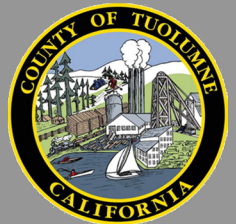




INITIAL STUDY/PROPOSED MITIGATED
NEGATIVE DECLARATION

Tuolumne Community Resilience Center Project



PREPARED FOR:

Tuolumne County
2 South Green Street
Sonora, CA 95370
Contact: Maureen Frank,
Deputy County Administrator
(209) 533-5511

MARCH 20, 2018

Initial Study/Proposed Mitigated Negative Declaration for the Tuolumne Community Resilience Center Project

Prepared for:

Tuolumne County,
County Administrator's Office
2 South Green Street
Sonora, CA 95370

Contact: Maureen Frank, Deputy County Administrator
(209) 533-5511

Prepared By:

Ascent Environmental, Inc.
455 Capitol Mall, Suite 300
Sacramento, California 95814

Contact: Mike Parker, Project Director
(916) 930-3192

Dimitri Antoniou, Project Manager
(916) 930-3195

March 20, 2019

TABLE OF CONTENTS

Section	Page
ACRONYMS AND ABBREVIATIONS	vi
1 INTRODUCTION AND PROJECT DESCRIPTION	1-1
1.1 Introduction and Regulatory Guidance	1-1
1.2 Public Review Requirements.....	1-1
1.3 Summary of Findings	1-2
1.4 Environmental Permits	1-2
1.5 Document Organization	1-2
1.6 Project Description	1-3
2 ENVIRONMENTAL CHECKLIST.....	2-1
2.1 Aesthetics	2-5
2.2 Agriculture and Forestry Resources	2-8
2.3 Air Quality	2-10
2.4 Biological Resources	2-15
2.5 Cultural Resources	2-21
2.6 Energy	2-25
2.7 Geology and Soils	2-28
2.8 Greenhouse Gas Emissions	2-32
2.9 Hazards and Hazardous Materials.....	2-36
2.10 Hydrology and Water Quality	2-39
2.11 Land Use and Planning	2-42
2.12 Mineral Resources.....	2-45
2.13 Noise.....	2-46
2.14 Population and Housing.....	2-53
2.15 Public Services	2-54
2.16 Recreation	2-55
2.17 Transportation	2-56
2.18 Tribal Cultural Resources	2-65
2.19 Utilities and Service Systems	2-67
2.20 Wildfire.....	2-70
2.21 Mandatory Findings of Significance	2-72
3 REFERENCES.....	3-1
4 REPORT PREPARERS.....	4-1

Appendices (included in a CD on back cover)

Appendix A – Air Quality, Greenhouse Gas, and Energy Calculations

Appendix B – Biological Constraints Analysis

Appendix C – Noise Calculations

Appendix D – Transportation Impact Study

Figures

Figure 1-1	Regional Location	1-4
Figure 1-2	Project Site	1-5
Figure 2-1	Existing Tuolumne Site Conditions	2-6
Figure 2-2	Tuolumne Site Vegetation.....	2-17
Figure 2-3	Existing Zoning	2-43
Figure 2-4	General Plan Land Use	2-44
Figure 2-5	Noise Measurement Location	2-48

Tables

Table 2-1	Modeled Daily Maximum and Annual Construction Emissions of Criteria Air Pollutants and Precursors.....	2-12
Table 2-2	Daily Maximum and Annual Operational Emissions of Criteria Air Pollutants and Precursors	2-13
Table 2-3	Project Construction and Operation Energy Consumption	2-26
Table 2-4	Estimated Construction GHG Emissions by Construction Year	2-34
Table 2-5	Estimated 2022 Operational Annual GHG Emissions by Sector.....	2-34
Table 2-6	Maximum Allowable Noise Exposure-Transportation Noise Sources Excluding Aviation-Related Noise	2-47
Table 2-7	Maximum Allowable Noise Exposure-Stationary Noise Sources.....	2-49
Table 2-8	Significance of Changes in Cumulative Noise Exposure	2-49
Table 2-9	Noise Levels Generated by Typical Construction Equipment.....	2-50
Table 2-10	Modeled Traffic Noise Levels under Existing Conditions and Existing Plus Project Conditions.....	2-51
Table 2-11	Existing Conditions Roadway Segment Traffic Operations	2-58
Table 2-12	Project Trip Generation Rates	2-59
Table 2-13	Project Trip Generation Volumes	2-59
Table 2-14	Tuolumne County Transportation Council Generalized Roadway ADT LOS Lookup Table	2-60
Table 2-15	Existing Plus Project Roadway Segment Traffic Operations.....	2-62
Table 2-16	Near-term Plus Project Roadway Segment Traffic Operations.....	2-63

