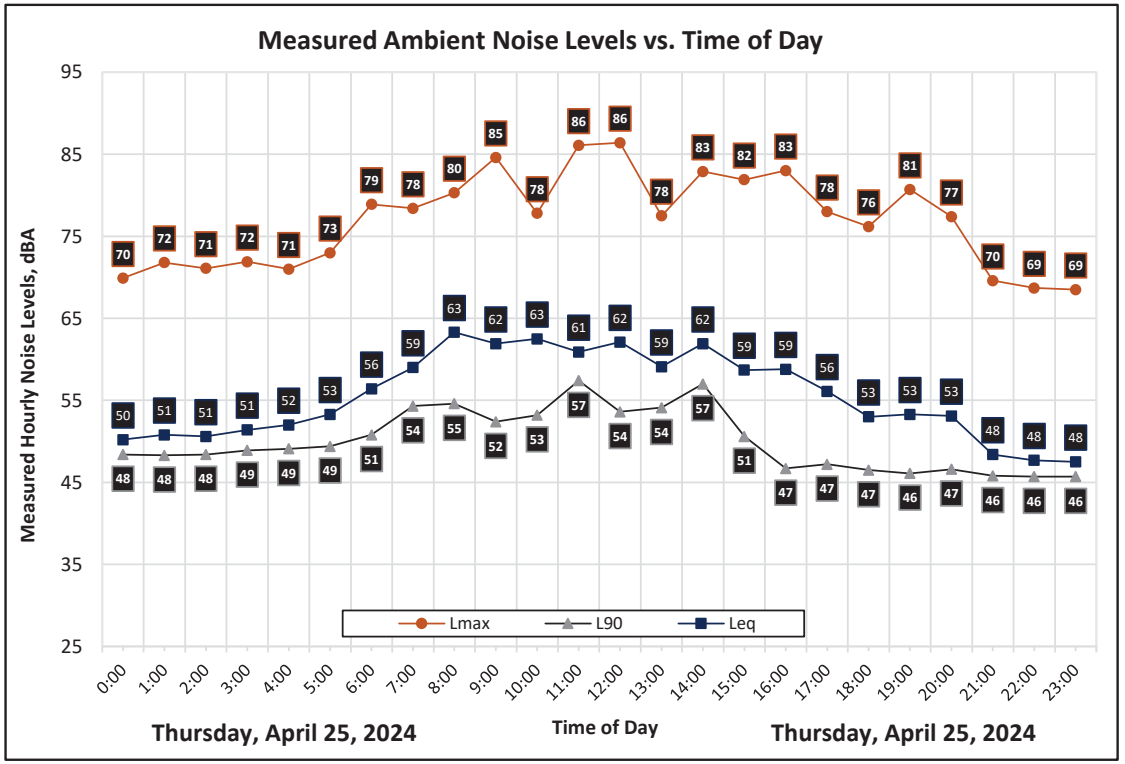


Appendix B5: Continuous Noise Monitoring Results

Site: LT-5
Project: Clark Pacific Facility Expansion
Location: Northeast of Project Boundary
Coordinates: (38.7168548.-121.7531564)
Meter: LDL 821-1
Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Thursday, April 25, 2024	0:00	50	70	49	48
Thursday, April 25, 2024	1:00	51	72	49	48
Thursday, April 25, 2024	2:00	51	71	49	48
Thursday, April 25, 2024	3:00	51	72	50	49
Thursday, April 25, 2024	4:00	52	71	50	49
Thursday, April 25, 2024	5:00	53	73	51	49
Thursday, April 25, 2024	6:00	56	79	53	51
Thursday, April 25, 2024	7:00	59	78	56	54
Thursday, April 25, 2024	8:00	63	80	58	55
Thursday, April 25, 2024	9:00	62	85	54	52
Thursday, April 25, 2024	10:00	63	78	59	53
Thursday, April 25, 2024	11:00	61	86	58	57
Thursday, April 25, 2024	12:00	62	86	57	54
Thursday, April 25, 2024	13:00	59	78	56	54
Thursday, April 25, 2024	14:00	62	83	59	57
Thursday, April 25, 2024	15:00	59	82	52	51
Thursday, April 25, 2024	16:00	59	83	48	47
Thursday, April 25, 2024	17:00	56	78	49	47
Thursday, April 25, 2024	18:00	53	76	48	47
Thursday, April 25, 2024	19:00	53	81	47	46
Thursday, April 25, 2024	20:00	53	77	48	47
Thursday, April 25, 2024	21:00	48	70	46	46
Thursday, April 25, 2024	22:00	48	69	46	46
Thursday, April 25, 2024	23:00	48	69	46	46

Statistics	Leq	Lmax	L50	L90
Day Average	60	80	53	51
Night Average	52	72	49	48
Day Low	48	70	46	46
Day High	63	86	59	57
Night Low	48	69	46	46
Night High	56	79	53	51
Ldn	61	Day %		91
CNEL	61	Night %		9





Appendix B6 : Short Term Noise Monitoring Results

Site: ST-1
Project: Clark Pacific Facility Expansion
Location: Southeast of Project Site
Coordinates: (38.7095995, -121.7559553)

Meter: 831-2
Calibrator: CAL200

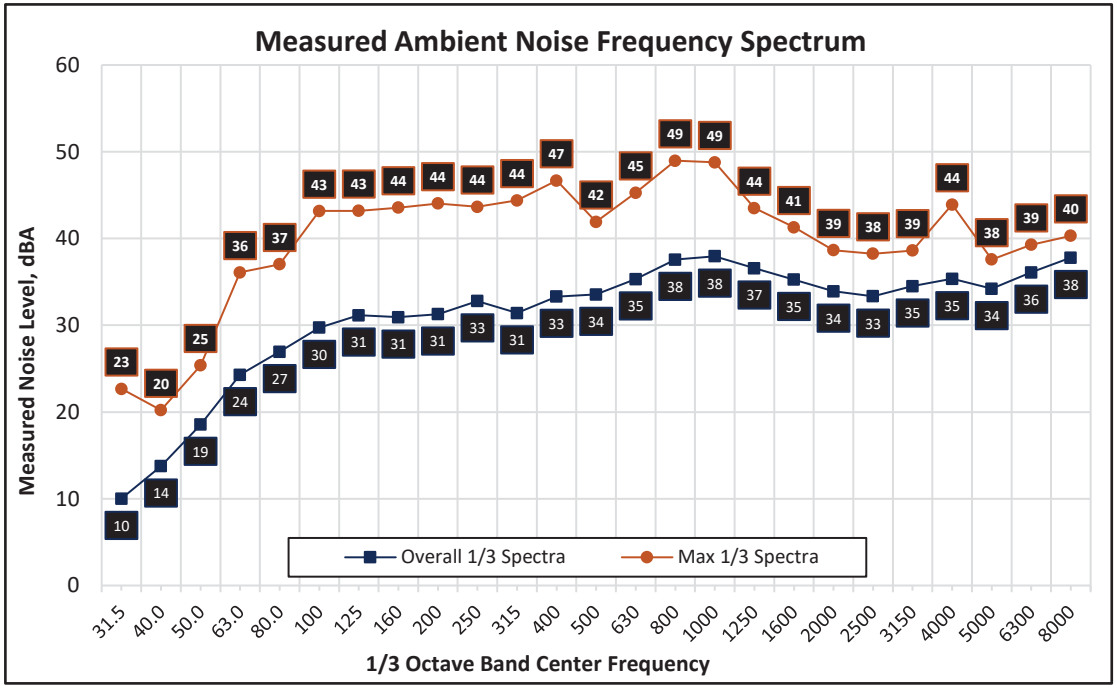
Start: 2024-04-24 09:40:43
Stop: 2024-04-24 09:46:46
SLM: Model 831
Serial: 3141

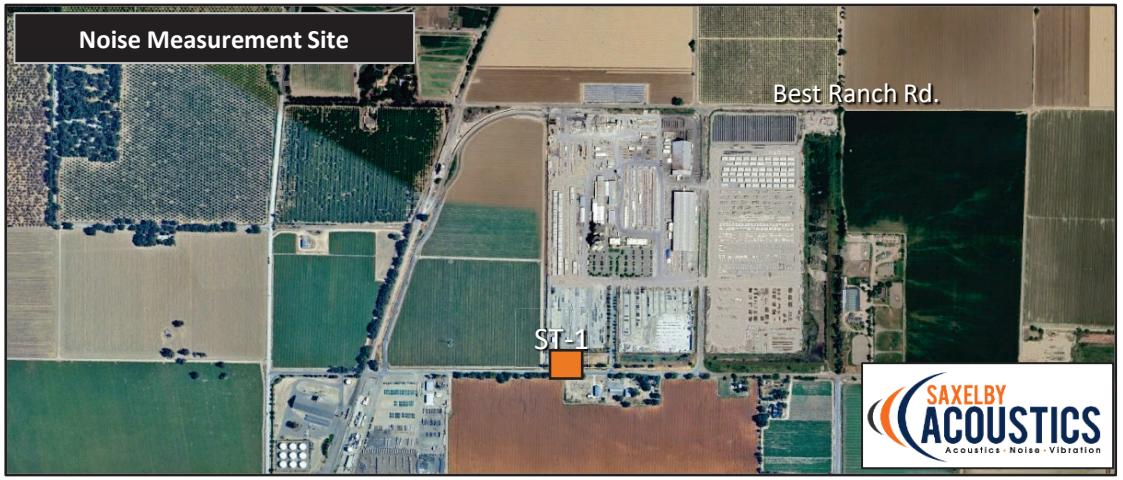
Measurement Results, dBA

Duration:	0:06
L_{eq}:	65
L_{max}:	77
L_{min}:	41
L_{50}:	50
L_{90}:	43

Notes

Primary noise source was distant traffic driven by roadway 25 yards from centerline. Secondary noise sources included equipment such as Mi-Jacks and semi-trucks.





Appendix B7 : Short Term Noise Monitoring Results

Site: ST-2
Project: Clark Pacific Facility Expansion
Meter: 831-2
Location: Southeast of Project Site
Calibrator: CAL200
Coordinates: (38.7113696, -121.7562242)

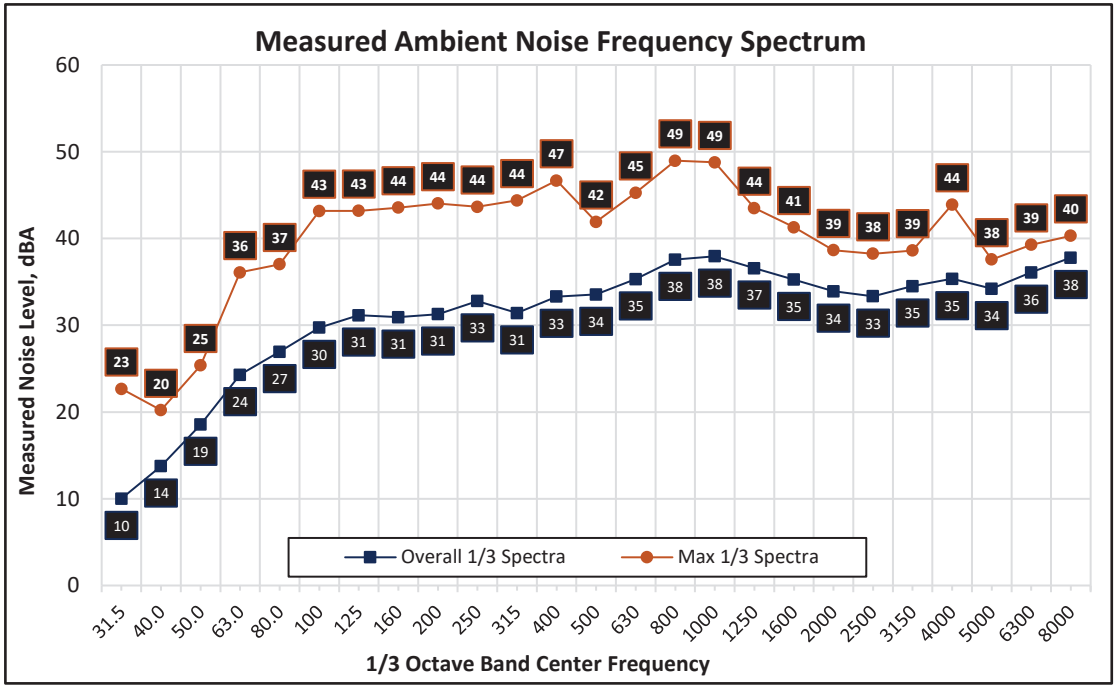
Start: 2024-04-24 10:05:10
Stop: 2024-04-24 10:22:11
SLM: Model 831
Serial: 3141

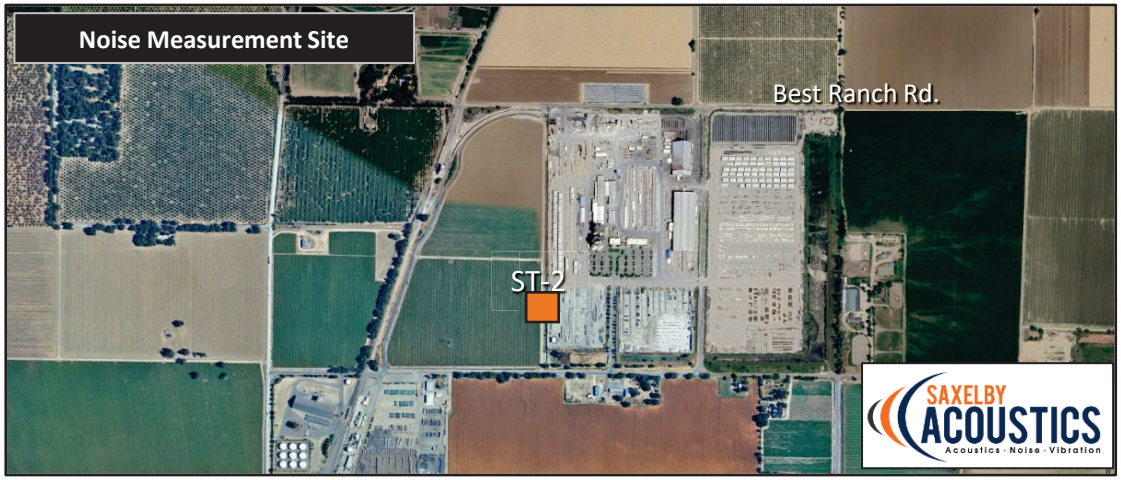
Measurement Results, dBA

Duration:	0:17
L_{eq}:	47
L_{max}:	58
L_{min}:	37
L_{50}:	45
L_{90}:	40

Notes

Primary noise source was distant commercial activity such as drilling. Secondary noise sources included equipment such as semi-trucks and forklifts.





