



# ***County of Calaveras***

## ***Department of Planning***

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Initial Study / Negative Declaration

Review Period: January 9, 2020 through February 9, 2020

# **Initial Study**

# **ENVIRONMENTAL**

# **CHECKLIST**

For: Tri-Dam Project

PD 2018-064

Assessor's Parcel No. 064-029-062

1. Project Title: 2018-064 Planned Development for Tri-Dam Project
2. Lead Agency Name and Address: Calaveras County Planning Department  
891 Mountain Ranch Road  
San Andreas, CA 95249
3. Contact Person and Phone Number: Madeleine Flandreau (209) 754-6394
4. Project Location: 7430 O'Byrnes Ferry Road, Copperopolis, CA 95228
5. Project Sponsor's Name and Address: Tri-Dam Project c/o Susan Larson  
PO Box 1158  
Pinecrest, CA 95364
6. General Plan Designation: Commercial
7. Zoning: General Commercial-Planned Development (C2-PD)
8. Project Description: The applicant is requesting approval of a Planned Development Permit to develop a day use recreational facility in order to provide public access to Tulloch Reservoir. The proposed facility will include picnic areas, a fishing pier, beach area, restrooms, an office/storage building, parking area, and a launch for non-motorized watercraft. The subject property is located at 7430 O'Byrnes Ferry Road in Copperopolis. APN: 064-029-062 is a portion of the SE ¼ of the NW ¼ of section 32, T01N, R13E, MDM.
9. Surrounding land uses and setting:

Location	General Plan Designation	Zoning	Land Use
North	Rural Transition B	General Agriculture (A1)	Single Family Dwelling
South	Commercial	General Commercial-Planned Development (C2-PD)	Single Family Dwelling
East	Resource Production	General Commercial-Planned Development (C2-PD)	Tulloch Reservoir
West	Copperopolis Community Plan	General Agriculture (A1)	Vacant land

10. Other public agencies whose approval is required: The applicant must apply for and obtain an encroachment permit, grading permit (if applicable), and submit improvement plans from the County Public Works Department. Subsequent to approval of the Planned Development permit, development will require a building permit from the County Building Department for construction of new structures. In addition, water and waste water services will need to be obtained from the Calaveras County Water District.
11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1?

No.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION (To be completed by Lead Agency):**

On the basis of this initial evaluation:

☒ I find that the proposed project **COULD NOT** have a significant effect on the environment and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that, although the original scope of the proposed project **COULD** have had a potentially significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to 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 potentially significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared.

☐ I find that the proposed project **MAY** have a potentially significant impact on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents.

☐ I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required.



Madeleine Flandreau  
Project Planner

1/9/2019  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

## **Environmental Impact Analysis:**

The proposed project is an application for a Planning Development permit for Tri-Dam Project, to develop a day use recreational facility to provide public access to Tulloch Reservoir. The proposed day use facility will include picnic areas, a fishing pier, beach area, restrooms, an office/storage building, parking area, and a launch for non-motorized watercraft. The day use facility will be operated by Tri-Dam, and will include a security system, an electronic access gate, and locking restrooms to ensure security and inaccessibility from dusk until dawn. Figures 4 and 5 depict the proposed site development plan and elevations. The site is currently undeveloped and has been previously used by a tenant for dock repair. Select photos of the site as provided in Figure 6.

The subject property, APN: 064-029-062 is a portion of the SE ¼ of the NW ¼ of section 32, T01N, R13E, MDM and is located at 7430 O'Byrnes Ferry Road in Copperopolis. The parcel has a land use designation of Commercial, and is currently zoned General Commercial-Planned Development (C2-PD). The parcel is served water and wastewater utilities by the Calaveras County Water District.

The purpose of the planned development process is to regulate site development and aesthetics, not the type of use. The proposed day use facility is permitted in the C2 zone; however, the PD combining zone provides for a more detailed County review and encourages design innovations to improve the quality of the project.

The project site is not located within any known earthquake fault. FEMA flood zones exist on the site. Liquefaction and erosion of the site is less than significant due to the scale of potential development and application of existing local and state codes. The proposed use of the site is permitted by right and will not include the use of any hazardous materials, nor will it create any hazardous materials associated with future use of the land for uses allowed pursuant to Title 17.

The project site has been adequately conditioned by all appropriate departments and agencies to ensure compliance with local and State codes and regulations.