ACRONYMS AND ABBREVIATIONS

ADT	average daily trips
AFY	acre-feet per year
APCD	air pollution control district
APN	Accessor Parcel Number
AQMD	air quality management district
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
calibrated	cal
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CNDDDB	California Natural Diversity Database
CNEL	community equivalent noise level
CNPS	California Native Plant
CO	carbon monoxide
CO ₂	carbon dioxide
dba	A-weighted decibel
DOC	California Department of Conservation
ESA	federal Endangered Species Act
EV	electric vehicle
FTE	full-time equivalent
GHG	greenhouse gas
IS/Proposed MND	Initial Study/Proposed Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
lb/day	pounds per day
L _{dn}	day-night noise level
L _{eq}	average noise level
L _{max}	maximum noise level
LOS	level of service

MCAB	Mountain Counties Air Basin
mph	miles per hour
MTCO ₂ e	metric tons of CO ₂ equivalent GHG emissions
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
NO _x	oxides of nitrogen
OPR	Governor's Office of Planning and Research
OSHA	federal Occupational Safety and Health Administration
PG&E	Pacific Gas & Electric Company
Plan	multi-jurisdictional hazard mitigation plan
PM ₁₀	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PRC	Public Resources Code
ROG	reactive organic gases
RPS	renewables portfolio standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
sq. ft.	square feet
SR	State Route
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TCAPCD	Tuolumne County Air Pollution Control District
TCSD	Tuolumne City Sanitary District
TCTC	Tuolumne County Transportation Council
TCWH	<i>Tuolumne County Wildlife Handbook</i>
TIS	transportation impact study
tpy	tons per year
TUD	Tuolumne Utility District's
USFWS	U.S. Fish and Wildlife Service
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant

1 INTRODUCTION AND PROJECT DESCRIPTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Study/Proposed Mitigated Negative Declaration (IS/Proposed MND) has been prepared by Tuolumne County to evaluate potential environmental effects resulting from construction and operation of a proposed community resilience center in the community of Tuolumne, in Tuolumne County, California.

This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et seq.). An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document. In accordance with State CEQA Guidelines Section 15070, a “public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The Initial Study shows that there is no substantial evidence...that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). By contrast, an EIR is required when the project may have a significant environmental impact that cannot clearly be reduced to a less-than-significant effect by adoption of mitigation or by revisions in the project design.

As described in the environmental checklist (Chapter 2), the project would not result in any unmitigated significant environmental impacts. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/Proposed MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

1.2 PUBLIC REVIEW REQUIREMENTS

Under CEQA, the lead agency is the public agency with primary responsibility over approval of the project. Tuolumne County is the CEQA lead agency. The purpose of this document is to present to decision-makers and the public information about the environmental consequences of implementing the project. This disclosure document is being made available to the public for review and comment. This IS/Proposed MND will be available for a 30-day public review period from March 20, 2019 to April 19, 2019.

Supporting documentation referenced in this document is available for review at:

Tuolumne County
County Administrator's Office
2 South Green Street
Sonora, CA 95370

Comments should be addressed to:

Maureen Frank, Deputy County Administrator
Tuolumne County
2 South Green Street, 4th Floor
Sonora, CA 95370

E-mail comments may be addressed to: mfrank@co.tuolumne.ca.us

If you have questions regarding the IS/Proposed MND, please call Maureen Frank at: (209) 533-5511. If you wish to send written comments (including via e-mail), they must be postmarked by April 19, 2019.

After comments are received from the public and reviewing agencies, the Tuolumne County Board of Supervisors may (1) adopt the MND and approve the project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, the County may proceed with the project.

1.3 SUMMARY OF FINDINGS

Section 2 of this document contains the analysis and discussion of potential environmental impacts of the project.

Based on the analysis of relevant issues, it was determined that the project would have either no impact or a less-than-significant impact related to most of the issue areas identified in the Environmental Checklist, included as Appendix G of the State CEQA Guidelines. These include the following issue areas:

- ▶ aesthetics,
- ▶ agriculture and forestry resources,
- ▶ energy,
- ▶ geology and soils,
- ▶ greenhouse gas emissions,
- ▶ hazards and hazardous materials,
- ▶ hydrology and water quality,
- ▶ land use and planning,
- ▶ mineral resources,
- ▶ population and housing,
- ▶ public services,
- ▶ recreation,
- ▶ tribal cultural resources,
- ▶ utilities and service systems, and
- ▶ wildfire.