Appendix B8 : Short Term Noise Monitoring Results

Site: ST-3
Project: Clark Pacific Facility Expansion
Location: East of Project Site
Coordinates: (38.7131986, -121.7562151)

Meter: 831-2
Calibrator: CAL200

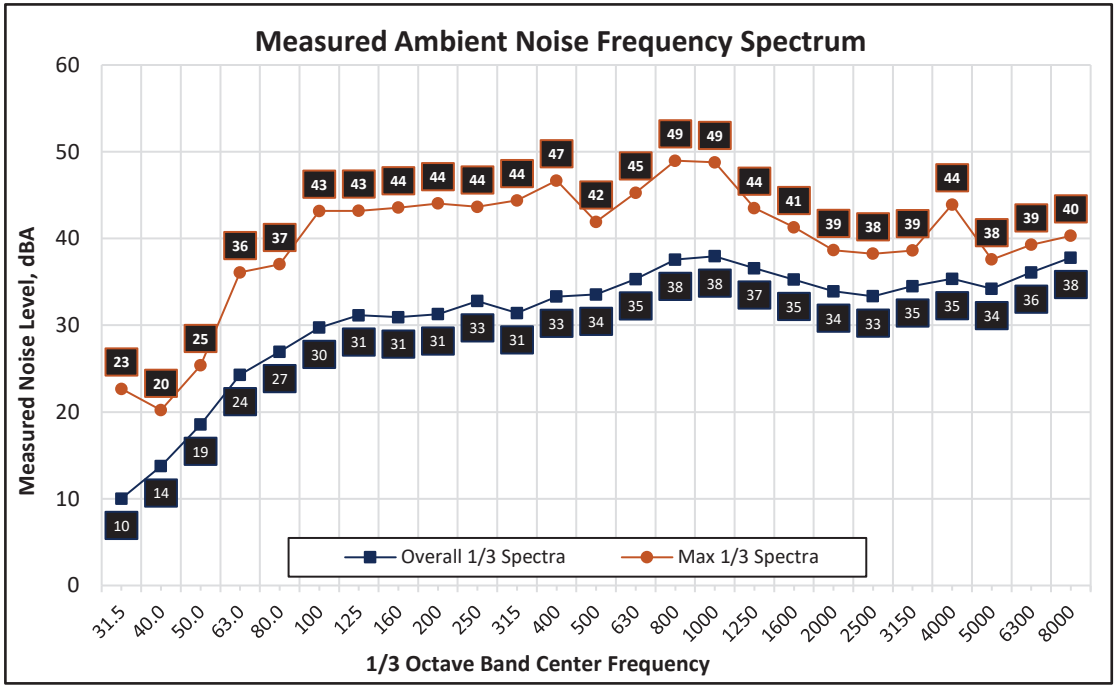
Start: 2024-04-24 10:26:51
Stop: 2024-04-24 10:33:15
SLM: Model 831
Serial: 3141

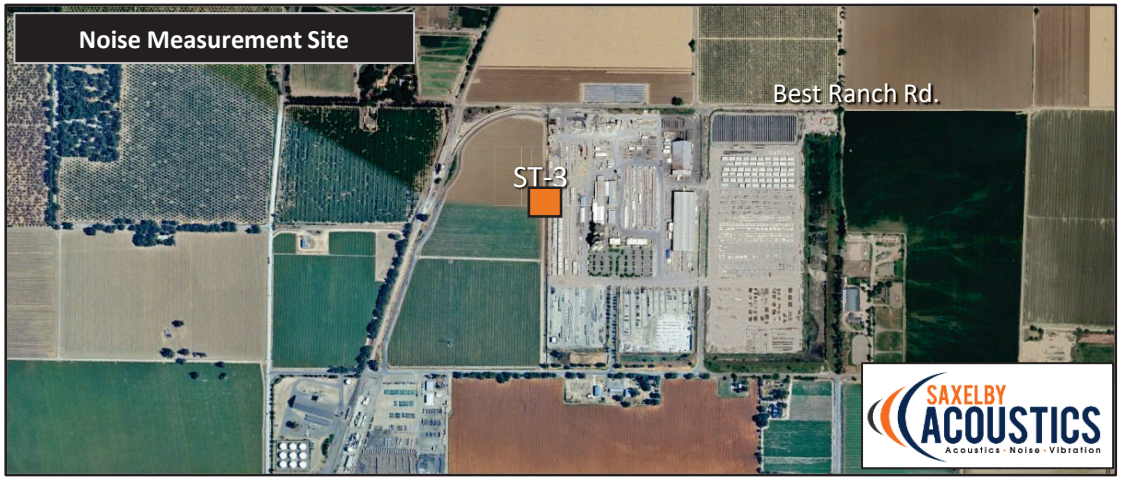
Measurement Results, dBA

Duration:	0:06
L_{eq}:	41
L_{max}:	53
L_{min}:	38
L_{50}:	41
L_{90}:	39

Notes

Primary noise source was distant facility noise which included backup alarms from Mi-Jacks. Secondary noise sources include equipment such as semi-trucks.





Appendix B9 : Short Term Noise Monitoring Results

Site: ST-4
Project: Clark Pacific Facility Expansion
Location: Northeast of Project Site
Coordinates: (38.7163127, -121.7562269)

Meter: 831-2
Calibrator: CAL200

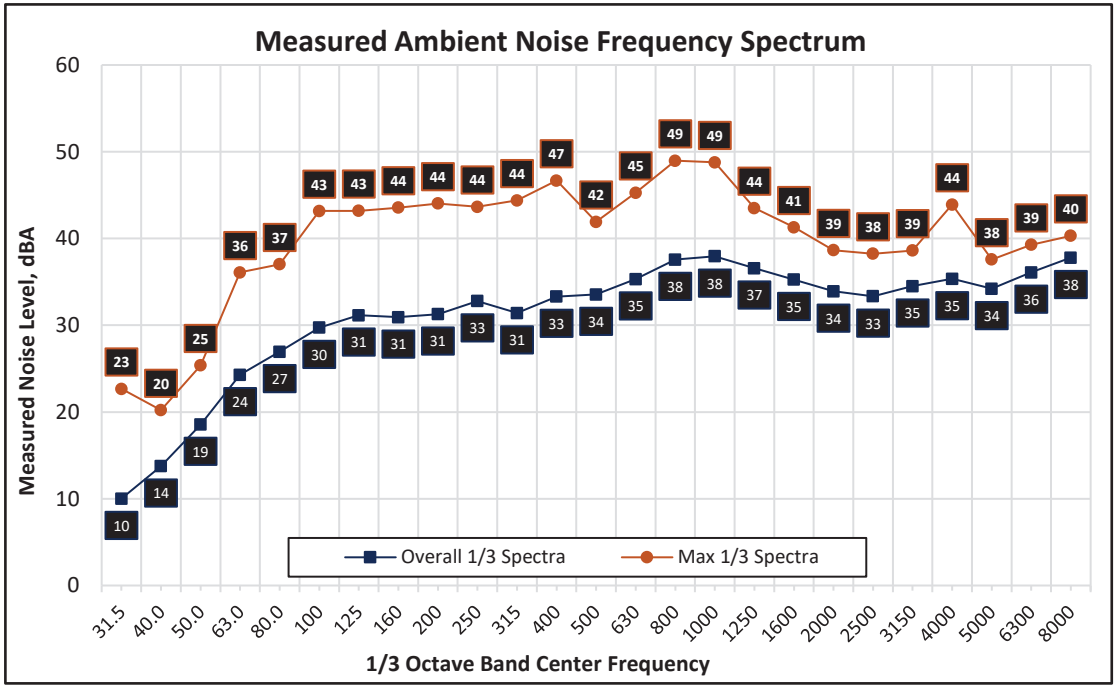
Start: 2024-04-24 10:39:19
Stop: 2024-04-24 10:50:19
SLM: Model 831
Serial: 3141

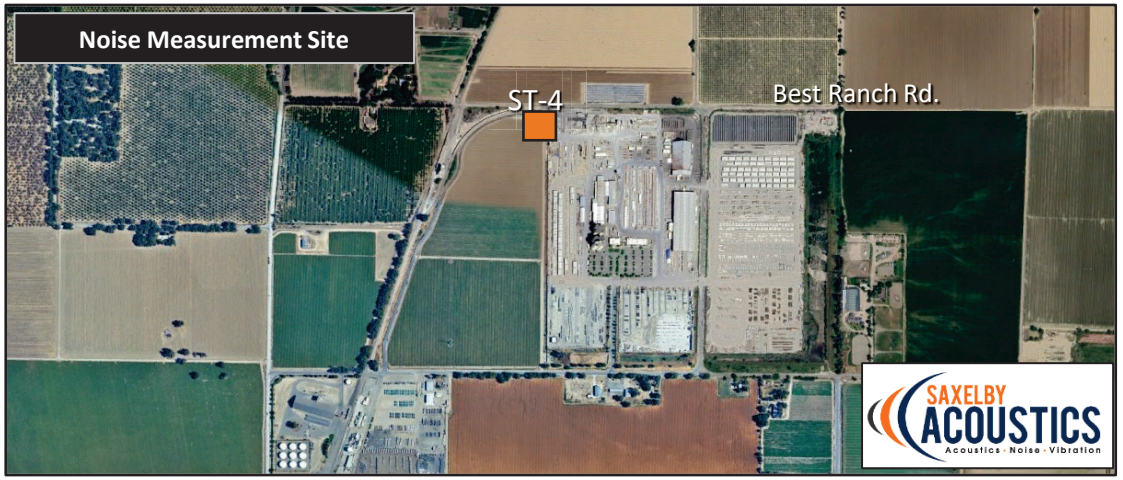
Measurement Results, dBA

Duration:	0:11
L_{eq}:	47
L_{max}:	56
L_{min}:	43
L_{50}:	47
L_{90}:	45

Notes

Primary noise source was commerical activity loading the train. Secondary noise sources included other equipment such as semi-trucks and machines.





Appendix B10 : Short Term Noise Monitoring Results

Site: ST-5
Project: Clark Pacific Facility Expansion
Location: Northwest of Project Site
Coordinates: (38.7161709,-121.7618494)

Meter: 831-2
Calibrator: CAL200

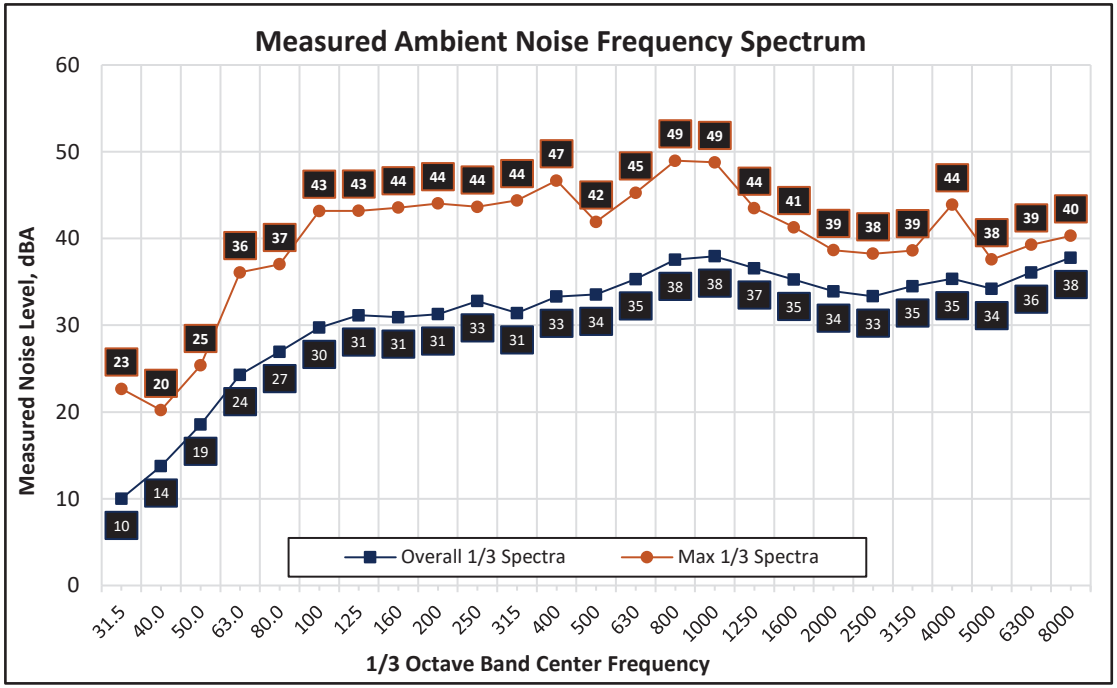
Start: 2024-04-24 11:06:59
Stop: 2024-04-24 11:13:02
SLM: Model 831
Serial: 3141

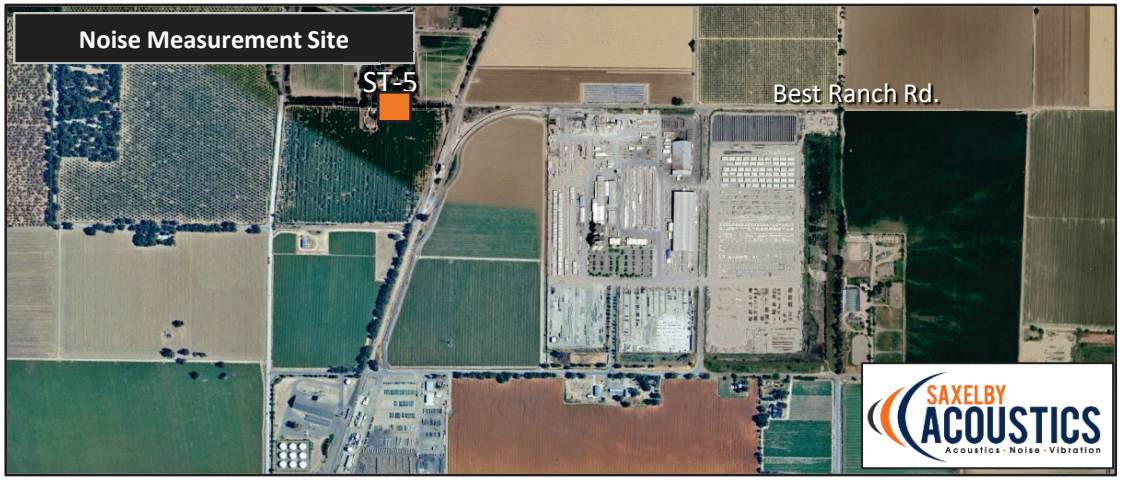
Measurement Results, dBA

Duration:	0:06
L_{eq}:	47
L_{max}:	56
L_{min}:	40
L_{50}:	46
L_{90}:	43

Notes

Primary noise source was distan traffic noise from highway 113, 300 yards from centerline. Secondary noise sources included other equipment such as loading of semi-trucks.