Figure 1: Regional Map

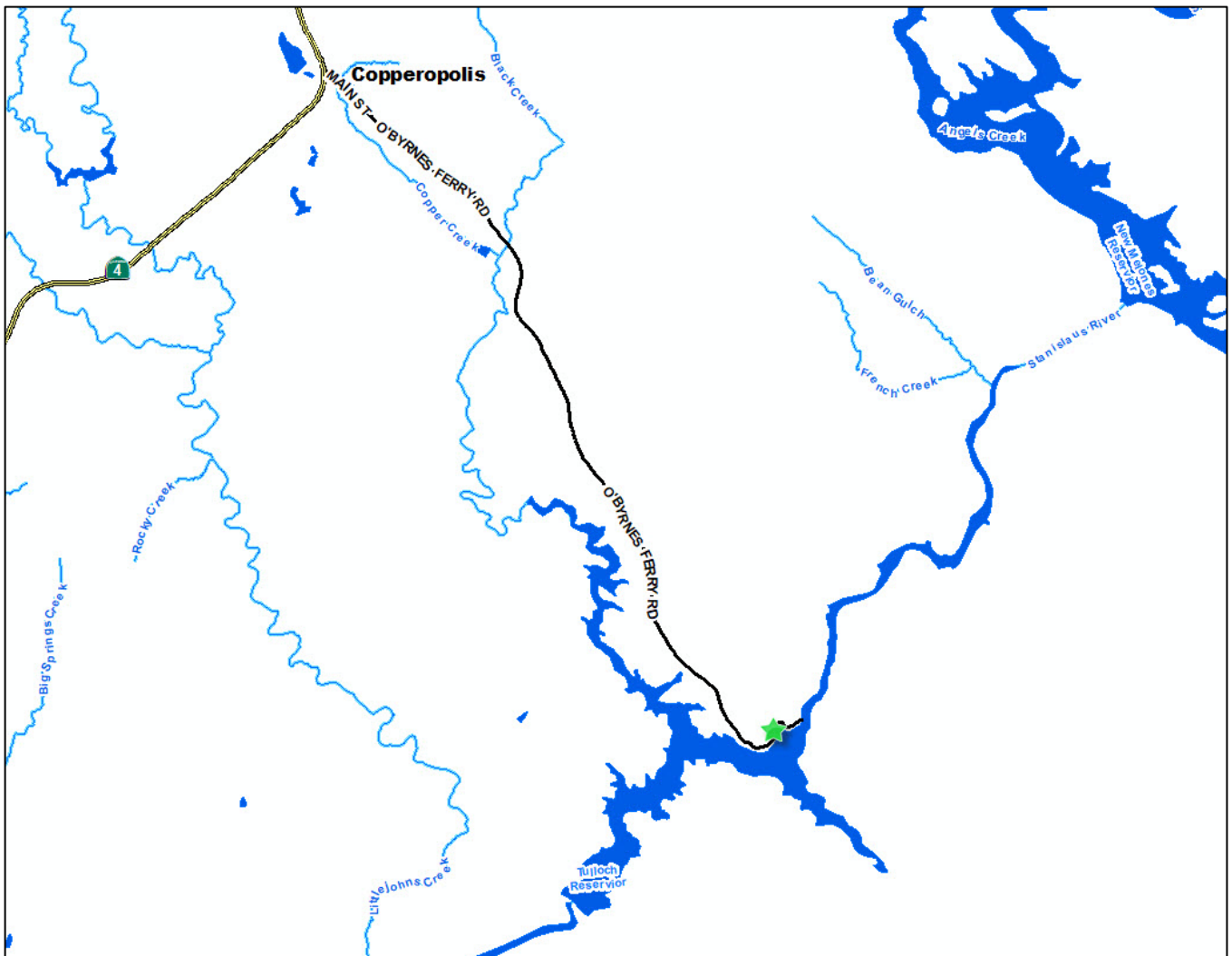


Figure 2: Vicinity Map

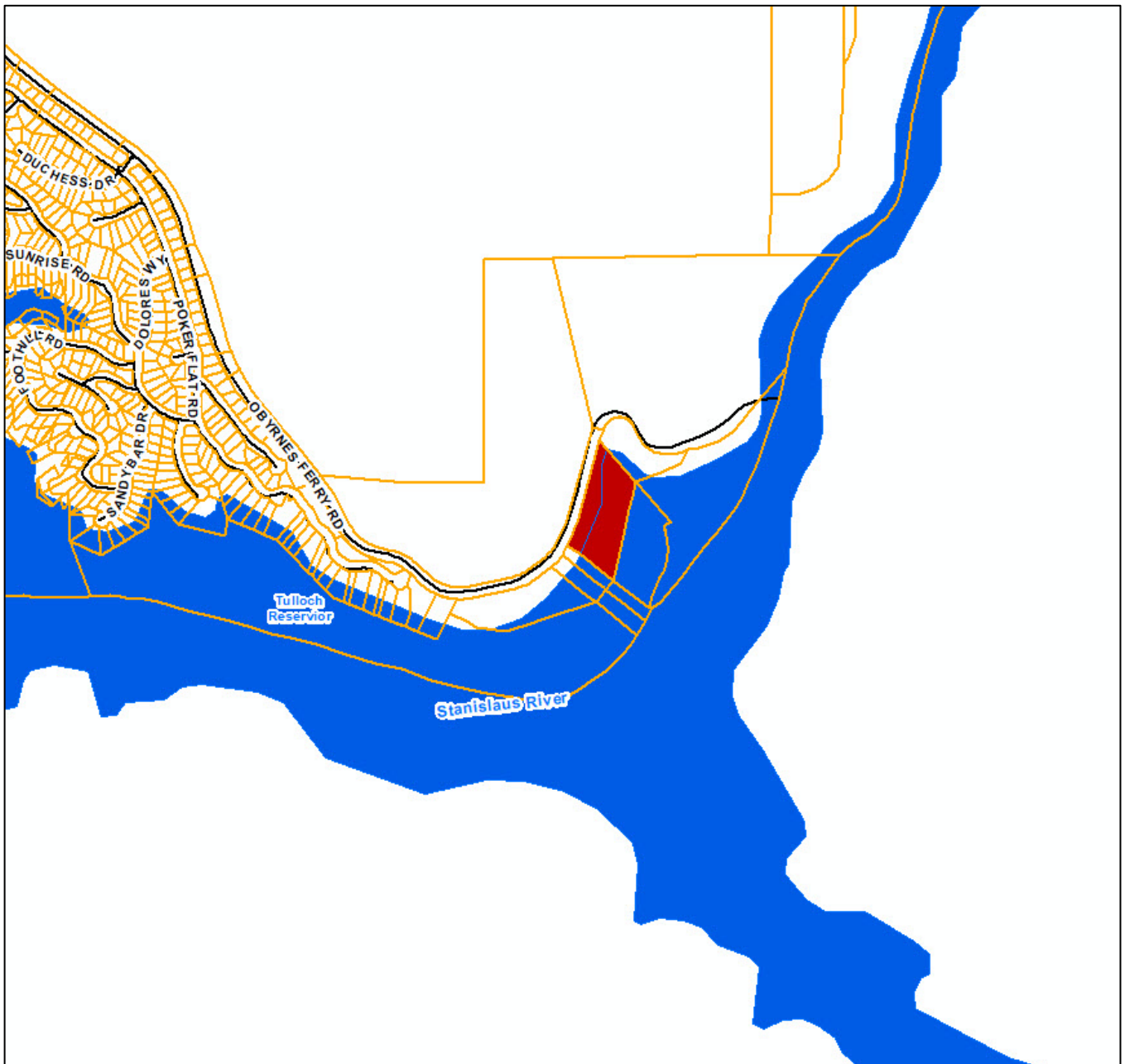




Figure 3: County Aerial Image (February 2018 capture date)





## Figure 4: Site Development Plan

## Figure 5: Elevations

**Figure 6: Google Street View and Site Photos**



Google Street View Image Capture Date May 2018



Photo 1: View of proposed parking area



Photo 2: View of proposed picnic area



Photo 3: View of proposed structure and boat launch

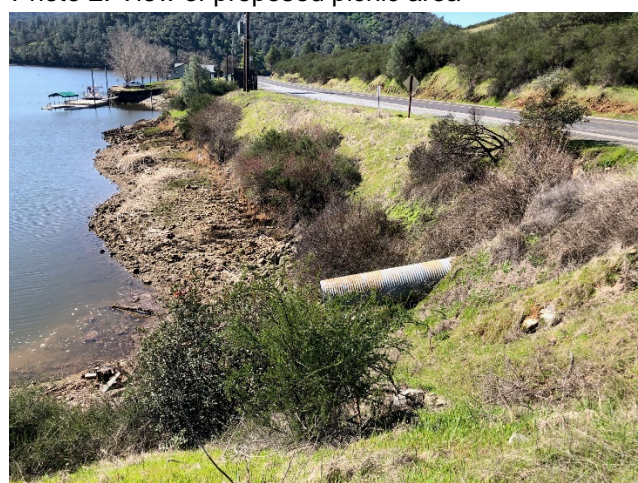


Photo 4: View of parcel looking southwest

## I. AESTHETICS

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Except as provided in Public Resources Code §21099, would the project:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

- a) ***Less than significant impact.*** Calaveras County General Plan<sup>1</sup> considers scenic vistas to include reservoirs, rivers, streams, rolling hills with oak habitat, ridgelines and forests. The project site is located along the northern shoreline of Tulloch Reservoir. The project site is currently undeveloped with the exception of a rock retaining wall and dirt lot, with trees planted along the retaining wall near the reservoir's edge. O'Byrnes Ferry Road is the principal viewing corridor for the project site and adjacent lands. There are no designated scenic vistas in the vicinity of the project site. The surrounding area is characterized as having rolling hills and oak habitat, with residential and commercial uses fronting the lake. Due to existing development along O'Byrnes Ferry Road along the shoreline of Tulloch Reservoir, the views of the reservoir and the surrounding area will not be significantly affected.
- b) ***No impact.*** There are no State-designated highways adjacent to the project site.
- c) ***Less than significant impact.*** Development of the day use area will alter the visual character of the site. The dirt parking area will be paved and striped for 16 parking spaces, the dirt area above the retaining wall will be improved with picnic tables amongst the existing trees, a small office building and public restrooms proposed will be visible from O'Byrnes Ferry Road. Due to existing development along O'Byrnes Ferry Road along the shoreline of Tulloch Reservoir, the project will not conflict with applicable zoning or regulations governing scenic quality.