Potentially significant impacts were identified for air quality, biological resources, cultural resources, and noise; however, implementation of mitigation measures included in the IS/MND would reduce all impacts to less-than-significant levels.

1.4 ENVIRONMENTAL PERMITS

In addition to approval of requested County entitlements, the County would be required to prepare a Stormwater Pollution Prevention Plan, under the State Water Resources Control Board's (SWRCB) General Construction Stormwater Permit.

1.5 DOCUMENT ORGANIZATION

This IS/MND is organized as follows:

Chapter 1: Introduction and Project Description. This chapter provides an introduction to the environmental review process. It describes the purpose and organization of this document; presents a summary of findings; describes the purpose of and need for the project; identifies project objectives; and provides a detailed description of the project.

Chapter 2: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines if project actions would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this project, however, none of the impacts were determined to be significant after implementation of mitigation measures.

Chapter 3: References. This chapter lists the references used in preparation of this IS/MND.

Chapter 4: List of Preparers. This chapter identifies the report preparers.

1.6 PROJECT DESCRIPTION

1.6.1 Project Location and Setting

LOCATION AND PHYSICAL SETTING

The project site consists of two discontinuous parcels separated by Bay Street in Tuolumne, California (Figure 1-1 and Figure 1-2). The north parcel (Assessor Parcel Number [APN] 062-670-023) is bounded to the north by an undeveloped lot, to the east by the West Side Lumber Company building, to the south by Bay Street, and to the west by Cherry Valley Boulevard North. Only the southern one third of this parcel would be developed, as shown on Figure 1-2. The south parcel (APN 062-670-028) is bounded to the north by Bay Street, to the east by a toddler play area and a horseshoe game pit area, to the south by undeveloped land and farther south by riparian area, and to the west by Cherry Valley Boulevard South. Only portions of this parcel would be developed, as shown on Figure 1-2. The project site is a total of approximately 2 acres and proposed developable acreage is approximately 1.4 acres.

LAND USE DESIGNATIONS AND ZONING

Both parcels of the project site have a General Plan land use designation of General Commercial (GC). The site is zoned as General Commercial (C-1) with a Design Review Combining District (D), and Mobile Home Exclusion Combining District (MX). The GC land use designation provides for a variety of sales establishments to serve the residents and traveling public and is typically found within urban areas and along highway corridors. The zoning code allows for comparable uses, as described below. Accessory outdoor storage and display areas are permitted under this designation and building heights limited to 50 feet.

As defined by the Tuolumne County Land Use Element and Chapter 17.34 of the Tuolumne County Zoning Code, typical establishments permitted under GC zones include shopping centers, hotels, motels, restaurants, bars, department stores, professional offices, automobile sales, outdoor sales and storage, public safety facilities, places of public assembly, clubhouses/lodges, and equipment repair facilities. The D District is intended to protect the overall appearance of the district while the MX District excludes the use of mobile homes as permanent residences, temporary or recreational vehicles, or guesthouses unless they meet certain requirements.