Appendix B11 : Short Term Noise Monitoring Results

Site: ST-6
Project: Clark Pacific Facility Expansion
Location: Northwest of Project Site
Coordinates: (38.716239, -121.761698)

Meter: 831-2
Calibrator: CAL200

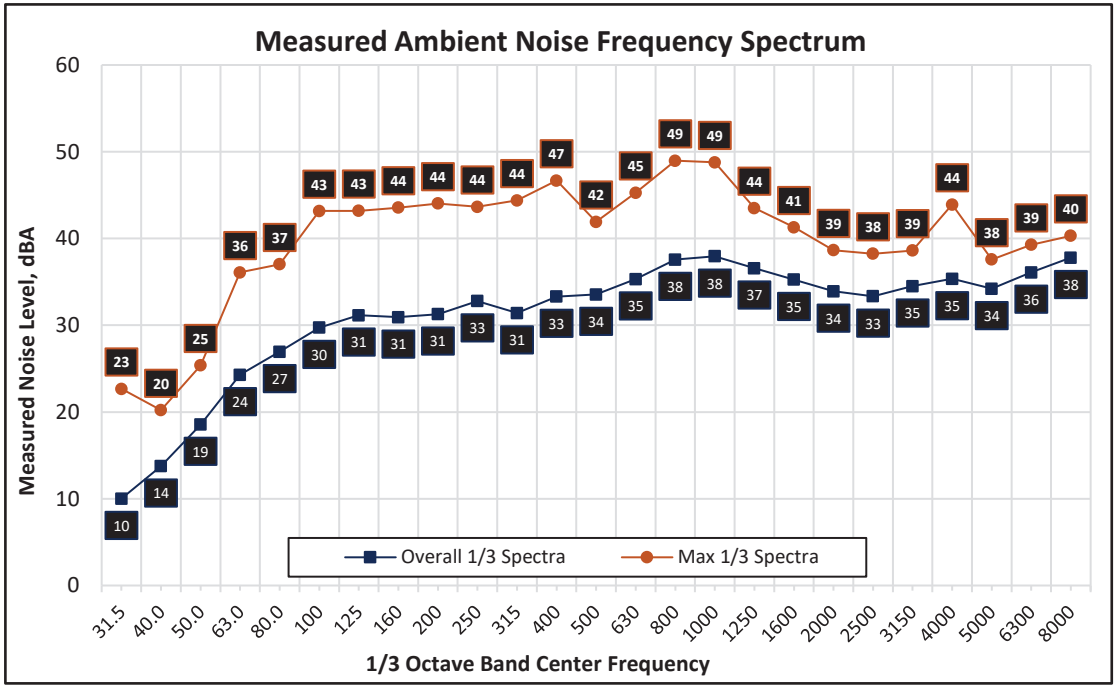
Start: 2024-04-24 11:22:39
Stop: 2024-04-24 11:36:31
SLM: Model 831
Serial: 3141

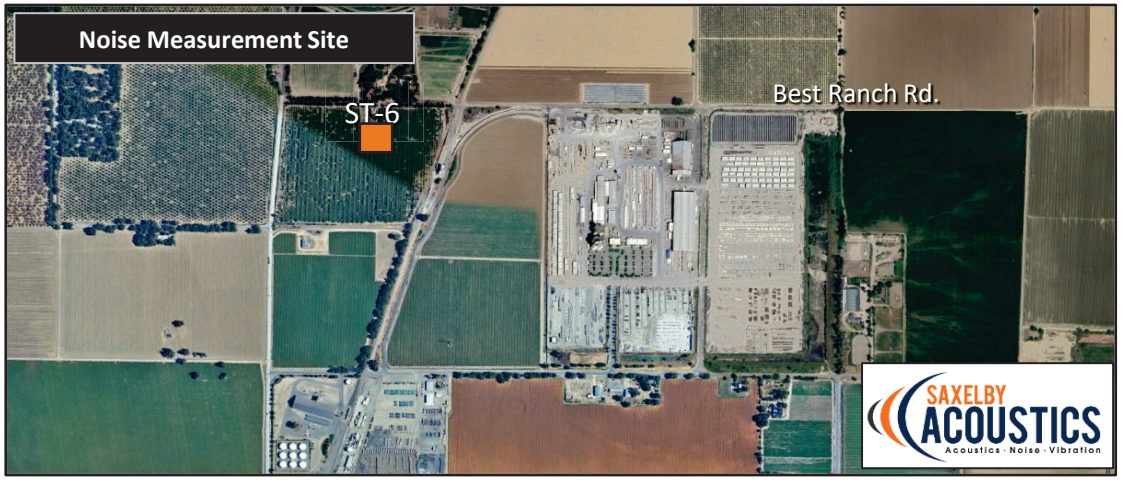
Measurement Results, dBA

Duration:	0:13
L_{eq}:	51
L_{max}:	60
L_{min}:	44
L_{50}:	50
L_{90}:	48

Notes

Primary noise source was distan traffic noise from highway 113, 300 yards from centerline. Secondary noise sources included other equipment such as loading of semi-trucks.





Appendix B12 : Short Term Noise Monitoring Results

Site: ST-7
Project: Clark Pacific Facility Expansion
Meter: 831-2
Location: Northeast of Project Site
Calibrator: CAL200
Coordinates: (38.7166505, -121.7510827)

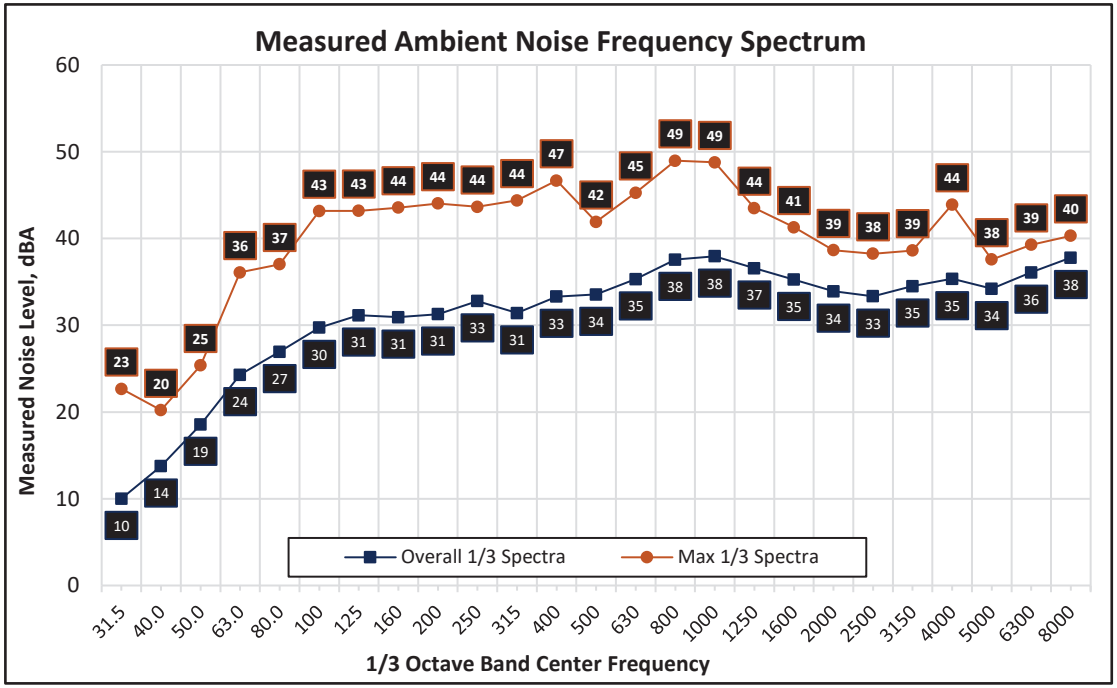
Start: 2024-04-24 11:55:41
Stop: 2024-04-24 12:04:22
SLM: Model 831
Serial: 3141

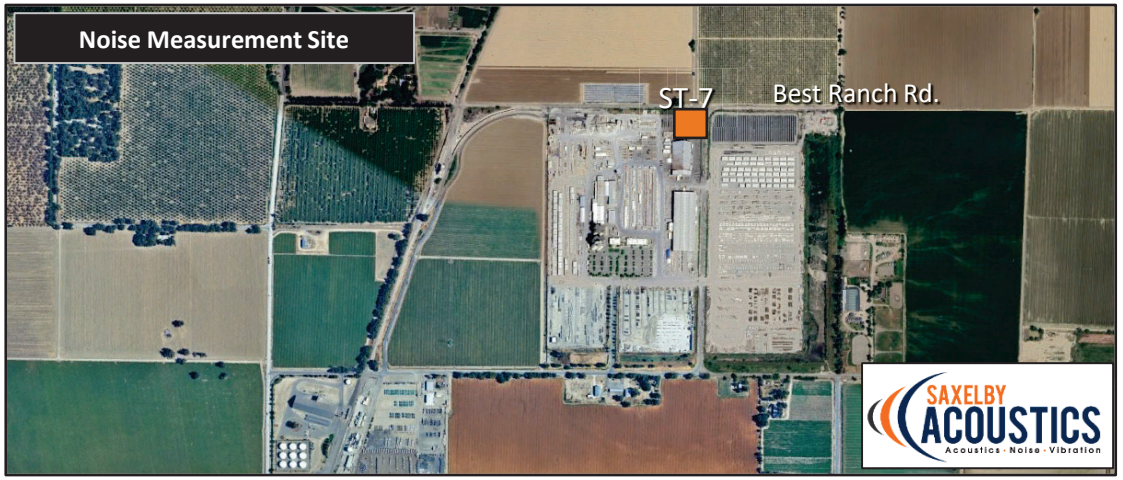
Measurement Results, dBA

Duration:	0:08
L_{eq}:	53
L_{max}:	62
L_{min}:	47
L_{50}:	52
L_{90}:	49

Notes

Primary noise source was distant facilty noise. Secondary noise sources included other equipment such as loading of semi-trucks and backup alarms.





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Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	320	80	0	20	1%	1%	55	215	0	24	11	5	45.6
2	CR 18	Clark Junction to Clark Pacific Driveway	660	80	0	20	1%	8%	55	185	-5	53	25	11	46.9
3	CR 18	Clark Pacific Driveway to CR 101	630	80	0	20	1%	8%	55	115	0	52	24	11	54.8
4	N East St	I-5 SB Ramps to E Beamer St	8,970	80	0	20	1%	1%	55	330	0	217	101	47	57.3
5	SR 113	County Road 18C to I-5 NB Ramps	6,390	80	0	20	1%	9%	45	330	0	200	93	43	56.8
6	SR 113	CR 17A to Best Ranch Road	4,460	80	0	20	1%	9%	55	180	-5	198	92	43	55.6

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Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: Existing Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	375	80	0	20	1%	1%	55	215	0	26	12	6	46.2
2	CR 18	Clark Junction to Clark Pacific Driveway	1,707	80	0	20	1%	3%	55	185	-5	81	37	17	49.6
3	CR 18	Clark Pacific Driveway to CR 101	961	80	0	20	1%	5%	55	115	0	61	28	13	55.9
4	N East St	I-5 SB Ramps to E Beamer St	9,204	80	0	20	1%	1%	55	330	0	220	102	47	57.4
5	SR 113	County Road 18C to I-5 NB Ramps	7,492	80	0	20	1%	9%	45	330	0	225	104	49	57.5
6	SR 113	CR 17A to Best Ranch Road	4,490	80	0	20	1%	8%	55	180	-5	199	92	43	55.7

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Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: EPAP Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	330	80	0	20	1%	1%	55	215	0	24	11	5	45.7
2	CR 18	Clark Junction to Clark Pacific Driveway	750	80	0	20	1%	8%	55	185	-5	58	27	13	47.5
3	CR 18	Clark Pacific Driveway to CR 101	720	80	0	20	1%	8%	55	115	0	57	26	12	55.4
4	N East St	I-5 SB Ramps to E Beamer St	9,540	80	0	20	1%	1%	55	330	0	226	105	49	57.5
5	SR 113	County Road 18C to I-5 NB Ramps	6,750	80	0	20	1%	9%	45	330	0	208	97	45	57.0
6	SR 113	CR 17A to Best Ranch Road	4,480	80	0	20	1%	9%	55	180	-5	199	92	43	55.7

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Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: EPAP Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	385	80	0	20	1%	1%	55	215	0	26	12	6	46.3
2	CR 18	Clark Junction to Clark Pacific Driveway	1,797	80	0	20	1%	3%	55	185	-5	84	39	18	49.8
3	CR 18	Clark Pacific Driveway to CR 101	1,051	80	0	20	1%	5%	55	115	0	65	30	14	56.3
4	N East St	I-5 SB Ramps to E Beamer St	9,774	80	0	20	1%	1%	55	330	0	229	107	49	57.6
5	SR 113	County Road 18C to I-5 NB Ramps	7,852	80	0	20	1%	9%	45	330	0	232	108	50	57.7
6	SR 113	CR 17A to Best Ranch Road	4,510	80	0	20	1%	8%	55	180	-5	199	93	43	55.7

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Appendix C-5

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	360	80	0	20	1%	1%	55	215	0	25	12	5	46.1
2	CR 18	Clark Junction to Clark Pacific Driveway	818	80	0	20	1%	8%	55	185	-5	62	29	13	47.8
3	CR 18	Clark Pacific Driveway to CR 101	785	80	0	20	1%	8%	55	115	0	60	28	13	55.8
4	N East St	I-5 SB Ramps to E Beamer St	10,494	80	0	20	1%	1%	55	330	0	241	112	52	58.0
5	SR 113	County Road 18C to I-5 NB Ramps	15,800	80	0	20	1%	9%	45	330	0	367	170	79	60.7
6	SR 113	CR 17A to Best Ranch Road	15,800	80	0	20	1%	9%	55	180	-5	461	214	99	61.1

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Appendix C-6

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 240305 Clark Pacific Facility Expansion
Description: Cumulative Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Best Ranch Road	SR 113 to Clark Junction	415	80	0	20	1%	1%	55	215	0	28	13	6	46.7
2	CR 18	Clark Junction to Clark Pacific Driveway	1,865	80	0	20	1%	3%	55	185	-5	86	40	18	50.0
3	CR 18	Clark Pacific Driveway to CR 101	1,116	80	0	20	1%	5%	55	115	0	68	31	15	56.5
4	N East St	I-5 SB Ramps to E Beamer St	10,728	80	0	20	1%	1%	55	330	0	244	113	53	58.0
5	SR 113	County Road 18C to I-5 NB Ramps	16,902	80	0	20	1%	9%	45	330	0	387	180	83	61.0
6	SR 113	CR 17A to Best Ranch Road	15,830	80	0	20	1%	8%	55	180	-5	461	214	99	61.1

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Appendix F

Fehr & Peers

Memo

Date: August 20, 2025

To: Angela DaRosa – Raney Planning & Management, Inc.

From: David Manciati, T.E. – Fehr & Peers

Subject: Transportation Impact Study for the Proposed Clark Pacific Facility Expansion in Yolo County, CA (DRAFT)

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1. Introduction

This study analyzes the transportation effects associated with the development of a proposed expansion to the Clark Pacific prefabrication facility in unincorporated Yolo County. It includes a transportation impact analysis to comply with CEQA and a traffic operations analysis to comply with the County's *Transportation Impact Study Guidelines* (2010), to the extent possible. This study is intended as a programmatic-level study. The County may require additional traffic analysis as the project and site plan details advance. This memorandum is organized to summarize the project description, existing conditions, the project's expected travel characteristics, project impacts and mitigation measures, and the project's consistency with Yolo County *General Plan* and *Transportation Impact Study Guidelines* policies related to vehicle traffic operations.