- d) ***Less than significant impact.*** Outdoor lighting would be required to meet the performance standards for the C2 zone, which requires that commercial lighting be located, adequately shielded, and directed such that no direct light shines into adjoining residences. With the adherence to outdoor lighting regulations at the time of development, the proposed project would not create new sources of substantial lighting or glare that would generate a significant impact.

## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

- 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))?

<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



- d) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒
- 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-e) **No impact.** According to the County General Plan, the proposed project is not located on land classified as high capability agriculture, and there are no agricultural activities occurring within its boundary. The limited surface area of the project site above Lake Tulloch and its disturbed condition restricts the site from being used as farmland or grazing land. No prime farmland will be converted as a result of this project. The proposed project will not be in conflict with its existing General Commercial (C2) zone. The C2 zone has a minimum 7,000-square foot site development standard which the proposed project meets. The proposed project site is not restricted by a Williamson Act contract. The County's General Plan and Zoning Ordinance does not consider the project site to be high capability timberland or a timber production zone, therefore, the proposed project would not result in loss or conversion of forest land to a non-forest use. Adjacent parcels have a zoning of C2-PD to the south and A1 (General Agriculture) to the north, both of which contain single family dwellings used as vacation rentals. The proposed project is consistent with the County's Zoning Ordinance, and the use defined under Chapter 17.36 of the Zoning Ordinance. Thus, the proposed project will not result in a conversion of farmland or forest land.

## III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

## DISCUSSION

Calaveras County is part of the Mountain Counties Air Basin (MCAB). The MCAB lies along the northern Sierra Nevada, close to or contiguous with the Nevada border, and covers an area of roughly 11,000 square miles. Air quality within the County is under the jurisdiction of the Calaveras County Air Pollution Control District (CCAPCD). Calaveras County consists of hilly and mountainous terrain that affects airflow patterns throughout the county, directing surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. While there are minimal sources that impact air quality within the District, Calaveras County is prone to receiving pollutant transport from the more populated and traffic-heavy areas because of its proximity to the Central Valley.

Although the County has experienced relatively good air quality, it has been classified as a non-attainment area for the State and Federal ozone standards (1-hour and 8-hour) and particulate matter standards (PM<sub>2.5</sub> and PM<sub>10</sub>). To become designated as a non-attainment area for the State and Federal standards, there must be at least one monitored violation of the ambient pollutant standards within the area's boundaries. An area is designated in attainment of the State standard if concentrations for the specified pollutant are not exceeded. An area is designated in attainment for the Federal standards if concentration for the specified pollutant is not exceeded on average more than once per year.

- a-c) ***Less than significant impact.*** Table 1, below, represents the established thresholds and emissions generated by the proposed project. Proposed emissions were calculated using California Emissions Estimator Model (CalEEMod Version 2016.3.2) through the California Air Quality Management District.

	ROG	NOx	CO	PM10
Thresholds of Significance	10 tons/year	10 tons/year	None	15 tons/year
Operations and Area Source (tons/year unmitigated)	0.25	0.94	0.65	0.11

As depicted above in Table 1, the proposed project will not exceed the thresholds of significance identified for these air pollutants.

The nearest sensitive receptor to the project site is an existing residence located adjacent to and west of the parcel. Construction activities will create temporary emissions of dust and construction equipment exhaust. However, these activities are not considered to be significant and are temporary in nature. Future development of the site would be required by CCAPCD to have best management practices in place for construction to minimize dust and construction emissions.

- d) **No impact.** The main source of odor emissions would be exhaust from vehicles traveling to and from the site which would dissipate. The proposed project would not create any objectionable odors near a substantial amount of people.

#### IV. BIOLOGICAL RESOURCES

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION

- a) **No impact.** A Baseline Biological Resources Assessment was prepared by Moore Biological Consultants in November of 2010 for a previous application at the project site. The focus of the assessment was to determine the presence or absence of waters of the U.S. and wetlands and search for suitable habitat and presence of any special-status species. A search of the California Department of Fish and Wildlife's California Natural Diversity Database was conducted as well as field surveys on August 9 and September

4, 2010. The project site is primarily fill and therefore highly disturbed. Due to the lack of suitable habitat, construction of the project will not have an effect on federal or state listed species, and no effect to federally designated critical habitat.