1.6.2 Project Characteristics

PROJECT CONSTRUCTION

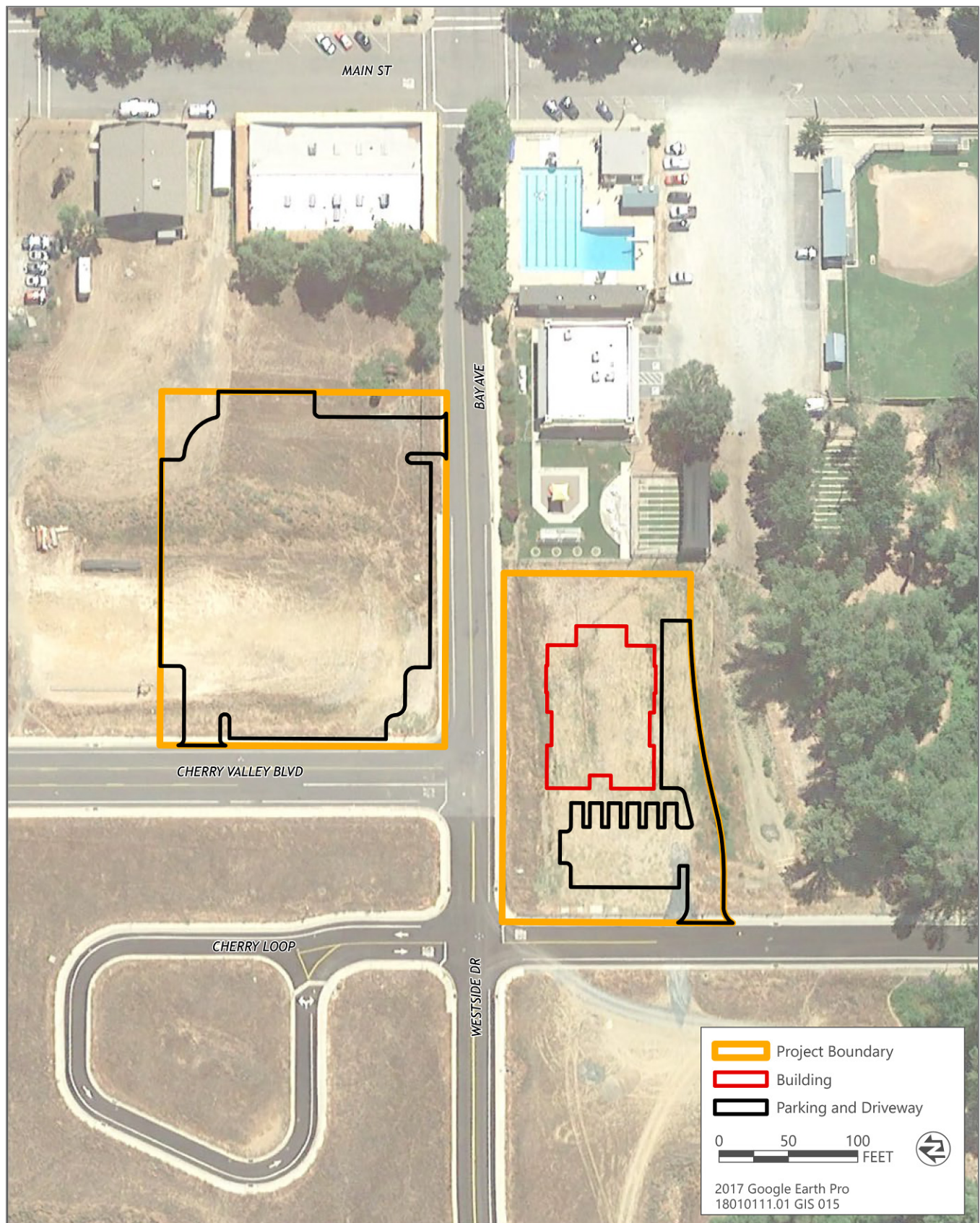
Construction would be required to comply with standard County-issued conditions of approval required for all discretionary permits, which limit construction hours to between 7:00 a.m. and 7:00 p.m. on Mondays through Saturday and prohibit all construction on Sundays and County holidays. Construction is anticipated to take 14 months, beginning in March 2021 and anticipated to be complete by May 2022. Operation of the facility is expected in August 2022.

Construction activities would include land clearing, grading/excavation, foundation pouring, and building construction, and would occur sequentially (i.e., phases would not overlap). Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. A total of 28,000 cubic yards of fill material would be required, resulting in 20 haul trucks per day during the grading phase of construction, estimated to take approximately 90 days. No blasting is proposed.



Source: Adapted by Ascent in 2018

Figure 1-1 Regional Location



Source: Adapted by Ascent in 2018

Figure 1-2 Project Site

PROJECT ELEMENTS

Proposed Uses and Operational Characteristics

Tuolumne County proposes to construct and operate a community resilience center in the community of Tuolumne, consisting of one multi-use building of up to 12,000 square feet (sq. ft.), associated outdoor multi-functional space (e.g., covered picnic space, staging area), and approximately 200 parking spaces. The building pad would be approximately 60 feet by 150 feet and the total area to be paved would be approximately 65,000 sq. ft. The total developable area for the community resilience center is approximately 1.4 acres. The building would include a lobby area, office space, a large gathering room (i.e., up to 200-person capacity), one or two classroom spaces, a commercial kitchen, and restrooms.