1.1 Project Description

The project applicant proposes the construction of a prefabrication manufacturing facility on approximately 76.76 acres fronting Best Ranch Road to the north, Clark Junction[1] to the west, County Road (CR) 18C to the south, and the existing Clark Pacific site to the east. The project would be an expansion of the adjacent existing Clark Pacific facility, with the new facilities generally mirroring the existing facility. The southern boundary of the project is located about 0.75 miles north of Churchill Downs Avenue, the northernmost east-west street in the City of Woodland, and surrounded by agricultural or other industrial uses. Based on discussions with County staff and the project applicant, the following project is analyzed in this study:

- 500,000 square feet (s.f.) of new industrial use.
- Associated internal roadway improvements, utility improvements, and landscaping.
- Parking areas totaling 390 parking spaces.

[1] Clark Junction is a private road between CR 18C and Best Ranch Road.

Access to the project site would be provided by an undetermined number of driveways on Clark Junction. Clark Junction's southerly terminus intersects CR 18C approximately 1,080 feet east of State Route (SR) 113, and its northerly terminus intersects Best Ranch Road about 2,445 feet east of SR 113[2].

Refer to **Figure 1** for the project study area.

1.2 Study Area and Time Periods

The following study intersections are analyzed under weekday AM and PM peak hour conditions:

1. SR 113 / Best Ranch Road
2. SR 113 / CR 18C
3. CR 18C / CR 102
4. CR 18C / Clark Junction
5. CR 18 C / CR 100B
6. Best Ranch Road / Clark Junction
7. Best Ranch Road / CR 100B
8. SR 113 / I-5 Northbound Ramps
9. SR 113 / I-5 Southbound Ramps / N. East Street
10. I-5 Southbound On-Ramp / Pioneer Avenue / E. Main Street
11. I-5 Northbound Off-Ramp / E. Main Street
12. I-5 Northbound Ramps / CR 102 / Hays Lane
13. I-5 Southbound Ramps / CR 102

Additionally, the following study roadway segments are analyzed under weekday peak hour conditions:

1. Best Ranch Road – SR 113 to Clark Junction
2. Best Ranch Road – east of Clark Junction
3. CR 18C – SR 113 to Clark Junction
4. CR 18C – east of CR 100B

1.3 Study Scenarios

The following scenarios are considered for this study:

- Existing Conditions – represents March 2024 conditions.
- Baseline Conditions – represents existing conditions with the addition of vehicle trips generated by approved projects in the study area vicinity and vehicle trips associated with increased production at the existing Clark Pacific facility (see Section 6 of this memorandum). This is the baseline condition upon which project effects are evaluated.
- Baseline Plus Project Conditions – represents changes in travel from baseline conditions associated with implementation of the proposed Clark Pacific facility expansion.

[2] Roadway distances in this memorandum are measured from centerline to centerline, unless otherwise noted.

2. Existing Setting

This section describes the existing setting for roadway, transit, bicycle, and pedestrian components of the transportation system.

2.1 Existing Roadway System

Figure 1 includes the roadway network in the vicinity of the study area. Key roadways in the study area are described as follows:

- SR 113 – is a north-south highway between SR 99 in Sutter County and SR 12 (near Rio Vista). Near the project site, SR 113 is a two-lane road with a posted speed limit of 55 miles per hour (MPH). The posted speed limit reduces to 45 MPH approaching Churchill Downs Avenue from the north. At Churchill Downs Avenue, SR 113 transitions to a four-lane roadway (plus turn lanes), keeping this cross-section throughout the SR 113/I-5/N. East Street interchange to the south.
- N. East Street – begins as a four-lane roadway on the south leg of the SR 113/I-5 Southbound Ramps/N. East Street intersection. The posted speed limit is 40 MPH south of the I-5 Southbound Ramps.
- Clark Junction – is a two-lane private road signed at 15 MPH. This roadway runs between CR 18C on the south and Best Ranch Road on the north. The proposed project would provide direct driveway connections to Clark Junction.
- County Road 18C – is a two-lane east-west road that provides local access to businesses and rural residences between SR 113 and CR 102. This includes the existing Clark Pacific facility, which has two driveways on CR 18C. There is a posted speed limit of 55 MPH on CR 18C, as well as several advisory speed limits ranging from 25 MPH to 45 MPH.[3]
- Best Ranch Road – is a two-lane road east of SR 113. This road is approximately 1 mile in length and fronts the northern boundary of the existing Clark Pacific site. Based on field observations conducted in 2024, this roadway exhibits deteriorating pavement conditions throughout most of its span. There is no posted speed limit.[4]
- County Road 102 – is a major two-lane county road connecting Knights Landing to the City of Woodland and City of Davis. This north-south roadway is two lanes in the study area and has a posted speed limit of 55 MPH. Some project trips could use CR 102 to access I-5 (instead of using SR 113) or other destinations further south.
- E. Main Street – is an east-west arterial in the City of Woodland between East Street and CR 102. Some project trips could use CR 101/N. Pioneer Avenue to access destinations on E. Main Street or further south on Pioneer Avenue.

[3] The advisory speed limit signs on CR 18C indicate either the presence of a bump or slow trucks. Field observations showed that the roadway pavement is uneven and a comfortable driving speed may be about 35 to 40 MPH along sections of CR 18C.

[4] Per the Yolo County website, 55 MPH is the speed limit on any 2-lane county road not otherwise posted. https://www.yolocounty.gov/government/general-government-departments/community-services/public-works-division/traffic-engineering

2.2 Existing Transit System

The Yolo County Transportation District (YoloTD) provides public transit service (Yolobus) in Yolo County. No transit stops are located adjacent to the project site. The closest bus stops to the project site are located about 1.9 miles away, near the East Street/Beamer Street intersection. These stops serve Routes 211 and 212, which are fixed-route bus services.

Yolobus also provides the BeeLine, an app-based on-demand rideshare service with several service zones in Yolo County. Relevant to the proposed project, rides are available to/from Woodland to/from the communities of Knights Landing and Yolo, and also within the City of Woodland. The nearest stop to the project site within the Woodland service zone would be located west of the SR 113/Churchill Downs Avenue intersection, about 1.0 miles away from the project site.

There are no sidewalks between the project site and the nearest bus stops described above.

2.3 Existing Bicycle System

There are currently no bicycle facilities along the project frontages on CR 18C and Best Ranch Road. The nearest bicycle facilities are Class II (i.e., on-street) bike lanes provided on both sides of N. Pioneer Avenue south of Churchill Downs Avenue.

The *Yolo County Bicycle Transportation Plan* (2013) does not include planned improvements in the vicinity of the project site. However, the ongoing *Yolo Active Transportation Corridors Plan* recently published draft recommendations that would include a planned off-street trail corridor on SR 113 north of Churchill Downs Avenue. The *Woodland Active Transportation Plan* (2024) includes a planned Class I shared-use path on SR 113 south of Churchill Downs Avenue—which would presumably connect to the off-street trail corridor north of Churchill Downs Avenue. None of these documents contain planned bicycle facilities on the project frontages.

2.4 Existing Pedestrian System

Pedestrian facilities are generally limited in the vicinity of the project site. There are no existing sidewalks along CR 18C or Best Ranch Road, including along the existing Clark Pacific facility frontages. The nearest sidewalk is located on the east side of SR 113 at the SR 113/I-5 interchange. The nearest marked crosswalk to the project site is located at the SR 113/I-5 Southbound Ramps/N. East Street intersection, about 1.2 miles away.

Section 6 of this memorandum summarizes data collection at the study intersections. The traffic data did not show any pedestrians crossing at study intersections in the vicinity of the project site. During supplemental field observations, a small number of pedestrians were observed walking on the roadway shoulder along Best Ranch Road and SR 113 near the project site.

The planned shared-use path and off-street trail corridor discussed in Section 2.3 would create pedestrian facilities closer to the project site (i.e., along SR 113). The *Woodland Active Transportation Plan* also includes a planned sidewalk extension on the east side of SR 113 from south of the I-5 northbound ramps to Churchill Downs Avenue. However, the *Yolo Active Transportation Corridors Plan* does not currently include any planned pedestrian improvements on the project frontages.

2.5 Regulatory Setting

2.5.1 Senate Bill (SB) 743

SB 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new guidelines that address transportation metrics under CEQA. Enacted as part of SB 743 (2013), PRC section 21099, subdivision (b)(1), directed the OPR to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated."

Subdivision (b)(2) of PRC section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any."

OPR published its proposal for the comprehensive updates to the CEQA Guidelines in 2017 which included proposed updates related to analyzing transportation impacts pursuant to SB 743. The updated CEQA Guidelines were adopted in December 2018; and according to the new CEQA Guidelines Section 15064.3, VMT replaced congestion as the metric for determining transportation impacts. The guidelines state that "lead agencies may elect to be governed by these provisions of this section immediately. Beginning July 1, 2020, the provisions of this section shall apply statewide."

OPR published *the Technical Advisory on Evaluating Transportation Impacts in CEQA* ("Technical Advisory") in December 2018 to provide guidance to agencies implementing the new CEQA requirements.

2.5.2 Technical Advisory

The Technical Advisory provides advice and recommendations to CEQA lead agencies on how to implement the SB 743 changes. This includes technical recommendations regarding the assessment of VMT, thresholds of significance, VMT mitigation measures, and screening thresholds for certain land use projects. Lead agencies may consider and use these recommendations at their discretion and with the provision of substantial evidence to support alternative approaches. The Technical Advisory describes considerations agencies may use in selecting VMT metrics, calculation methodologies, and significance thresholds. The Technical Advisory does not mandate the use of specific metrics, methodologies or significance thresholds, because agencies have discretion to select those that are appropriate for the local land use and transportation context.

The Technical Advisory identifies "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT analysis. The Technical Advisory suggests that projects meeting one or more of the following criteria should be expected to have a less-than-significant impact on VMT.

- Small projects – projects consistent with a SCS and local general plan that generate or attract fewer than 110 trips per day.
- Projects near major transit stops – certain projects (residential, retail, office, or a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- Affordable residential development – a project consisting of a high percentage of affordable housing may be a basis to find a less-than-significant impact on VMT.
- Local-serving retail – local-serving retail development tends to shorten trips and reduce VMT. The *Technical Advisory* encourages lead agencies to decide when a project will likely be local-serving, but generally acknowledges that retail development including stores larger than 50,000 square feet might be considered regional-serving. The *Technical Advisory* suggests lead agencies analyze whether regional-serving retail would increase or decrease VMT (i.e., not presume a less-than-significant).
- Projects in low VMT areas – residential and office projects that incorporate similar features (i.e., density, mix of uses, transit accessibility) as existing development in areas with low VMT will tend to exhibit similarly low VMT.

The *Technical Advisory* provides guidance on the use of VMT screening maps for residential and office projects. These projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

The *Technical Advisory* offers guidance regarding residential, office, and retail projects because "they tend to have the greatest influence on VMT". For these and other land uses, such as the proposed project, lead agencies may develop their own specific thresholds using location-specific information. Currently, Yolo County does not have established VMT standards or thresholds.

2.5.3 California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, constructing, operating, and maintaining all State-owned roadways in Yolo County. Within the study area, SR 113 and I-5 are components of the State Highway System (SHS). Federal highway standards are implemented in California by Caltrans. Any improvements or modifications to the SHS within the County would need to be approved by Caltrans.

VMT-Focused Transportation Impact Study Guide

On May 20, 2020, the *VMT-Focused Transportation Impact Study Guide* ("TISG") was adopted by Caltrans (2020). The TISG provides guidance on how Caltrans will review land use projects, with focus on VMT analysis and supporting state land use goals, state planning priorities, and GHG emission reduction goals; as well as identifying land use projects' possible transportation impacts to the State Highway System and potential non-capacity increasing mitigation measures. The TISG indicates that Caltrans intends to "transition away from requesting LOS or other vehicle operations analyses of land use projects," instead placing the focus on VMT and safety.

The TISG emphasizes that VMT analysis is Caltrans' primary review focus and references the Technical Advisory as a basis for the guidance in the TISG. Notably, the TISG recommends the use of the recommended thresholds in the OPR *Technical Advisory* for land use projects. The TISG also references the *Technical Advisory* for screening thresholds that would identify projects and areas presumed to have a less-than-significant transportation impact. Caltrans supports streamlining for projects that meet these screening thresholds because they help achieve VMT reduction and mode shift goals.

Local Development Review (LDR) Safety Review Practitioners Guidance

The *Local Development Review* (LDR) *Safety Review Practitioners Guidance* (Caltrans, 2024) advises practitioners how to evaluate project-related safety impacts on the state highway system. It stops short of including specific thresholds of significance. The analytical approach described in the guidance focuses on vulnerable road users (i.e., bicyclists and pedestrians) and underserved communities; enhancing safety for pedestrians, bicyclists, transit, and vehicular modes; and applying both reactive and systemic perspectives. Lastly, it reiterates Caltrans supports for shifting away from using delay-based metrics for analysis in CEQA.

This document is utilized to develop significance thresholds related to vehicular queuing impacts on the state highway system.

2.5.4 Sacramento Area Council of Governments (SACOG)

SACOG is the MPO governing the six-county Sacramento region consisting of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties and their 22 cities. SACOG is responsible for the preparation of, and updates to, the *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) and the associated *Metropolitan Transportation Improvement Program* (MTIP) for the six-county region. The SACOG 2020 MTP/SCS provides a 20-year transportation vision and corresponding list of transportation projects. The MTIP identifies short-term projects (i.e., projects with a 7-year horizon) in more detail. The current SACOG 2020 MTP/SCS was adopted by the SACOG board on November 18, 2019.

Within the study area, the SACOG 2020 MTP/SCS identifies several planned projects before 2040, including pavement rehabilitation on sections of SR 113, reconstruction of the CR 102/I-5 interchange, and the I-5/SR 113 freeway to freeway connector, among others. No projects are planned along the proposed project frontages.[5]

2.5.5 County of Yolo 2030 Countywide General Plan

The *County of Yolo 2030 Countywide General Plan* (2009) contains the following goals, policies, and actions related to the transportation system that are relevant to potential transportation impacts on VMT, the transportation system, and safety:

- Policy CI-1.4 – Continue to work with Caltrans, SACOG, cities, and other regional agencies to achieve timely construction of freeway, interchange, highway and county road improvements that are consistent with this General Plan. The County shall assist

[5] Note that the 2025 MTP/SCS—known as the 2025 Blueprint—is currently in draft stage and is expected to be finalized by the end of 2025. The current draft project list (as of August 2025) also does not include planned projects along the proposed project frontages.

Caltrans in implementing improvements to State Highway facilities that are required due to the new growth and are consistent with this General Plan.