- b) **No impact.** The project site does not contain any riparian habitat corridor.
- c) **Less than significant impact.** Tulloch Reservoir is an impoundment of the Stanislaus River, which has been established by the Army Corps of Engineers (USACE) as a jurisdictional water body. The jurisdictional limit is the ordinary high water mark which is 510 feet above mean sea level. The majority of the project parcel is below this level and within the USACE jurisdiction. Beyond Tulloch Reservoir, there are no jurisdictional waters of the U.S. and federally protected wetlands, or areas that fall under the jurisdiction of the California Department of Fish and Wildlife located on the subject parcel. The majority of the project construction will be above the ordinary high water mark, with the exception of the replacement of the existing non-motorized boat launch and the addition of a fishing pier. Tri-Dam intends to fabricate these on land and install them with the support of steel driven pilings as the piers. Construction of the boat launch and pier will be required to meet the regulatory provisions of the USACE and the California Department of Fish and Wildlife (CDFW).
- d) **Less than significant impact.** Tulloch Reservoir supports multiple introduced fish species for recreational fishing at the site. The project will replace the existing non-motorized boat launch at the site near the beach area with a car top launch for non-motorized boats, and add a 53 foot long fishing pier. Due to the lack of suitable habitat, construction of the project will not substantially interfere with fish and wildlife movement.
- e) **No impact.** The site is devoid of vegetation, with the exception of planted trees along the shoreline. The trees will be incorporated into the lower picnic area; vegetation will not be removed for the project.
- f) **No impact.** The proposed project is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved regional or statewide conservation plan.

## V. CULTURAL RESOURCES

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Cause a substantial adverse change in the significance of a historical pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- c) Disturb any human remains, including those interred outside of dedicated cemeteries?

## DISCUSSION

- a-c) **No Impact.** The site consists primarily of fill that was placed in the 1980's. The entire site is therefore considered to have been previously disturbed, and no impacts to cultural resources are expected.

## VI. ENERGY

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a-b) **No Impact.** The construction of the proposed site will be temporary and will entail minimal consumption of energy resources. Operation of the day use facility will use electricity only for the office/storage building, restrooms, lighting, security system and gate. O'Byrnes Ferry Road is a major transit corridor between State Route 4 and 108, and as the project will only be a small day use facility containing 16 parking spaces, motor vehicle fuel consumption from day use of the recreational facility will be minimal.

## VII. GEOLOGY AND SOILS

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a) **No impact.** Calaveras County lies within the Sierra Block, an area of historically low seismicity. The project site is not located on or near an active fault that has a potential for future surface fault rupture, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map from the California Geological Survey. Although the County has felt ground shaking from earthquakes with epicenters located elsewhere, no major earthquakes have been recorded within the County. The closest known source of large earthquakes is the Sierra Frontal Fault System along the eastern margin of the Sierra Nevada, which includes the Carson Valley Fault. This fault is located within a few miles of eastern portions of the County, and has been evaluated as capable of generating earthquakes of up to the magnitude 7.0 range on the Mercalli Scale. However, the risk of surface rupture is not considered sufficient to restrict the development found in the County. Sites in Calaveras County with liquefaction potential would be those on alluvial deposits having groundwater and sand or silt layers of uniform grain sizes within about 30 feet of the surface. Such conditions are generally not present in the County.
- b-d) **Less than significant impact.** The majority of the site consists of fill placed after the construction of the retaining wall in 1997. The prior property owner, Merle Holman, built the retaining rock wall of large boulders with the base elevation of approximately 501.5 feet and a top elevation of 511.5 feet. The wall was sealed with shot-crete and then back filled with broken concrete to approximately 508.5 feet and covered with sandy loam

topsoil to an elevation of 511.5 feet. No material was dredged from the site with the exception of keying the base for the wall. Approximately 2,000 cubic yards of fill were used to fill behind the wall and to finish the northeastern end of the project to tie back into the narrow steep shoreline. Tri-Dam manages the dam at the lake from the 515 to the 510 base elevations, and gave permission to construct the wall. The U.S. Army Corps of Engineers (USACE) has jurisdiction at the spillway elevation of 510-foot elevation and below. Pursuant to Section 404 of the Clean Water Act the USACE issued a permit to the previous landowner Merle Holman in 1998 for the as-built wall.

According to the County's General Plan, the proposed project is located in a slight to moderate erosion area of the County. Any grading that is needed at any point will require the utilization of Best Management Practices (BMP's) to reduce the risk of erosion. During the Plan Check process, building plans are examined for compliance with the uniform building code. This process requires a soils report be submitted with all construction plans to ensure the proposed structure will not be compromised do to unstable soil conditions.

- e) **No impact.** The project site is served by the Calaveras County Water District wastewater system, and therefore an on-site septic or alternative system will not be installed.
- f) **No Impact.** The site consists primarily of fill that was placed in the late 1990's. The entire site is therefore considered to have been previously disturbed, and no impacts to paleontological resources or unique geological features are expected.