The center would be designed to function during both non-emergency and emergency times. During typical non-emergency operation, the center would be used by various community groups, non-profit organizations, governmental entities, and the general public. Typical uses would include temporary events such as meetings, parties/fundraisers, training, banquet/receptions, and limited governmental and non-profit activities (e.g., public voting, job search assistance). During times of emergencies, the center would function as a shelter, providing sleep space and food for residents, gathering space for emergency responders to conduct briefings, place for public use of computers for communication purposes, staging areas for animal evaluations, and center for cooling/heating for the public during extreme weather days.

Use of the center would be variable throughout the year; however, larger events and peak use is anticipated to occur on the weekends. Daily use on weekdays is anticipated to range from 20 to 60 people per day and on weekends from 40 to 200 people per day. Operation of the center would require five full-time equivalent (FTE) employee to provide housekeeping and maintenance services. Typical daily operating hours would be from 8:00 a.m. to 8:00 p.m. and outdoor activities would be required to end by 10:00 p.m., in accordance with County conditions that would be included on the rental policy for the center.

Site and Building Design Features

The building would be constructed of steel and concrete blocks and would be painted with earth tones. Surrounding landscape would be designed to blend naturally into the surrounding landscape, using native vegetation and features, and would comply with County design guidelines. The building would be equipped with an electric central heating ventilation and air conditioning unit (HVAC) and back-up diesel generators for use during emergencies. The building would be designed to meet Leadership in Energy and Environmental Protection (LEED) standards and CalGreen (mandatory) standards, including water-efficient fixtures and Energy Star appliances. In addition, up to 10 electric vehicle charging stations would be installed. Downward-directed lighting would be used for all exterior lighting on the building and in associated parking facilities. It is estimated that there would be 15 to 20 outside lights installed.

Vehicular Access and Parking

The site would be designed to accommodate approximately 200 parking spaces. Access to the site would occur off Bay Street between the two parcels and Cherry Loop to the west of the southern and northern parcels. Proposed building and parking footprints are shown in Figure 1-2.

The project would include the extension and completion of the partially completed sidewalk on the northern side of Bay Street, between Main Street and Cherry Valley Boulevard. Additionally, the project would include pedestrian crosswalks on each leg of the Cherry Loop / Bay Street and Cherry Loop / Bay Street intersections.

Emergency Traffic Control Plan

The use of the project site as an emergency shelter could result in and/or occur during a sudden influx of large volumes of traffic to the project area during times of emergency. Tuolumne County would coordinate with all appropriate emergency service providers and develop a localized traffic management plan to be implemented during times of emergency. The plan would be designed to provide safe access to the project site and effectively manage the increases in vehicular traffic and the associated impact on roadway operations. This plan would comply with any

existing local emergency or hazard operations plans and would conform to standards and requirements deemed relevant by affected agencies, such that impacts associated with increases traffic during emergencies would be minimized. At a minimum, the plan would include the following:

- ▶ description of parking capacity at the project site, number and size of vehicles that could be accommodated;
- ▶ description of emergency shelter operations access: evacuee capacity, parking locations open to evacuees, alternative off-site parking areas, types of vehicles allowed to access the project site, use of traffic control personnel and devices, specific signage; and
- ▶ description of any street and/or project driveway closures including: duration, posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.

Infrastructure and Utilities

The project would include utility connections to existing water supply, wastewater, stormwater drainage, and electric infrastructure. Additionally, the project would include construction of a filtration basin, south of the project site, for collection of surface runoff. Water would be supplied to the site by the Tuolumne Utilities District and wastewater services by the Tuolumne Sanitary District. Electricity would be provided by Pacific Gas & Electric (PG&E). Onsite building energy would be primarily electricity except for diesel back-up generators. Electricity would be provided through existing overhead transmission lines. No additional offsite improvements or utility extensions would be required.

1.6.3 Responsible and Trustee Agencies and Required Permits

In addition to County review and approval, the project would require permit issuance approvals from other agencies. These agencies would serve as responsible and trustee agencies pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This document provides the necessary environmental information for discretionary actions by these agencies.

Actions that are necessary to implement the project that must be taken by other agencies are:

- ▶ obtain coverage under the State General Stormwater Permit – SWRCB,
- ▶ obtain a Water Quality Section 401 Certification from the California Water Resources Control Board.

This page intentionally left blank.