- Policy CI-1.9 – Establish road maintenance districts, where appropriate, to provide a stable source of funding for repairs and roadway improvements.
- Policy CI-2.1 – When constructing or modifying roadways, plan for use of the roadway space by all users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, as appropriate to the road classification and surrounding land uses.
- Policy CI-2.2 – Encourage employers (including the County) to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking for carpools/vanpools.
- Policy CI-2.3 – Ensure that, wherever feasible, public transit and alternative mode choices are a viable and attractive alternative to the use of single-occupant motor vehicles.
- Policy CI-2.4 – The comfort, convenience, and safety of bicyclists and pedestrians are as important as, and should be balanced to the greatest feasible extent with, those same values for drivers.
- Policy CI-3.3 – CEQA review for subsequent projects will analyze project traffic and circulation impacts using both the Yolo County General Plan policies and Caltrans policies (based on the CSMPs, TCCRs, or other guidelines) as applicable.

  A. Consider the following objectives, following consultation with Caltrans, when making decisions to expand or modify the State highway system in Yolo County:

  1. Minimize impacts to the environment.

  2. Minimize increases in greenhouse gases and air pollutants.

  3. Minimize increases in VMT.

  4. Minimize long-distance commute trips.

  5. Fully utilize existing capacity while maintaining stable flows and speeds.

  6. Provide facilities for all users including pedestrians, bicyclists, carpool users and transit riders.

  B. Consider the following objectives when making decisions to expand the County road system in Yolo County:

  1. Minimize impacts to the environment.

  2. Promote designs that result in a decrease of greenhouse gases and air pollutants.

  3. Promote designs that decrease Vehicle Miles Traveled (VMT) and long-distance commute trips.

  4. Fully utilize existing capacity in accordance with adopted Levels of Service.

  5. Provide facilities for all users including pedestrians, bicyclists, carpool users and transit riders, where appropriate.

- Policy CI-3.7 – Consider designs for planned roadway capacity improvements that recognize the unique conditions associated with rural and agricultural areas in accordance with established standards including…[the policy lists five documents].
- Policy CI-3.9 – To the greatest feasible extent, require new development to construct safety improvements consistent with current design standards on existing roadways that are anticipated to accommodate additional traffic from planned development.
- Policy CI-3.10 – Upgrade the existing County road system to be consistent with current County design standards (such as horizontal curvature, site distance, etc.) as transportation funding allows. Roadways that require design improvements to accommodate projected future traffic, as identified in Table CI-1, shall have the highest priority to be upgraded. Safety shall be a key factor in prioritizing specific projects.

  These roadways also represent targeted trucking corridors for agricultural ("farm-to-market") transport and other goods movement. By attracting truck trips to these corridors, other roadways throughout the County are more available for movement of agricultural equipment and farm workers thus supporting more efficient and safe agricultural operations countywide.

  Exceptions to design standards may be allowed where circumstances warrant special treatment of the roadway including, but not limited to, the following:

  A. Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs.

  B. Environmental constraints that may otherwise preclude road improvement to the adopted standards.

  C. Exceptions to the level of service policy specified in Policy CI-3.1.
- Policy CI-3.11 – Require new development to finance and construct all off-site circulation improvements necessary to mitigate a project's transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts, and impacts to the State Highway System). For mitigation to be considered feasible, it must be consistent with the policies of the General Plan.
- Policy CI-3.12 – Collect the fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).
- Policy CI-3.16 – Ensure that funding for the long-term maintenance of affected roads is provided by planned development.
- Policy CI-3.18 – Ensure adequate access for emergency vehicles.
- Policy CI-3.23 – Ensure that walk times to necessary destinations are minimized and that the walking experience is comfortable.
- Policy CI-4.1 – Avoid or mitigation environmental impacts from the construction and/or operation of the transportation system, to the greatest feasible extent.
- Policy CI-5.5 – Integrate bicycle, pedestrian and transit facilities into new developments.
- Policy CI-5.9 – Strive to incorporate bikeways and sidewalks with modifications or upgrades to existing roadways consistent with the Bicycle Transportation Plan.

- Policy CI-5.12 – Support development of facilities that link bicyclists and pedestrians with other modes of transportation.
- Policy CI-7.1 – Preserve existing heavy railroads for movement of goods.
- Policy CI-7.2 – Encourage movement of goods by truck on freeways and other appropriate designated routes.
- Action CI-A9 – Continue to implement and enforce design standards for industrial and highway commercial roadways to accommodate heavier loads associated with truck operations and larger turning radii to facilitate truck movements. (Policy CI-7.2) Responsibility: Planning and Public Works Department Timeframe: 2010/2011; Ongoing
- Action CI-A10 – Require approved truck routes for discretionary commercial and/or industrial development. (Policy CI-7.2, Policy CI-7.3); Responsibility: Planning and Public Works Department; Timeframe: Ongoing.
- Action CI-A16 – Require new development to enter into an agreement with the County that establishes circulation improvements to be constructed and/or fair share costs to be the responsibility of the project applicant. (Policy CI-3.10, Policy CI-3.12, Policy CI-3.14) Responsibility: Planning and Public Works Department Timeframe: Ongoing
- Action CI-A23 – Create special districts in Specific Plan areas and other areas where appropriate to fund the operation and maintenance of county roads. (Policy CI-3.11, Policy CI-3.12, Policy CI-3.13) Responsibility: Planning and Public Works Department Timeframe: 2011/2012

2.5.6 Transportation Impact Study Guidelines

Yolo County has developed transportation impact study (TIS) guidelines to assist applicants with assessing potential traffic impacts of proposed projects. These guidelines have been developed to provide a consistent technical approach to transportation impact analysis for projects within Yolo County's jurisdiction. The Circulation Element of the *General Plan* specifically identified the development and adoption of transportation impact study guidelines that consider all modes of travel and establish clear guidance for analysis and significance criteria (Circulation Element Action CI-A2). While LOS-related criteria can no longer be used to establish a significant impact under CEQA, they can still be used to identify potential policy inconsistencies and candidate improvements that could be conditions of project approval (see Section 6 of this memorandum).

2.6 Thresholds of Significance

In accordance with CEQA, the effects of a project are evaluated to determine if they will result in a significant adverse impact on the environment. The standards of significance in this analysis are derived from Appendix G of the CEQA Guidelines. As the proposed project is analyzed at a programmatic level, Yolo County may require additional traffic impact analysis as the project and site plan details advance. For purposes of this study, an impact is considered significant if implementation of the project would have any of the effects described below.

2.6.1 Vehicle Miles Traveled Impacts

State CEQA Guidelines Section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts using VMT. For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact.

Yolo County has not formally adopted guidance or thresholds related to VMT impact analysis (i.e., tailored screening criteria, preferred metrics and calculation methods, and use-specific thresholds). Therefore, this analysis relies on guidance from the *Technical Advisory*. Per the *Technical Advisory*, the project would result in a significant impact if it would do the following.

- Generate vehicle travel exceeding 15 percent below existing regional work VMT per employee for employment uses.

Based on results produced by SACOG (see Section 4.1 of this memorandum), the existing regional work VMT per job is 21.3. Therefore, the threshold for a significant impact is 18.1 VMT per job (i.e., 15% less than 21.3).

2.6.2 Transit, Bicycle, and Pedestrian System Impacts

The project would result in a significant transportation impact if it would do any of the following.

- Disrupt existing facilities or services.
- Interfere with planned improvements.

2.6.3 Safety Impacts

The project would result in a significant transportation impact if it would do any of the following.

- Cause an inconsistency with county design standards related to type, volume, mix, or speed of traffic.
- Cause the 95th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (by increasing the 95th percentile queue by at least two vehicles and creating a speed differential of 30 mph or greater).

3. Travel Characteristics

3.1 Trip Generation

Although the *Trip Generation Manual (TGM), 11th Edition* (ITE, 2021) contains trip rates for industrial and manufacturing uses, the manual is not likely to capture the proposed project's unique business type (i.e., developing and selling prefabricated construction elements). Therefore, Fehr & Peers conducted a local trip generation effort at the existing Clark Pacific site to develop appropriate vehicle trip rates for the proposed project. This is especially appropriate since the proposed project would be an expansion of the existing site, with the new facilities generally mirroring the existing facility.

Inbound and outbound traffic volumes were counted across 24 hours at the existing Clark Pacific driveways on Thursday, March 28, 2025. The counts included vehicle types to differentiate between passenger vehicles and heavy vehicles. **Chart 1** shows the hourly trip generation volumes at the existing Clark Pacific facility, summarized on an hourly rolling basis. Red bands are shown for the data collection periods. As shown, the facility operates on an earlier schedule than the traditional 8 AM to 5 PM workday. The AM peak hour occurs at 4:15 AM, while the PM peak hour occurs at about 2:45

PM. Additionally, **Chart 2** shows that hourly site truck trips are relatively low in the early morning and afternoon hours (i.e., 6 trucks or less). Site truck trips occur more frequently in the late morning.

Chart 1: Clark Pacific Hourly Trip Generation
(for 60-minute period following time shown)

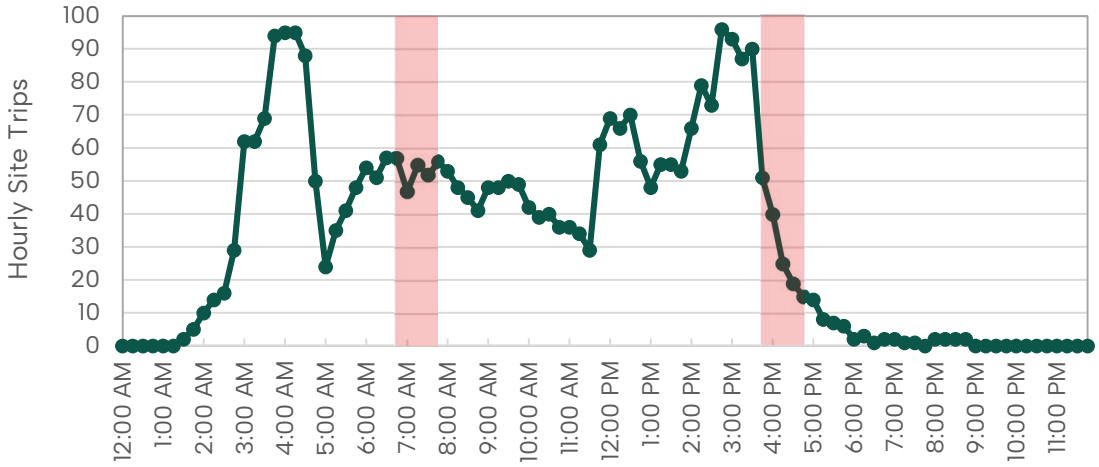


Chart 2: Clark Pacific Hourly Truck Trip Generation
(for 60-minute period following time shown)

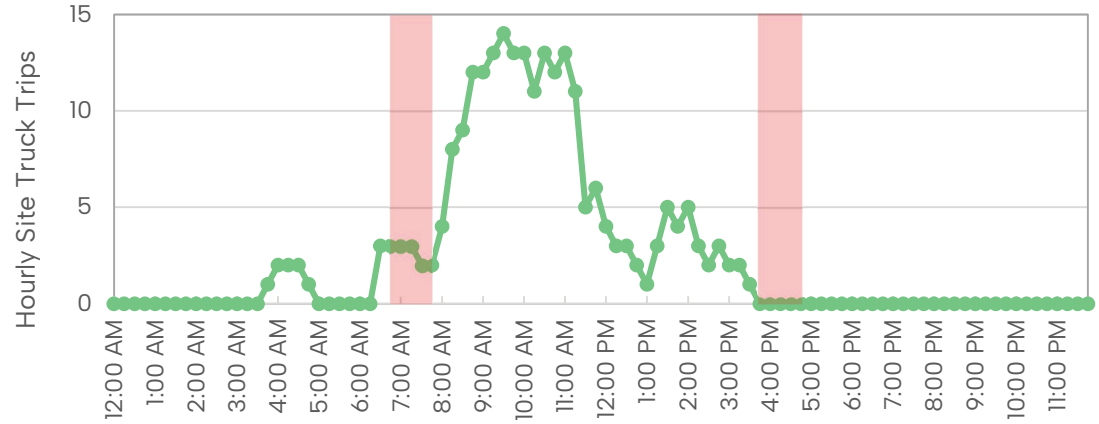


Table 1 summarizes the maximum hourly trips at the existing Clark Pacific site during the AM and PM data collection periods as well as during the preceding two-hour periods. As shown, the AM and PM peak period trip rates are similar—0.44 trips per acre during the AM peak period and 0.40 trips per acre during the PM peak period.

Table 1. Weekday Vehicle Trip Generation – Existing Clark Pacific Site

Location	Maximum Hourly Trips [1]			
	4:45–6:45 AM [2]	6:45–8:45 AM	1:45–3:45 PM	3:45–5:45 PM
Clark Pacific (Woodland, CA)	57 trips	57 trips	96 trips	51 trips [3]

Notes: [1] Includes both inbound and outbound vehicle trips.
[2] The site generates a maximum of 95 hourly AM trips from 4:15 to 5:15 AM.
[3] The rolling hourly volume of trips drops rapidly after 3:30 PM. For example, the site generates 90 trips during the 3:30–4:30 PM hour, but only 51 trips during the 3:45–4:45 PM hour (as shown).
Source: Fehr & Peers, 2025.

To estimate vehicle trip generation for the proposed project, project site characteristics were compared to those of the existing Clark Pacific site to determine potential ratios to apply to the vehicle trip generation shown in Table 1. **Table 2** shows several ratios developed using the independent variables shown. The ratios vary from 0.44 to 1.84. Given that land development tends to drive trip generation, this study uses the "industrial buildings footprint" ratio of 1.84. This is especially intuitive since the proposed project would construct 500,000 s.f. of industrial buildings to expand existing operations, which are currently housed in approximately 271,067 s.f.

Table 2. Weekday Peak Hour Vehicle Trip Generation Rates – Proposed Project

Independent Variable	Existing Site	Proposed Site	Ratio (Proposed/Existing)
Total Site Area	7,552,000 s.f.	3,344,000 s.f.	0.44
Industrial Buildings Footprint	271,067 s.f.	500,000 s.f.	1.84
Employees	245 employees	180	0.73
Maximum Parking Occupancy	255 spaces [1]	390	1.53

Notes: s.f. = square feet
[1] Estimated using trip generation data collected at existing Clark Pacific site on March 28, 2024.
Source: Fehr & Peers, 2025.