## VIII. GREENHOUSE GAS EMISSIONS

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

- a-b) **Less than Significant Impact.** An incremental increase in greenhouse gas emissions may be generated through construction due to construction equipment operations and auto emissions from day use. Building standards contained in Title 24 of the California Code of Regulations (California Building Standards Code) dictate high-efficiency, materials and construction for residential and non-residential buildings. Emissions from new construction are therefore already reviewed under the standards contained in Title 24. However, auto emissions are the primary source of greenhouse gas (GHG) emissions in Calaveras County. The County has not adopted a plan or program to reduce GHGs, therefore, the proposed project would not conflict with any such plan. The State of California has adopted legislation to reduce GHGs and charge local jurisdictions to

develop plans for such reductions. While the County has not yet developed such a plan, use of the day use facility would have an insignificant impact by itself.

## IX. HAZARDS AND HAZARDOUS MATERIALS

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a) **No Impact.** The day use facility will have a dock for non-motorized boats only and will not entail the transport, use, or disposal of hazardous materials.
- b) **No Impact.** There are no existing or proposed schools within one quarter mile of the subject parcel.

- c) **No Impact.** There are no closed, illegal or abandoned (CIA) Solid Waste Sites on the parcel.
- d) **No Impact.** The subject parcel is not within an airport land use plan or within 2 miles of a public airport or public use airport.
- e) **No Impact.** There are no private airstrips in the vicinity of the subject parcels.
- f) **No Impact.** This action will not physically interfere with an adopted emergency response plan or an approved evacuation plan.
- g) **No Impact.** According to the Calaveras County Safety Element, the county is designated as having a Very High fire rating. Topography and natural vegetation in the form of dry grasses pose fire hazards, especially to structures located near wildlands if adjacent clearing is not done. The project is highly disturbed, devoid of dry grasses and adjacent to Tulloch Reservoir. Therefore project will not increase the potential for wildland fires.

## X. HYDROLOGY AND WATER QUALITY

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a) **No Impact.** The project will tie into the Calaveras County Water District system for water and wastewater services, which will ensure the project complies with water quality standards and waste discharge requirements.
- b) **No Impact.** The proposed project will not significantly deplete groundwater supplies or interfere with groundwater recharge as there will be no on-site wells.
- c) **Less than Significant Impact.** The applicant will be required to prepare and submit a Drainage Plan to support the design of pre and post project conditions to verify that downstream drainage appurtenances can handle any flows. BMPs will be required as part of the building permitting process. The proposed project will use an on-site storm drain filtration system which will reduce water quality impacts from storm water runoff. The project not result in additional storm water runoff as a result of the construction and use of the facility.
- d) **Less than Significant Impact.** The project site is located in FEMA flood zone "A". No structures will be placed below full pool elevation in the lake at 515 mean sea level, with the exception of the steel piers for the fishing pier and non-motorized boat launch. Due to the project's location along the shore of Tulloch Reservoir, tsunamis and mudflows are not expected. Tulloch Reservoir is not located in a seismically active area, and therefore the risk from seiche is very low.
- e) **No Impact.** The project will tie into the Calaveras County Water District system for water service, which will ensure the project complies with water quality standards and, therefore, will no conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## XI. LAND USE AND PLANNING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



purpose of avoiding or mitigating an environmental effect?

## DISCUSSION

- a) **No Impact.** The proposed project is located along the shoreline of Tulloch Reservoir, just east of the Poker Flat subdivision of Copperopolis. There are no established communities that the project will physically divide.
- b) **No Impact.** The proposed project is consistent with the current County General Plan and Zoning Ordinance.

## XII. MINERAL RESOURCES

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a-b) **No Impact.** There are no known mineral resources on the project site designated by the Calaveras County General Plan Map Mineral Resources IV-13. The parcel consists of only 1.4 acres of land surface which is above the surface of Tulloch Reservoir, which is primarily fill. Consequently, the site is considered to be highly disturbed. Construction of the day use facility will not result in the loss of mineral resources that are of local importance on any land use plan.

## XII. NOISE

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project result in:				
a) Generation of a substantial, temporary, or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

## DISCUSSION

- a-b) **Less than Significant Impact.** The County's General Plan Noise Element identifies major noise sources as traffic noise, railroad noise, airport noise, and fixed noise sources (i.e. industrial related process). The project is not located within a major urban area and there are no industrial sites, railroads or airports in the vicinity. Currently, the predominant sources of noise at the project site are from vehicle traffic on O'Byrnes Ferry Road and from boat traffic on Tulloch Reservoir. Noise levels contributed by construction noise associated with development from the use of heavy equipment would be intermittent and temporary, and would not result in long-term noise impacts. Noise resulting from proposed use of the day use facility from vehicle traffic entering and exiting the parking lot would occur during the daytime, and primarily on the weekends when traffic is already high on O'Byrnes Ferry Road. The project is proposing a car-top launch for non-motorized boats only and, therefore, will not increase noise on the reservoir.
- c) **No Impact.** The subject property is not located in the airport land use plan, nor is there a public or private airstrip within 2 miles.