2 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title: Tuolumne Community Resilience Center
2. Lead Agency Name and Address: Tuolumne County
County Administrator's Office
2 South Green Street
Sonora, CA 95370

Mailing Address: 2 South Green Street
Sonora, CA 95370
3. Contact Person and Phone Number: Maureen Frank, Deputy County Administrator, (209) 533-5511
4. Project Location: Tuolumne County, California. Assessor Parcel Numbers (APN) 062-670-023 and 062-670-028.
5. Project Sponsor's Name and Address: Same as Lead Agency
6. General Plan Designation: General Commercial (GC)
7. Zoning: General Commercial (C-1) with a Design Review Combining District (D) and Mobile Home Exclusion Combining District (MX).
8. Description of Project: See Section 1, "Introduction and Project Description."
9. Surrounding Land Uses and Setting: See Section 1, "Introduction and Project Description."
10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement) U.S. Housing and Redevelopment Agency Community Development Block Grant-Disaster Relief Fund administered through the California Housing and Community Development, and the State Water Resources Control Board's General Construction Stormwater Permit.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? *Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

Tuolumne County regularly coordinates informally with Native American Tribes, including Buena Vista Rancheria, Chicken Ranch Rancheria of Me-Wuk, and the Tuolumne Band of Me-Wuk during the processing of discretionary entitlements. After the proposed resilience center project was initiated in January 2016, the County received a letter on October 4, 2018 from the Chicken Ranch Rancheria requesting AB 52 consultation on future projects. The County coordinated with Katy Sanchez at the Native American Heritage Commission to discuss the correct approach for tribal notification for projects that were already in process as of the receipt of the request letter. Based on the coordination with the Native American Heritage Commission, the County will consider the Chicken Ranch Rancheria an interested stakeholder for projects initiated prior to October 4, 2018. For projects initiated after October 4, 2018, Chicken Ranch Rancheria will be consulted through the formal AB 52 consultation process.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

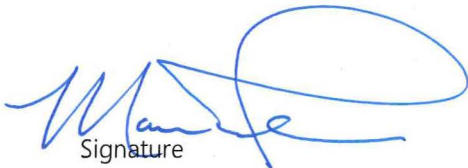
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest 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 |
| | | <input checked="" type="checkbox"/> None With Mitigation |

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

March 20, 2019

Date

Maureen Frank

Printed Name

Deputy County Administrator

Title

Tuolumne County

Agency

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.

2.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? 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"/>

2.1.1 Environmental Setting

The project site consists of two properties (north parcel and south parcel) located in the community of Tuolumne, an unincorporated area of Tuolumne County, located approximately three miles southwest of State Route (SR) 108. The project site includes approximately 2 acres of undeveloped land in a developed area of the community. As shown in Figure 2-1, the site consists of ruderal vegetation. The area surrounding the site consists of developed uses, including buildings, parks, and roadways. South of the southern parcel is an undeveloped riparian area. The Tuolumne Youth Center/Library, pool, and Fire Protection District are located adjacent to the project site.

Though SR 49 and 108 (located approximately eight miles and three miles from the project site, respectively) are eligible for state scenic highway designation according to the California Scenic Highway Mapping System, there are no officially designated scenic highways within Tuolumne County at this time (Caltrans 2008). Additionally, due to the distance between SR 49 and 108 and the community of Tuolumne, the project site is not visible from these routes. The *Tuolumne County General Plan* does not identify any local scenic roads or scenic features, however, recognizes agricultural and timberlands as having historically defined the rural character and scenic beauty of the County (Tuolumne County 2019). Additionally, there are no scenic vistas within the project vicinity and no existing light sources at the project site.

2.1.2 Discussion

a) Have a substantial adverse effect on a scenic vista?

No impact. A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The project site is in a developed area of the community that does not contain remarkable scenery or views of natural areas that would be considered a scenic vista. No impact would occur.



Source: Photo provided by Ascent in 2018

View of project site facing east at the intersection of Cherry Valley Boulevard and Bay Street



Source: Photo provided by Ascent in 2018

View of project site facing southeast from the corner at Bay Street

Figure 2-1 Existing Tuolumne Site Conditions

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. As previously described, there are no officially designated state scenic highways within Tuolumne County (Caltrans 2008). SR 108, located approximately three miles from the project site, is considered an eligible scenic highway. Regardless, the project is not visible from SR 108. Additionally, there are no locally designated scenic roads within the community (Tuolumne County 1996). Therefore, the project would not damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings. No impact would occur.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The visual change to a site resulting from a project can result in potential impacts from project construction and operation. Impacts are discussed for construction and operation separately, below.

Construction

Construction activities are anticipated to begin in 2021 and end in 2022, lasting approximately 14 months. Construction impacts associated with the project would be temporary and short-term. The project would include construction-related activities involving construction workers and the use of construction equipment, vehicles, and building materials. Temporary construction activities would be consistent in visual character with small-scale building and landscaping projects.