Table 3 shows the final weekday trip generation of the proposed project. The table reflects an AM peak hour trip rate of 0.21 trips per thousand s.f. of industrial building and a PM peak hour trip rate of 0.33 trips per thousand s.f. of industrial building.[6] The project is estimated to generate 88 inbound and 17 outbound vehicle trips during the AM peak hour, 9 inbound and 157 outbound vehicle trips during the PM peak hour, and a total of 1,486 daily trips. About 90 percent of the daily heavy vehicle trips occur outside of the AM and PM peak hour, mostly between 9:00 am and 12:00 noon. It should

[6] AM peak hour trip rate is calculated as (57 trips) * (1.84) / 500 thousand s.f. = 21 trips per thousand s.f. PM peak hour trip rate calculated as (90 trips) * (1.84) / 500 = 0.33 trips per thousand s.f.

be noted that the PM peak hour trip generation is based on applying the ratio of 1.84 from Table 2 to an existing PM peak hour trip generation of 90 trips.[7]

Table 3. Weekday Peak Hour Vehicle Trip Generation – Proposed Project

Land Use	Industrial Buildings Footprint	Peak Hour	Passenger Vehicle Trips		Heavy Vehicle Trips		Total Trips [1]
			Inbound	Outbound	Inbound	Outbound	
Proposed Project	500,000 s.f.	AM	84	15	4	2	105
		PM	9	155	0	2	166
		Daily	689	689	55	55	1,488

Notes: AM peak hour trip generation calculated as (57 trips) * (1.84) = 105 trips. PM peak hour trip generation calculated as (90 trips) * (1.84) = 166 trips. Daily trips are calculated as 808 trips * (1.84) = 1,488 trips.
Source: Fehr & Peers, 2025.

3.2 Trip Distribution

Trip distribution for the proposed project is expected to be similar to that of the existing Clark Pacific facility. Therefore, Fehr & Peers obtained trip distribution estimates for the existing site from StreetLight Data, a "big data" vendor that utilizes anonymized mobile device data. This data was used to establish the distribution of new passenger vehicle trips onto the roadway system generated by the proposed project. **Figure 2** illustrates the peak hour trip distribution. A large share (72%) of trips would travel to and from the south of CR 18C on SR 113. The remainder would travel to destinations south (23%) using CR 101 or CR 102, or north (5%) using SR 113 or CR 102.

The existing Clark Pacific site operates with truck route restrictions that require all truck traffic into and out of the site to use CR 18C between SR 113 and CR 100B (i.e., the eastern Clark Pacific driveway). This restriction is expected to apply to the proposed expansion site. **Figure 3** shows the expected trip distribution for project-related heavy vehicles. The distribution to southbound I-5 (72%) versus northbound I-5 (28%) is based on heavy truck data in the StreetLight Data trip distribution dataset for the existing Clark Pacific site.

4. Impact Analysis

4.1 Impacts to Vehicle Miles Traveled

Clark Pacific is a company that designs and manufactures structural components off-site and then transports them to construction sites for building. Projects include medical center buildings, hotels,

[7] The site generates 90 trips during the 3:30 to 4:30 PM hour (which is just outside the data collection period). However, there is a steep drop-off in trips around 3:45 PM, such that the site generates only 51 trips during the 3:45 to 4:45 PM hour. Due to the large study area, many of the trips occurring between 3:30 and 3:45 PM could actually arrive at other study intersections several minutes after egressing the site, thereby pushing into the 3:45 to 4:45 PM hour. As such, this study conservatively uses an existing value of 90 trips as the basis for determining the project trip generation.

parking garages, and residential towers across northern California. Trips to and from the proposed expansion site would primarily include new employee trips and truck trips, with truck trips accounting for 7% of all weekday daily trips. The Woodland Clark Pacific site is in a relatively isolated rural area north of the City of Woodland, meaning some project trips could be subject to longer travel distances to access regional destinations (e.g., home for passenger vehicles and construction sites for heavy vehicles).

Per the Office of Planning and Research recommendations and their interpretation of Public Resources Code, §15064.3, VMT analysis for CEQA transportation impact purposes can focus solely on automobile travel and can exclude truck trips. The VMT analysis presented is focused on home-based work trips and excludes truck trips.

To support SB 743 implementation, SACOG has developed screening maps using outputs from the 2016 base year model run of the SACSIM travel demand model for the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). SACSIM 2016 is activity-/tour-based and is designed to estimate individuals' daily travel, accounting for land use, transportation, and demographics that influence peoples' travel behaviors. SACOG's Workplace-based vehicle miles traveled (VMT) per job map uses "HEX" geography, wherein average workplace VMT per job is calculated for each HEX by tallying all VMT generated by work-place tours and subtours at a workplace in the HEX and dividing by the total number of jobs available for residents inside the SACOG region in that HEX.

The proposed project is strictly commercial, which means SACOG's HEX map is applicable. According to an aerial, both the existing Clark Pacific site and the proposed expansion site are located in an area with other industrial/manufacturing businesses. The HEXs containing these businesses show an average work VMT per job that exceeds 150% of the regional average of 21.3. The HEXs in the City of Woodland's "industrial area" (i.e., north of I-5) show that area exhibiting an average work VMT per job between 115% and 150% of the regional average. This means that the proposed project is in an area where average VMT per worker is greater than 150 percent of the regional average and would exceed the VMT impact threshold of 18.1.

Based on the project's location in a low-density rural area and the fact that nearby industrial sites are located within HEXs exceeding the VMT impact threshold, it is concluded that the proposed Clark Pacific expansion project has a significant impact to VMT.

4.2 Impacts to Transit System

The project site would be located 1.9 miles away from the nearest fixed route bus stops, which are near the East Street/Beamer Street intersection. These Yolobus stops serve Routes 211 and 212. The earliest Route 211 bus trip arrives at the aforementioned bus stop at 6:31 AM, which is after the peak hour of the project site. The earliest Route 212 trip arrives at this same location at about 7:30 AM. Due to the long walking distance and incompatible Yolobus schedules, the project would likely generate a minimal number of new transit trips using fixed route bus service.

Yolobus' BeeLine would provide more convenient service than the fixed-route bus options, dropping off and picking up employees about 1.0 miles away from the project site at a stop located west of the SR 113/Churchill Downs Avenue intersection. The BeeLine would service employees living in the communities of Knights Landing and Yolo, and also in the City of Woodland. Section 4.4 discusses a planned off-street trail corridor on SR 113, which would allow transit riders to walk from the BeeLine

stop to CR 18C, although such pedestrians would need to cross SR 113 at an unmarked crossing location.

BeeLine operations begin at 7:00 AM on weekdays, which is after the peak hour of the project site. Additionally, the walking distance would remain higher than what is generally considered acceptable to pedestrians (i.e., 0.5 miles). Therefore, despite the improved walking environment described above, the project would likely generate a minimal number of new BeeLine transit trips.

YoloGO (2021), the future service plan for Yolobus service throughout Yolo County, includes recommendations related to routing, service frequency, and implementation/discontinuation of specific routes, as well as recommendations related to microtransit. A review of these recommendations shows that no service changes are planned that would change the project's proximity to transit. YoloTD is in the process of updating its short-range transit plan, which would include an analysis of transit needs through 2031. On July 14, 2025, YoloTD published a set of draft recommendations. A review of these recommendations shows that the BeeLine would continue to serve Knights Landing, Yolo, and the City of Woodland, and no service changes are recommended. Additionally, Routes 211 and 212 would be modified such that the nearest bus stops to the project site would be located further away than the existing stops near the East Street/Beamer Street intersection. YoloTD anticipates adoption of a final set of recommendations by the end of 2025.

Based on the above discussion, the project site is likely to generate a minimal number of new transit trips. Planned improvements to the pedestrian and transit systems near the project site would not notably increase the desirability of taking transit for Clark Pacific employees. Therefore, the project would not disrupt existing facilities or services, nor would it interfere with planned improvements. Thus, based on the defined significance criteria, the project's impact to the transit system would be considered less than significant.

4.3 Impacts to Bicycle System

The proposed project would have the potential to generate new bicycle trips. The StreetLight Data trip distribution data discussed in Section 3.2 provides evidence for this in that approximately 30% of employee project trips would be expected to have an origin or destination in the City of Woodland (see Figure 2). The traffic count data did not show any bicyclists entering or exiting the existing Clark Pacific driveways across a 24-hour period. However, planned bicycle facilities on SR 113 and CR 102 could make bicycling a more attractive option in the future.

The combination of the *Woodland Active Transportation Plan* and the *Yolo County Bicycle Transportation Plan* show a planned Class II bike lane on CR 102 from E. Main Street in the City of Woodland north to Knights Landing. The planned shared-use path and off-street trail corridor discussed in Section 2.3 would create bicycle facilities along SR 113 that connect south to the City of Woodland. This connectivity to Woodland would serve to increase the attractiveness of bicycling to or from the proposed project.

Although planned improvements would facilitate bicycling to the proposed project site, it should be noted that bicyclists using N. East Street/SR 113 would need to travel at least 1.6 miles to reach residential neighborhoods in Woodland, while those using N. Pioneer Avenue/CR 101 or CR 102 would need to travel 3.0 or more miles. Additionally, there are currently no bicycle facilities along CR 18C and Best Ranch Road; and neither the *Yolo County Bicycle Transportation Plan, Woodland Active*

Transportation Plan, nor *Yolo Active Transportation Corridors Plan* contain planned bicycle facilities on the project frontages. A site plan detailing bicycle access or facilities is also not yet available.

The above discussion shows that the project would not disrupt existing bicycle facilities to a notable degree, nor would it interfere with planned improvements. Thus, based on the defined significance criteria, the project's impact to the bicycle system would be considered less than significant.

4.4 Impacts to Pedestrian System

A site plan detailing project access or pedestrian circulation is not yet available. The project description specifies that new landscaping will be installed on all project frontages, though it does not indicate any planned pedestrian facilities.

The project site is located about 1.6 miles from the nearest concentration of residential neighborhoods. Due to the project site's remoteness and early shift times[8], the project would likely generate a nominal number of new walking trips. The traffic count data shows that one pedestrian crossed CR 18C at the existing CR 18C/CR 100B intersection across a 24-hour data collection period. CR 100B is one of the primary driveways at the existing Clark Pacific site. As discussed in Section 4.2, the project site's long walking distance from existing or future transit stops is likely to generate a minimal number of new transit trips, which would then walk to the project site.

The planned shared-use path and off-street trail corridor discussed in Section 2.3 would create pedestrian facilities close to the project site (i.e., along SR 113), and the proposed Clark Pacific expansion would be located up to one quarter-mile closer to SR 113 than the existing site. These would serve to increase the attractiveness of walking to the project. However, the project would still be over 1.6 miles away from complementary residential neighborhoods on Kentucky Avenue or N. East Street in the City of Woodland. Additionally, there are currently no existing sidewalks along CR 18C or Best Ranch Road nor does the *Yolo Active Transportation Corridors Plan* include any planned pedestrian improvements on these roadways. Therefore, the project would not disrupt existing pedestrian facilities to a notable degree, nor would it interfere with planned improvements. Thus, based on the defined significance criteria, the project's impact to the pedestrian system would be considered less than significant.

4.5 Impacts to Safety

Section 6 of this memorandum summarizes the traffic operations analysis conducted for study intersections, including at the SR 113/I-5, E. Main Street/I-5, and CR 102/I-5 interchange off-ramps. The analysis showed that the project would increase off-ramp 95th percentile vehicle queues by two vehicles or less under baseline plus project conditions and such queues would be maintained within the available storage. Therefore, the project would not cause the 95th percentile queue length at a freeway off-ramp to extend beyond the gore point onto the mainline (by increasing the 95th percentile queue by at least two vehicles and creating a speed differential of 30 mph or greater).

The proposed project would expand prefabrication operations already occurring at the adjacent existing Clark Pacific site. Thus, the truck types currently being used by Clark Pacific are expected to increase in the study area in total number.

[8] Pedestrians arriving during the existing site peak hour of 4:15 to 5:15 AM would likely be walking during pre-sunrise (i.e., dark) conditions.

Clark Pacific is an industrial land use located near the City of Woodland's industrial area (i.e., near related land use types). Field observations also indicated the presence of combination trucks likely used to haul produce. Thus, the proposed project would introduce a mix of vehicle types similar to the surrounding area near north Woodland.

The traffic data collection shows that the CR 18C/SR 113 and CR 18C/Clark Junction intersections (which would be used by heavy vehicles accessing the site) have an AM heavy vehicle percentage of 10% and 11%, respectively, and a PM heavy vehicle percentage of 7% and 4%, respectively. By comparison, the proposed project would contribute a heavy vehicle mix of 8% during the AM peak hour and 2% during the PM peak hour. On CR 18C east of Clark Junction, the project would only add passenger vehicles to the roadway network. Thus, the project would increase the overall passenger vehicle mix on surrounding roadways and decrease the heavy vehicle mix. This could lead to an uptick in average vehicle speeds (i.e., passenger vehicles tend to have faster acceleration, deceleration, and cruising speeds than heavy vehicles). However, the project would not alter the built environment of the surrounding roadway network including at the project frontages on CR 18C and Best Ranch Road.[9] As previously stated, there are "SLOW TRUCK" advisory signs on CR 18C indicating the presence of trucks and providing an advisory speed limit below the posted speed limit of 55 miles per hour.

Overall, the project would not substantially change the nature of traffic traveling near the project site. Therefore, the project would not cause an inconsistency with County design standards related to type, volume, mix, or speed of traffic.

Based on the defined significance criteria, the project's impact to safety would be considered less than significant.

5. Mitigation Measures

Section 4.1 identified a significant impact wherein average VMT per worker for the project is expected to be greater than 150 percent of the regional average and would, therefore, exceed the VMT impact threshold of 18.1. The following mitigation measure is proposed:

Mitigation Measure 1: TDM Program: The project applicant shall develop and implement a TDM program to reduce the number of daily vehicle trips made to the project site and shall submit the TDM program to Yolo County for review and approval. The TDM Program shall identify trip reduction strategies as well as mechanisms for funding and overseeing the delivery of trip reduction programs and strategies. The TDM program shall be designed to achieve a reduction to the baseline plus project VMT employee to 18.1.

Current quantification methods that are generally applicable for CEQA mitigation are those documented in the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (California Air Pollution Control Officers Association

[9] Section 6 of this memorandum includes a recommendation that could result in repaving sections of CR 18C. The safety benefits of improved pavement quality should be weighed with the potential drawback of faster travel speeds on CR 18C.

[CAPCOA], 2021). Applicable transportation demand management (TDM) strategies from the *Handbook* may include the following:

- T-2: Increase job density
- **T-5: Implement commute trip reduction program (voluntary)**
- **T-6: Implement commute trip reduction program (mandatory implementation and monitoring)**
- **T-7: Implement commute trip reduction marketing**
- T-8: Provide ridesharing program
- **T-10: Provide end-of-trip bicycle facilities**
- **T-11: Provide employer-sponsored vanpool**
- T-12: Price workplace parking
- T-13: Implement employee parking cash-out
- **T-18: Provide pedestrian network improvement**
- **T-19a: Construct or improve bike facility**
- **T-19b: Construct or improve bike boulevard**
- **T-20: Expand bikeway network**

The most appropriate TDM strategies based on the project's rural, isolated, and industrial character are bolded in the list above. Strategies T-5, T-6, and T-7 could be implemented in accordance with employer participation in programs such as Yolo Commute[10]. Yolo Commute is a nonprofit collaborative partnership involving public agencies and private employers focused on reducing single-occupant vehicle commuting within Yolo County. The organization actively encourages sustainable commuting practices like biking, walking, carpooling, and public transportation.