## XIV. POPULATION AND HOUSING

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## DISCUSSION

- a-b) **No Impact.** The proposed project is a day-use facility and therefore will not induce unplanned population growth or displace existing people or housing.

## 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:

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION

**Less Than Significant Impact.** The proposed project will place a commercial use on a vacant parcel above the lake surface as well as on the lake. Implementation of the project may result in the need for fire and police protection services. The applicant will be required to comply with and pay local fire services fees for new development, provide emergency access. No new fire and police protection facilities would be required.

## XVI. RECREATION

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### DISCUSSION

a) **No Impact.** The proposed project is located on the shore of Tulloch Reservoir which is a recreational facility for fishing, kayaking, water-skiing, swimming and camping. The day-use

facility will include a picnic area, a fishing pier and one car-top launch for non-motorized boats, and will therefore add to and not detract from or deteriorate existing recreational facilities.

- b) **No Impact.** The project entails construction of new public day-use facility along Tulloch Reservoir. Public parks provide equal access to all citizens regardless of age, gender, socioeconomic status, ethnicity, or ability. Parks and recreation facilities can foster community pride, bring people together, create destination-oriented places, and connect people to each other and nature. The site is currently highly disturbed and the construction will not have an adverse physical effect on the environment.

## XVII. TRANSPORTATION

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### DISCUSSION

- a-d) **Less than Significant Impact.** The project is located along O'Byrnes Ferry Road, approximately 7 miles south of State Route (SR) 4 and approximately 5 miles north of SR 108. The project site takes direct access off of O'Byrnes Ferry Road, which is a two-lane facility running approximately in a north-south alignment at this location. A Traffic Impact Assessment was conducted by transportation engineers with KD Anderson & Associates, Inc. (KDA) on December 6, 2019, to determine potential impacts of traffic generation. The analysis reviewed level of service impact, adequacy of available sight distance, speed data and left turn lane channelization, in order to evaluate the adequacy of site access.

To estimate project trip generation, KDA considered the practical limitations on use of the features of the site, such as persons using the launching facility, picnic tables, fishing pier and rest rooms would all drive to the site and make use of a parking space; thus, the number of spaces and their turnover rate would be a reasonable predictor for trip generation. KDA made a conservative assumption that each parking space might be used two or three times each day, thus, if fully used, the 16 parking spaces might generate 96 trips (i.e., 48 inbound and 48 outbound trips). This demand might be increased by another ten visits per day (or 20 trips) for passing motorists who elect to stop simply to use the restroom. Under these assumptions, KDA estimated that all together the project could generate 116 daily trips. Being that O'Byrnes Ferry Road is a major transit corridor, the

small amount of traffic generated by the proposed project would not have a significant impact on the operation of O'Byrnes Ferry Road and the current level of service (LOS C) would remain.

Although the current posted speed limit is 55 mph along this stretch of O'Byrnes Ferry Road, KDA determined that the actual speed of traffic is less due to the grades and turns in the road. To the north of the project site the road follows a steep grade just west of the O'Byrnes Ferry Bridge, with advisory speeds of 25 mph, and to the south there are a series of turns beginning with an advisory speed of 20 mph. A radar survey conducted for the assessment indicated that the prevailing (i.e., 85th percentile speed) for traffic speed was 45 mph northbound and 45 mph southbound. This data was utilized to evaluate available sight distance at the project's driveway and determined that the site distance met the American Association of State Transportation and Highway Officials guidelines.

Left turn lanes can be needed when the view of approaching motorists intending to turn left is limited and sight distance is inadequate. The assessment also determined that there is no justification for a turn lane at this access as the sight distance at the project site satisfies applicable standards. In addition, the Public Works Department reviewed the application and determined that the proposed traffic generation of the project at its full buildout would not require construction of a left-turn pocket or other means of facilitating traffic in and out of the project. Left-turn lanes have only been installed at three major locations along O'Byrnes Ferry Road: Conner Estates Drive, Sanguinetti Drive and Copper Meadows Drive. No left turn lane exists at any other public street intersection or private driveway.

CEQA Guidelines §15064.3, subdivision (b) sets forth criteria for analyzing transportation impacts with regards to vehicle miles traveled. Generally, projects within one-half 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 impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant impact. Currently, the only public access to Tulloch Reservoir is the Lake Tulloch RV Campground and Marina which is in Stanislaus County, away from the major residential areas of Copper Cove and Poker Flat. A day use facility at the project site would be readily accessible to these communities therefore reduce vehicle miles traveled.

The project proponent is required to apply for an encroachment permit with the Public Works Department which will ensure safe design and adequate space for emergency vehicles. In addition, the project shall be required to pay its fair share costs as part of the Copperopolis Benefit Basin and Road Impact Mitigation Fees.

**XVIII. TRIBAL CULTURAL RESOURCES**

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code				



section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## DISCUSSION

a-b) **No Impact.** As part of the processing of the project application, County staff initiated consultation with tribes that have requested formal notification of proposed projects within their geographic area of traditional and cultural affiliation per AB 52 Notification Request, Public Resources Code Section 21080.3(b). The Calaveras Band of Miwuk Indians, the California Valley Miwok Tribe, and the Lone Band of Miwuk Indians have been notified of this project. No responses were received from the tribes.