Operation

The project would result in construction of a single-story, approximately 12,000-square-foot (sq. ft.) building with associated outdoor amenities and facilities. Though the project would result in a new structure at the currently vacant, undeveloped site, the level of development would be consistent with existing surrounding land uses and would not adversely affect the existing visual character or quality of the site. Further, the design of the project would be compatible with the surrounding built and natural environment and would include the use of earth-toned colors and natural landscaping.

Summary

Visual impacts resulting from project construction would be short-term and would not result in an adverse, permanent change to the visual character or quality of the project site or surrounding uses. Given the developed nature of the area surrounding the project site, operation of the project would result in a less-than-significant impact to the visual character and quality of the project site and its surroundings. This impact would be less than significant.

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

Less than significant. New sources of light and glare that would be introduced as part of the project. The project would include 15-20 outside lighting fixtures on the building and project site that would be consistent with International Dark-Sky Association acceptable fixtures. Dark-Sky lighting includes nighttime fixtures that minimize glare while reducing light trespass and skyglow. Lighting fixtures would be focused downward and shielded to reduce light spill-over on neighboring uses. Therefore, new light or associated glare resulting from the project would not adversely affect day or nighttime views in the area. Impacts would be less than significant.

2.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.2.1 Environmental Setting

The project area is located in a developed portion of the community of Tuolumne. Neither the project site, nor the surrounding properties, is currently used or designated/zoned as agricultural land or farmland. The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program classifies agricultural land in eight categories based on soil quality and irrigation status. The DOC does not currently have data available at this time for land within Tuolumne County (DOC 2018). However, recently published soil data indicates that the project site is not designated as prime farmland (U.S. Department of Agriculture, Natural Resources Conservation Service 2018). There are no plans in place for agricultural or farmland uses at the project site or surrounding properties in the future.

2.2.2 Discussion

- 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?**

No impact. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the project site or project vicinity. Therefore, the project would not convert farmland to a non-agricultural use. No impact would occur.

- b) **Conflict with existing zoning for agricultural use or a Williamson Act contract?**

No impact. There are no Williamson Act-contracted lands in the vicinity of the project. The project would therefore not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

- 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))?**

No impact. The project area is not zoned as forest land or timberland and does not include any timberland resources. Therefore, no impact would occur.

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

No impact. There is no forest land within the project area. Therefore, no forest lands would be lost or converted to non-forest uses as a result of the project. No impact would occur.

- 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?**

No impact. As discussed in items (a) through (d) above, the project would not result in the direct conversion of farmland or forest land to non-agricultural or non-forest use. As described in Section 1, the primary intent of the project is to serve as a community space during typical non-emergency and emergency uses. The project would not induce any growth that could result in development that would convert farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

2.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.3.1 Environmental Setting

Tuolumne County is located within the Mountain Counties Air Basin (MCAB), along with Amador, Calaveras, El Dorado (western), Mariposa, Nevada, Placer (central), Sierra, and Plumas counties. The local air pollution control districts (APCDs) and air quality management districts (AQMDs) are required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "nonattainment." The MCAB violates the state ozone standard due to transport (i.e., air migration across air district lines) from the Sacramento Valley, the San Joaquin Valley, and the San Francisco Bay Area. The region is in attainment for the federal 1-hour standard, except for the western portions of El Dorado and Placer counties, which are part of the Sacramento federal nonattainment area. Because the California Air Resources Board (CARB) has determined that the region's ozone violations are the result of transport of emissions into the MCAB (CAPCOA 2015), requirements in the California Clean Air Act that would affect the air quality planning process of the local air districts have not been triggered. Instead, the region will benefit principally from emission reductions in the upwind areas through the application of "all feasible measures" (CARB 2001).

The Tuolumne County portion of the MCAB is a nonattainment area for the state standards for ozone (CARB 2017) and the 2015 federal standard for ozone. Federal and state standards for carbon monoxide (CO), nitrogen dioxide, sulfur dioxide (SO₂), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead (CARB 2015) are all in attainment. The Tuolumne County Air Pollution Control District (TCAPCD) is responsible for implementing emissions standards and other requirements of federal and state laws regarding most types of stationary emission sources. CARB has determined that the ozone levels in Tuolumne County are caused by "overwhelming transport" of emissions into the air district (CAPCOA 2015). Therefore, TCAPCD is relieved from preparing an attainment plan for ozone, and no other criteria air pollutant levels are high enough to require an attainment plan. Although there are no required attainment plans, or other local plans specifically addressing air quality, Tuolumne County must conform to existing state and federal air quality standards.