Yolo Commute programs and incentives are available exclusively to employees affiliated with member organizations of the Yolo Commute partnership. Member organizations typically include local employers, both public and private, situated within Yolo County. Employees of these participating entities who actively commute using sustainable transportation methods are eligible to access the full suite of programs and benefits offered by Yolo Commute. Programs include the Velotric E-Bike Discount Program, Guaranteed Ride Home Program, and E-Bike Loan Program, among others.

Strategies T-18, T-19a, T-19b, and T-20 could be implemented in other areas of Yolo County to reduce VMT in the County overall, thus offsetting a portion of the project's VMT.

Without identifying feasible programs, knowing the number of employees participating in the programs, and other details required in the *Handbook,* quantification of VMT reduction is not possible at this time. Given the project's land use type and its location in rural Yolo County, a TDM program aimed at reducing employee commute trips would have limited effectiveness. Additionally, the project is currently estimated to result in VMT per employee that is greater than 150% of the regional average. Therefore, the project would need to reduce its VMT per employee by at least 43.3% to achieve a level 15% below the regional average[11]. For these reasons, implementation of Mitigation

[10] Yolo Commute, https://www.yolocommute.net/
[11] Calculated as (150%-85%)/150%

Measure 1 would be unlikely to reduce project VMT per employee to 18.1. Therefore, this impact is considered significant and unavoidable.

6. Traffic Operations Analysis

The purpose of this traffic operations analysis is to identify the type of operational improvements necessary to accommodate the project in accordance with Yolo County General Plan policies related to vehicle delay and LOS, as well as the Yolo County *Transportation Impact Study Guidelines*.

6.1 Performance Thresholds

6.1.1 Yolo County

Yolo County's *2030 Countywide General Plan* contains Policy CI-3.1 with the following vehicle LOS expectations.

- Policy CI-3.1 Maintain Level of Service (LOS) C or better for roadways and intersections in the unincorporated county. In no case shall land use be approved that would either result in worse than LOS C conditions, or require additional improvements to maintain the required level of service, except as specified below [note: the full policy includes multiple exceptions but only exceptions J and V applies in the study area]. The intent of this policy is to consider level of service as a limit on the planned capacity of the County's roadways.
- J. State Route 113 (County Road 102 to Woodland City limits) – LOS D is acceptable
- V. County Road 102 (County Road 17 to the Woodland City limit) – LOS E is acceptable, assuming that passing lanes and appropriate intersections improvements are constructed. The County will secure a fair share towards these improvements from all feasible sources.

The Yolo County *Transportation Impact Study Guidelines* contain "significance criteria" related to LOS. While these criteria can no longer be used to establish a significant impact under CEQA, they can still be used to identify potential policy inconsistencies and candidate improvements that could be conditions of project approval. A policy inconsistency would occur if any of the following relevant criteria from Table 7 of the *Guidelines* are true:

- A roadway segment or intersection operates acceptably according to Policy CI-3.1 and CI-3.2… under a no project scenario and the addition of project trips causes overall traffic operations on the facility to operate unacceptably.
- A roadway segment or intersection operates unacceptably according to Policy CI-3.1 and CI-3.2 (see Figure 1 on pages 18 and 19 above) under a no project scenario and the project adds 10 or more peak hour trips.

The following criteria from the *Transportation Impact Study Guidelines* would also constitute potential policy inconsistency if true:

- The addition of project traffic causes an all-way stop-controlled or side street stop-controlled intersection to meet Caltrans signal warrant criteria. All intersections shall first be evaluated with roundabout intersection control.

- The project adds 100 daily passenger vehicle trips (or equivalent) to an existing roadway that does not meet current County design standards (e.g., structural section, horizontal and vertical curves, lane and shoulder width, etc.).

6.1.2 Caltrans

Caltrans' *Transportation Concept Report State Route 113* (July 2014) identifies future roadway improvements and LOS targets for SR 113 over a 20-year planning horizon. For SR 113 within the limits of the study area, the 20-Year Future LOS is specified as LOS D and the 20-Year Concept LOS is specified as LOS D.

6.1.3 City of Woodland

The City of Woodland's *General Plan Update 2035* contains Policy 3.A.1 with the following vehicle LOS expectations.

- Policy 3.A.1 – Vehicle Level of Service (LOS) Standard. Strive to develop and manage the roadway system to maintain LOS D or better as defined in the latest edition of the Highway Capacity Manual (Transportation Research Board) during weekday AM and PM peak hour conditions with the following exceptions described below and mapped on Figure 3-1. [note: the full policy includes multiple exceptions but only exception B applies in the study area].
- B. LOS E – Freeway ramp terminal intersections and E. Gum Avenue from Bourn Drive to Pioneer Avenue.

6.1.4 Criteria

Based on the thresholds identified above, the following LOS criteria are used to determine whether operational deficiencies exist at study facilities for purposes of this analysis:

- The minimum acceptable LOS for study intersections 1 through 3 within Yolo County is LOS D.
- The minimum acceptable LOS for study intersections 4 through 7 and study roadway segments 1 through 4 within Yolo County is LOS C.
- The minimum acceptable LOS for study intersections 8 through 13 within the City of Woodland is LOS E.

The following additional criteria (as previously listed) would also constitute potential policy inconsistency if true:

- The addition of project traffic causes an all-way stop-controlled or side street stop-controlled intersection to meet Caltrans signal warrant criteria. All intersections shall first be evaluated with roundabout intersection control.
- The project adds 100 daily passenger vehicle trips (or equivalent) to an existing roadway that does not meet current County design standards (e.g., structural section, horizontal and vertical curves, lane and shoulder width, etc.).

6.2 Analysis Methodologies

This study analyzes roadway operating conditions using intersection level of service (LOS) as a primary measure of operational performance. Motorized vehicle LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents long delays and a facility that is operating at or near its functional capacity.

The LOS at signalized intersections is based on the average delay experienced by all vehicles passing through the intersection. For side-street stop-controlled intersections, LOS is evaluated separately for each individual movement with delay reported for the critical (i.e., worst case) turning movement. **Table 4** displays the delay range associated with each LOS category for signalized and unsignalized intersections based on the Highway Capacity Manual (HCM).

Traffic operations at the study intersections were analyzed using procedures and methodologies contained in the *HCM, 7th Edition* (Transportation Research Board, 2022). These methodologies are applied using Cubic-Trafficware's Synchro 12 software program.

Table 4. Intersection Level of Service Criteria

Level Of Service	Average Control Delay (seconds/vehicle)[1]		Description
	Signalized	Unsignalized	
A	<10.0	<10.0	Very low delay. At signalized intersections, most vehicles do not stop.
B	10.0 to 20.0	10.0 to 15.0	Generally good progression of vehicles. Slight delays.
C	>20.0 to 35.0	>15.0 to 25.0	Fair progression. At signalized intersections, increased number of stopped vehicles.
D	>35.0 to 55.0	>25.0 to 35.0	Noticeable congestion. At signalized intersections, large portion of vehicles stopped.
E	>55.0 to 80.0	>35.0 to 50.0	Poor progression. High delays and frequent cycle failure.
F	>80.0	>50.0	Oversaturation. Forced flow. Extensive queuing.

Notes: [1]Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay based on Highway Capacity Manual.
Source: Highway Capacity Manual (Transportation Research Board, 2022).

Roadway segment LOS was determined by comparing traffic volumes for study roadway segments with peak hour LOS capacity thresholds. These thresholds are shown in **Table 5** and are the same thresholds used in the "Transportation and Circulation" chapter of the *Yolo County 2030 General Plan EIR* (LSA Associates, Inc., 2009). The EIR does not include a roadway classification for CR 18C or Best Ranch Road. However, the EIR analyzed several County roads as "minor two-lane highways". For purposes of this study, the study roadway segments were also analyzed as such.

Table 5. Roadway Segment Level of Service Criteria

Functional Classification	Road Segment Capacity (Vehicles Per Hour)				
	LOS A	LOS B	LOS C	LOS D	LOS E
Minor Two-Lane Highway	90	200	680	1,410	1,740
Major Two-Lane Highway	120	290	790	1,600	2,050
Two-Lane Arterial	-	-	970	1,760	1,870

Source: *Yolo County 2030 General Plan EIR* (2009).

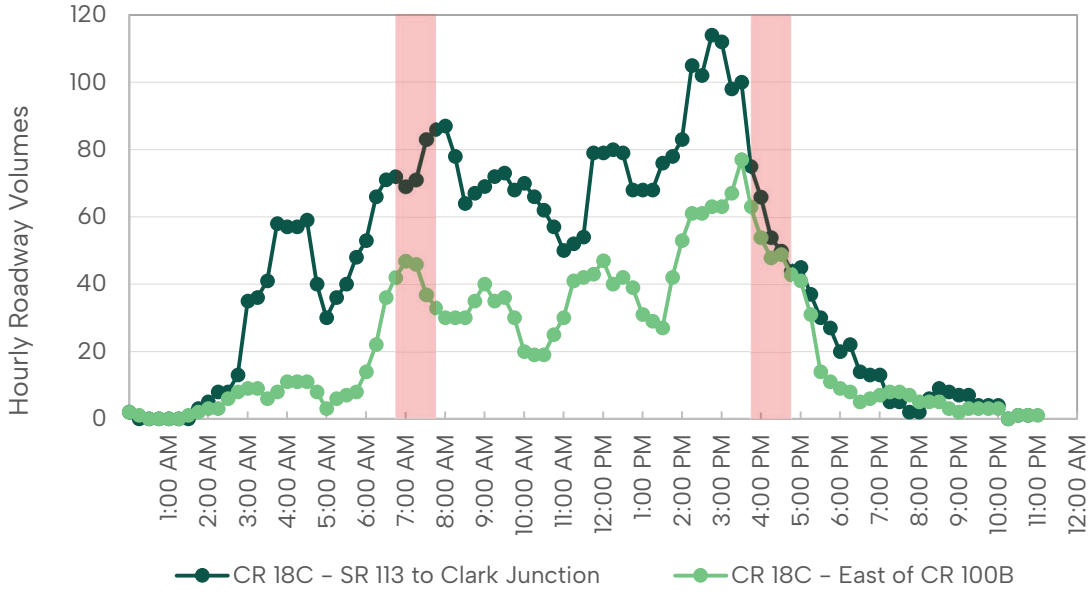
6.3 Traffic Counts

Fehr & Peers retained a third-party vendor (Quality Counts) to collect AM (6:45-8:45) and PM (3:45-5:45) peak period intersection turning movement counts at all study intersections and to collect daily volume counts at all study roadway segments. The data collection was performed on Thursday, March 28, 2024, and included passenger vehicles/SUVs, heavy vehicles, pedestrians, and bicyclists. Weather conditions were dry, and local schools were in session during the data collection.

Overall, the morning peak hour of study area intersections in the vicinity of the project site occurred from 7:30 to 8:30 AM, while the evening peak hour occurred from 3:45 to 4:45 PM. The average heavy vehicle percentage at these intersections equaled 11% during the AM peak hour and 7% during the PM peak hour. During both peak hours, bicyclist and pedestrian travel was low, likely due to the remoteness of the project site and general lack of facilities surrounding it. At study intersections further away (e.g., at ramp terminal intersections), the peak hours were either the same or offset by 15 minutes. **Figure 4** displays the existing conditions weekday peak hour traffic volumes, lane configurations, and traffic controls at the study intersections.

Roadway segment traffic counts were also collected on CR 18C and Best Ranch Road to determine the level of traffic along the project frontage. Roadway volumes were collected across 24 hours. **Chart 3** shows hourly roadway volumes on CR 18C at two locations. The volumes are summarized on an hourly rolling basis (e.g., the data point at 7 AM represents 7-8 AM traffic, while the data point at 7:15 AM represents 7:15 to 8:15 AM traffic). Red bands are shown for the data collection periods. As shown, existing traffic volumes on CR 18C are generally low throughout the day, with 114 or less total vehicles during any one hour of the day. CR 18C west of Clark Junction peaks from 8:00 to 9:00 AM and from 2:45 to 3:45 PM. CR 18C east of CR 100B peaks from 7:00 to 8:00 AM and from 3:30 to 4:30 PM.

Chart 3: CR 18C Roadway Volumes
(for 60-minute period following time shown)



6.4 Field Observations

The data collection effort on Thursday, March 28, 2024, included field observations of general traffic conditions and driver behavior on CR 18C and Best Ranch Road. It was observed that accessing CR 18C was easier from SR 113 than CR 102 due to the following:

- To enter CR 18C from SR 113, northbound vehicles used the channelized right-turn on SR 113. To enter from CR 102, northbound vehicles needed to yield to southbound vehicles until a gap in traffic was available.
- To exit CR 18C to SR 113, left-turning vehicles stopped to wait for a gap in both directions of SR 113 traffic. To exit to CR 102, right-turning vehicles stopped and waited for a gap in southbound CR 102 traffic only. However, the line of sight was relatively clear at the SR 113/CR 18C intersection, whereas tall vegetation alongside the southbound lane on CR 102 potentially obstructed the line of sight at the CR 102/CR 18C intersection.

Supplemental field observations were conducted at the SR 113/I-5 interchange in the first week of April 2024. Key observations at the ramp terminal intersections included the following:

- The maximum vehicle queue for the southbound left-turn lane at the SR 113/I-5 Southbound Ramps/N. East Street intersection was approximately 125 feet during the AM peak hour and 325 feet during the PM peak hour. The PM maximum vehicle queue exceeded the storage length of 225 feet, with the surplus vehicles using the existing two-way left-turn lane to stack. This queue reached the first driveway of the existing Chevron gas station (i.e., just south of the fueling canopy).
- During the AM peak hour, the I-5 Southbound off-ramp maximum vehicle queue was about 150 feet. During the PM peak hour, congestion on the off-ramp was noted to be fairly low—though the maximum queue was not specifically quantified.

- During the AM peak hour, the I-5 Northbound off-ramp maximum vehicle queue was about 200 feet. During the PM peak hour, the maximum queue was 250 feet.
- Although the I-5 Northbound off-ramp is striped with 1 shared left-/right-turn lane and 1 right-turn lane, the shared lane is effectively used only by left-turning vehicles.
- Northbound SR 113 narrows from 2 lanes to 1 lane north of the I-5 Northbound ramps. Thus, vehicles on the northbound approach to the SR 113/I-5 Northbound Ramps intersection heavily favor the inside through lane.