## XIX. UTILITIES AND SERVICE SYSTEMS

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## DISCUSSION

a-c) **Less than Significant Impact.** The project is located within the Calaveras County Water District (CCWD) Copper Cove service area. Water would be served to the project site by an existing line. Wastewater from the project site would be collected on-site through CCWD's sewage collection system and pumped to the existing Copper Cove Sewer Treatment Plant. Tri-Dam shall apply to the CCWD for water and wastewater services to the project.

d-e) **Less than Significant Impact.** The nearest recycling and disposal facility to the proposed project is the Rock Creek Solid Waste Facility in Milton. Due to the scale of the project, limited waste will be generated by the proposed use. The proposed project will comply with all federal, state, and local statutes and regulations related to solid waste.

## XX. WILDFIRE

- |   | <u>POTENTIALLY<br/>SIGNIFICANT<br/>IMPACT</u> | <u>LESS THAN<br/>SIGNIFICANT<br/>IMPACT<br/>WITH<br/>MITIGATION</u> | <u>LESS THAN<br/>SIGNIFICANT<br/>IMPACT</u> | <u>NO<br/>IMPACT</u>     |
|---|---|---|---|--------------------------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:  |   |   |   |                          |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| c) Require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff,   | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |

post-fire slope instability, or drainage changes?

## DISCUSSION

- a-d) ***Less than Significant Impact.*** According to the Calaveras County Safety Element, the county is designated as having a Very High fire rating. With its topography, rural setting and natural vegetation in the form of dry grasses, Calaveras County is subject to fire hazards, especially to structures located near wildlands if adjacent clearing is not done. Wildlands and slopes exist to the north from the project site; however, as the project is located between O'Byrnes Ferry Road and Tulloch Reservoir, both would act as a fire break.

Calaveras County's Emergency Operations Plan addresses the planned response to extraordinary emergency situations associated with natural disasters. The project will not create interference with any emergency response plans.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	<u>POTENTIALLY SIGNIFICANT IMPACT</u>	<u>LESS THAN SIGNIFICANT IMPACT WITH MITIGATION</u>	<u>LESS THAN SIGNIFICANT IMPACT</u>	<u>NO IMPACT</u>
a) Does the project have the potential to Substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## DISCUSSION

- a) ***Less than Significant Impact.*** The proposed project will comply with County Codes, particularly as it relates to the County's Road Ordinance, Encroachment Ordinance, Storm Water Quality Ordinance and the Grading and Drainage Ordinance. Compliance with these ordinances, along with the incorporation of BMP's will ensure that the project will not have any impacts on wildlife species, rare or endangered plant species or eliminate major periods of California history or prehistory.
- b) ***Less than Significant Impact.*** The project would not create a cumulative impact to any of the items discussed above. The proposed planned development permit for the day-use facility is consistent with the General Plan land use designation and zoning. The impacts discussed above are either minor in nature or can be addressed either through the implementation of best management practices or compliance with County standards. Any impacts to the area are minor in nature and do not trip established thresholds or create significant and unavoidable impacts.
- c) ***Less than Significant Impact.*** The analysis of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial adverse effects on human beings, either directly or indirectly. Best management practices, compliance with standard regulations, and conditions of approval will reduce any impacts to a level of less than significant.

## **REFERENCES**

1. Calaveras County General Plan, adopted November 12, 2019.
2. Calaveras County Municipal Code.
3. Planned Development permit application 2018-064.
4. KD Anderson & Associates, Inc., *Traffic Impact Assessment for Tri-Dam Tulloch Reservoir Access, Calaveras County*. December 6, 2019.
5. Baseline Biological Resources Assessment, Moore Biological Consultants, November 18, 2010.
6. U.S. Army Corps of Engineers, Section 404 of the Clean Water Act Permit No. 199700470, For Merle and Beverly Holman.
7. California Department of Transportation. California Scenic Highway Mapping System Internet address: [http://dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm)
8. Tulloch Reservoir Shoreline Management Plan, Tri-Dam Project, FERC Project No. 2067, May 2015.
9. California Department of Forestry. *Fire Hazard Severity Zones in State Responsibility Areas*. Adopted by CAL FIRE on November 7, 2007.
10. California Department of Conservation, Division of Mines and Geology. *Probabilistic Seismic Hazard Assessment for the State Of California; CDOC/DMG Open File Report 96-08 and USDI/USGS Open File Report 96-706; prepared in cooperation with the U.S. Department of the Interior, U.S. Geological Survey; 1996.*
11. Calaveras County Air Quality Management District, *Best Management Practices*, 2004.
12. California Air Resources Board (CARB). *State and National Area Designations Maps of California*, 2004.