6.5 Baseline Conditions

6.5.1 Approved Projects

Under the baseline "no project" (i.e., no Clark Pacific expansion) analysis scenario, the March 2024 traffic data was adjusted to account for the addition of trips associated with approved and pending development in the vicinity of the proposed project. Based on discussions with Yolo County staff, the California Compass Logistics Center (CCLC)—an approved project in the City of Woodland—was the singular project identified.[12] Trip generation and distribution estimates from the *California Compass Logistics Center Project Phase 1 Off-Site Improvements* memorandum (Fehr & Peers, October 2022) were used to assign project trips from Phase 1 of the CCLC. The CCLC would be located on the northwest quadrant of the CR 102/E. Kentucky Avenue intersection and would generate 1,176 AM peak hour vehicle trips and 1,623 PM peak hour vehicle trips.

The trip generation data collected at the existing Clark Pacific site showed that—at the time of the data collection—the maximum parking occupancy was 255 spaces out of a supply of 384 spaces. Consequently, this analysis increases the number of Clark Pacific trips to the existing site by about 51%.[13] These trips were added to the study area in accordance with the trip distribution discussed in Section 3 of this memorandum. **Figure 5** displays the forecasted peak hour traffic volumes at study intersections under baseline conditions.

6.5.2 Baseline Conditions Traffic Operations

Table 6 displays the peak hour LOS and delay at the study intersections under baseline conditions (technical calculations are provided in **Appendix A**). As shown, all study intersections would operate at LOS C or better under baseline conditions.

Table 6. Peak Hour Intersection Level of Service – Baseline Conditions

Intersection	LOS Criteria	Traffic Control	Average Delay/LOS	
			AM Peak Hour	PM Peak Hour
1. SR 113 / Best Ranch Rd.	D	SSSC	11 / B (WBL)	12 / B (WBL)
2. SR 113 / CR 18C	D	SSSC	11 / B (WBL)	14 / B (WBL)

[12] It should be noted that since March 2024, other developments such as the Chipotle restaurant and the Hilton Home2Suites hotel on E. Main Street have been constructed and opened. Although the study area includes the E. Main Street/I-5 and CR 102/I-5 interchange intersections, these projects were not anticipated at the time the analysis was conducted.

[13] Calculated as (384-255)/255 = 51%.

Intersection	LOS Criteria	Traffic Control	Average Delay/LOS	
			AM Peak Hour	PM Peak Hour
3. CR 18C / CR 102	D	SSSC	12 / B (EBL)	12 / B (EBL)
4. CR 18C / Clark Junction	C	SSSC	9 / A (NBL)	9 / A (SBL)
5. CR 18C / CR 100B	C	SSSC	9 / A (SBL)	8 / A (SBL)
6. Best Ranch Rd. / Clark Junction	C	SSSC	8 / A (NBL)	9 / A (NBL)
7. Best Ranch Rd. / CR 100B	C	SSSC	8 / A (SBL)	9 / A (NBL)
8. SR 113 / I-5 NB Ramps	E	Signal	10 / A	10 / A
9. SR 113 / I-5 SB Ramps / N. East St.	E	Signal	9 / A	8 / A
10. I-5 SB On-Ramp/Pioneer Ave./E. Main St.	E	Signal	23 / C	28 / C
11. I-5 NB Off-Ramp / E. Main St.	E	Signal	8 / A	8 / A
12. I-5 NB Ramps / CR 102 / Hays Ln.	E	Signal	11 / B	15 / B
13. I-5 SB Ramps / CR 102	E	Signal	4 / A	7 / A

Notes: LOS = Level of Service. SSSC = Side-Street Stop Control.
[1] Intersections are analyzed using Synchro 12. For signalized intersections, average delay and LOS is reported for all approaches. For side-street stop-controlled intersections, delay and LOS for the worst movement is reported (with the corresponding movement shown in parentheses). All results are rounded to the nearest second.
Source: Fehr & Peers, 2025.

Table 7 displays the peak hour LOS at the study roadway segments under baseline conditions. As shown, all study roadway segments would operate at LOS B or better under baseline conditions.

Table 7. Peak Hour Roadway Level of Service – Baseline Conditions

Road Segment	LOS Criteria	Volume/LOS	
		AM Peak Hour	PM Peak Hour
1. Best Ranch Rd. – SR 113 to Clark Junction	C	22 / A	33 / A
2. Best Ranch Rd. – east of Clark Junction	C	21 / A	23 / A
3. CR 18C – SR 113 to Clark Junction	C	113 / B	84 / A
4. CR 18C – east of CR 100B	C	118 / B	89 / A

Notes: LOS = Level of Service.
Source: Fehr & Peers, 2025.

Table 8 summarizes the 95th percentile queues that would occur at the SR 113/I-5, E. Main Street/I-5, and CR 102/I-5 interchange off-ramps under baseline conditions. As shown, the off-ramp queues would not spill back onto the I-5 mainline.

Table 8. Freeway Off-Ramp Queuing – Baseline Conditions

Off-Ramp	Off-Ramp Distance	95th Percentile Queue Length	
		AM Peak Hour	PM Peak Hour
SR 113 / I-5 NB Off-Ramp	2,360 ft.	200 ft. [1]	250 ft. [1]
SR 113 / I-5 SB Off-Ramp	1,515 ft.	175 ft. [1]	25 ft.
E. Main Street / I-5 NB Off-Ramp	1,240 ft.	50 ft. [2]	50 ft. [2]
CR 102 / I-5 NB Off-Ramp	1,470 ft.	75 ft.	150 ft.
CR 102 / I-5 SB Off-Ramp	1,230 ft.	25 ft.	75 ft.

Notes: LOS = Level of Service.
[1] Number reflects the increase in the baseline conditions 95th percentile queue over the existing conditions 95th percentile queue, added on top of the maximum observed queue noted during field observations.
[2] Actual peak hour off-ramp queues at this location are considerably longer than shown. Microsimulation is necessary to accurately estimate this off-ramp queue. The study methodology (i.e., use of Synchro 12 to apply HCM, 7th Edition, methods) does not account for queue interactions between intersections. Based on local knowledge, westbound vehicle queues at the downstream intersection of E. Main Street/Pioneer Avenue/I-5 SB On-Ramp can consistently back up and block the E. Main Street/I-5 NB Off-Ramp intersection.

Source: Fehr & Peers, 2025.

The 95th percentile queue for the southbound left-turn movement at the SR 113/I-5 Southbound Ramps/N. East Street intersection was also checked under baseline conditions. The Synchro output shows that the 95th percentile queue would grow by 25 feet to a length of 350 feet during the PM peak hour. This queue would exceed the storage length of 225 feet and continue to stack in the existing two-way left-turn lane. The queue would temporarily block the first driveway at the existing Chevron gas station.

6.6 Baseline Plus Project Conditions

6.6.1 Trip Assignment

Project trips were added to the baseline conditions forecasts in accordance with the project's travel characteristics (see Section 3) to yield the "baseline plus project" conditions traffic forecast volumes shown in **Figure 6**. A passenger-car equivalent of 3 vehicles was used to assign heavy vehicle project trips.

6.6.2 Baseline Plus Project Conditions Traffic Operations

Table 9 displays the peak hour LOS and delay at the study intersections under baseline plus project conditions (technical calculations are provided in **Appendix A**). As shown, all study intersections would operate at LOS C or better.

Table 9. Peak Hour Intersection Level of Service – Baseline Plus Project Conditions

Intersection	LOS Criteria	Traffic Control	Average Delay/LOS			
			Baseline Conditions		Baseline Plus Project Conditions	
			AM	PM	AM	PM
1. SR 113 / Best Ranch Rd.	D	SSSC	11 / B (WBL)	12 / B (WBL)	11 / B (WBL)	12 / B (WBL)
2. SR 113 / CR 18C	D	SSSC	11 / B (WBL)	14 / B (WBL)	12 / B (WBL)	19 / C (WBL)
3. CR 18C / CR 102	D	SSSC	12 / B (EBL)	12 / B (EBL)	12 / B (EBL)	12 / B (EBL)
4. CR 18C / Clark Junction	C	SSSC	9 / A (NBL)	9 / A (SBL)	11 / B (NBL)	10 / A (SBL)
5. CR 18C / CR 100B	C	SSSC	9 / A (SBL)	8 / A (SBL)	9 / A (SBL)	9 / A (SBL)
6. Best Ranch Rd. / Clark Junction	C	SSSC	8 / A (NBL)	9 / A (NBL)	9 / A (NBL)	9 / A (NBL)
7. Best Ranch Rd. / CR 100B	C	SSSC	8 / A (SBL)	9 / A (NBL)	8 / A (SBL)	9 / A (NBL)
8. SR 113 / I-5 NB Ramps	E	Signal	10 / A	10 / A	10 / A	10 / A
9. SR 113 / I-5 SB Ramps / N. East St.	E	Signal	9 / A	8 / A	9 / A	9 / A
10. I-5 SB On-Ramp / Pioneer Ave. / E. Main St.	E	Signal	23 / C	28 / C	23 / C	28 / C
11. I-5 NB Off-Ramp / E. Main St.	E	Signal	8 / A	8 / A	8 / A	8 / A
12. I-5 NB Ramps / CR 102 / Hays Ln.	E	Signal	11 / B	15 / B	11 / B	15 / B
13. I-5 SB Ramps / CR 102	E	Signal	4 / A	7 / A	4 / A	7 / A

Notes: LOS = Level of Service. SSSC = Side-Street Stop Control.
[1] Intersections are analyzed using Synchro 12. For signalized intersections, average delay and LOS is reported for all approaches. For side-street stop-controlled intersections, delay and LOS for the worst movement is reported (with the corresponding movement shown in parentheses). All results are rounded to the nearest second.

Source: Fehr & Peers, 2025.

Table 10 displays the peak hour LOS at the study roadway segments under baseline plus project conditions. As shown, all study roadway segments would operate at LOS C or better. It would take an additional 475 AM peak hour vehicles or 467 PM peak hour vehicles on CR 18C (between SR 113 and Clark Junction) to degrade this roadway segment to unacceptable LOS D operations.

Table 10. Peak Hour Roadway Level of Service – Baseline Plus Project Conditions

Road Segment	LOS Criteria	Volume/LOS			
		Baseline Conditions		Baseline Plus Project Conditions	
		AM	PM	AM	PM
1. Best Ranch Rd. – SR 113 to Clark Junction	C	22 / A	33 / A	23 / A	35 / A
2. Best Ranch Rd. – east of Clark Junction	C	21 / A	23 / A	21 / A	23 / A
3. CR 18C – SR 113 to Clark Junction	C	113 / B	84 / A	205 / C	213 / C
4. CR 18C – east of CR 100B	C	118 / B	89 / A	142 / B	128 / B

Notes: LOS = Level of Service.
Source: Fehr & Peers, 2025.

Table 11 summarizes the 95th percentile queues that would occur at the SR 113/I-5, E. Main Street/I-5, and CR 102/I-5 interchange off-ramps under baseline conditions. As shown, the project would add marginally to freeway off-ramp 95th percentile queues, which would continue to be maintained within the available storage.

Table 11. Freeway Off-Ramp Queuing – Baseline Plus Project Conditions

Off-Ramp	Off-Ramp Distance	95th Percentile Queue Length			
		Baseline Conditions		Baseline Plus Project Conditions	
		AM	PM	AM	PM
SR 113 / I-5 NB Off-Ramp	2,360 ft.	200 ft. [1]	250 ft. [1]	200 ft. [1]	275 ft. [1]
SR 113 / I-5 SB Off-Ramp	1,515 ft.	175 ft. [1]	25 ft.	175 ft. [1]	50 ft.
E. Main Street / I-5 NB Off-Ramp	1,240 ft.	50 ft. [2]	50 ft. [2]	50 ft. [2]	50 ft. [2]
CR 102 / I-5 NB Off-Ramp	1,470 ft.	75 ft.	150 ft.	75 ft.	150 ft.
CR 102 / I-5 SB Off-Ramp	1,230 ft.	25 ft.	75 ft.	25 ft.	75 ft.

Notes: LOS = Level of Service.
[1] Number reflects the increase in the 95th percentile queue over the existing conditions 95th percentile queue, added on top of the maximum observed queue noted during field observations.
[2] Actual peak hour off-ramp queues at this location are considerably longer than shown. Per Synchro 12 outputs, the HCM 95th percentile queue does not increase with the proposed project. This is reasonable given that the project is estimated to add 1 AM peak hour trip to the off-ramp (0 PM peak hour trips).
Source: Fehr & Peers, 2025.

The 95th percentile queue for the southbound left-turn movement at the SR 113/I-5 Southbound Ramps/N. East Street intersection was also checked under baseline plus project conditions. The

Synchro output shows that the 95th percentile queue would grow by 50 feet above baseline conditions to a length of 400 feet during the PM peak hour. This level of queueing has the potential to interfere with traffic operations into and out of the driveways on both sides of SR 113. In particular, northbound motorists desiring to turn left into the driveway on the west side of SR 113 would need to stop in the northbound travel lane since the southbound left-turn 95th percentile queue could block the ability of these motorists from accessing the two-way left-turn lane. Given these deficient operations, the following is recommended:

- The applicant shall coordinate with Caltrans and the City of Woodland to prepare and implement a modified signal timing plan at the SR 113/I-5 Southbound Ramps/N. East Street intersection with the goal of reducing southbound left-turn vehicle queues. This timing plan should be implemented prior to project occupancy.

6.7 Peak Hour Signal Warrant

Warrant 3 (i.e., the peak hour signal warrant) of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) (Caltrans, 2014) was applied to all study side-street stop-controlled intersections. The warrant analysis is contained in the technical appendix. The analysis showed that the addition of project traffic would meet the peak hour signal warrant criteria during the PM peak hour. Additionally, the peak hour warrant is likely to be met during other hours of the day due to the atypical trip generation characteristics of the proposed project. Therefore, the following is recommended:

- The applicant shall coordinate with Caltrans and Yolo County to install a full traffic signal at the SR 113/CR 18C intersection. The signal should be installed prior to project occupancy, especially given the posted speed limit of 55 miles per hour on this section of SR 113.

6.8 Addition of Project Trips to Sub-Standard Roads

Based on field observations, the pavement quality on CR 18C varies from SR 113 to CR 102 and is markedly deteriorating in some areas. Fehr & Peers staff noted that uneven pavement along sections of CR 18C resulted in a desire to slow down to make driving more comfortable. The section of CR 18C east of CR 100B, in particular, is showing signs of pavement failure. The project would add more than 100 daily passenger vehicle trips to the entirety of CR 18C (from SR 113 to CR 102).

Section 4 of the *Yolo County Improvement Standards* (2018) states the following: "Where an existing pavement section within, adjacent, or contiguous to the Developer's project does not generally meet the current structural standard and/or the centerline grade and alignment, or existing pavement conditions are not satisfactory to the County Engineer, the Developer shall be responsible for the reconstruction of pavement section on all such streets." This standard provides the County Engineer with discretion regarding existing pavement conditions. Therefore, the following is recommended:

- Should the County Engineer determine that portions of CR 18C are sub-standard, the project applicant shall work with Yolo County to upgrade the deficient roadway sections.

It should be noted that Best Ranch Road is also exhibiting signs of failure (perhaps to a worst degree than CR 18C). However, the project would not add more than 100 daily trips to this roadway.