TCAPCD is the primary agency responsible for planning to meet National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) in the County and is responsible for implementing emissions standards and other requirements of federal and state laws regarding most types of stationary emission sources. In addition, TCAPCD has also set emissions thresholds for certain pollutants for the purposes CEQA. Pursuant to the State CEQA Guidelines, air quality impacts from project implementation would be significant if the project would:

- ▶ violate any air quality standard or contribute substantially to an existing or project air quality violation—for the purposes of the project locations, result in construction or operations of a project that generated emissions in excess of the following thresholds, except CO, used by TCAPCD (2017):
 - reactive organic gases (ROG) – 1,000 pounds per day (lb/day) or 100 tons per year (tpy)
 - oxides of nitrogen (NO_x) – 1,000 lb/day or 100 tpy
 - PM₁₀ – 1,000 lb/day or 100 tpy
 - CO – 1,000 lb/day or 100 tpy
- ▶ expose sensitive receptors to a substantial incremental increase in toxic air contaminant (TAC) emissions; or
- ▶ create objectionable odors affecting a substantial number of people.

2.3.2 Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant. The project would include the construction and operation of a 12,000-sq.-ft. community resilience center and supportive facilities (e.g., parking, staging areas, outdoor coverage and storage). Based on the discussions under items (b) and (c) below, the project would not exceed the thresholds of significance for criteria pollutants and precursors. Further, as discussed above, no air quality plan has been prepared for Tuolumne County. This impact would therefore be less than significant.

b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?

Less than significant. The project would result in temporary increases in criteria air pollutants and precursors during construction activities, primarily associated with heavy-duty equipment use, worker commute, and material haul trips. Operation of the project would result in permanent increases in vehicular use, resulting in increases in exhaust emissions. Construction and operation are discussed separately below.

Construction

Construction activities would include grading/excavation, foundation pouring, building construction, and paving, and would occur sequentially (i.e., would not overlap). Typical construction equipment would include dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. A total of 28,000 cubic yards of fill material would be required, resulting in 20 delivery trucks per day during the site preparation and grading phases of construction. No blasting is proposed.

Construction-related emissions would be temporary in nature. Emissions of NO_x would be primarily associated with off-road (e.g., gas and diesel) construction equipment exhaust; additional sources would include on-road trucks for import and export of materials and worker vehicles for commuting. Worker commute trips in gasoline-fueled vehicles, off-gassing from asphalt application, and application of architectural coatings would be the principal sources of ROG. Emissions of fugitive PM or dust (PM₁₀ and PM_{2.5}) are associated primarily with ground-disturbance activities during site preparation and grading and may vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled on-site and off-site. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM₁₀ and PM_{2.5} emissions, but to a much lesser extent.

Construction-related emissions were estimated using the California Emissions Estimator Model (CalEEMod) computer program as recommended by TCAPCD. CalEEMod is designed to model construction emissions for land use development projects and allows for the input of project-specific information. Table 2-1 summarizes the modeled construction emissions of criteria air pollutants and precursors for the project. Refer to Appendix A for detailed modeling input parameters and results.

Table 2-1 Modeled Daily Maximum and Annual Construction Emissions of Criteria Air Pollutants and Precursors

Construction Phase	ROG	Maximum Daily Emissions (lb/day)/ Annual (tons per year)			
		NO _x	CO	PM ₁₀	PM _{2.5} ¹
Maximum Daily Emissions	9.5 lb/day	25.8 lb/day	15.9 lb/day	2.4 lb/day	1.2 lb/day
Annual Emissions	<1 tpy	1.6 tpy	1.2 tpy	<1 tpy	<1 tpy
TCAPCD Thresholds	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	N/A
Exceed Significance Threshold?	No	No	No	No	N/A

Notes: CO = carbon monoxide; lb/day = pounds per day; tpy= tons per year; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter; PM₁₀ = respirable particulate matter; ROG = reactive organic gases; TCAPCD = Tuolumne County Air Pollution Control District.

¹ TCAPCD has not identified a threshold of significance for PM_{2.5}; therefore, this information is presented for informational purposes.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

As shown in Table 2-1, construction activity associated with the project would not generate emissions in excess of the established maximum daily or annual emissions thresholds for ROG, NO_x, and PM₁₀. It should be noted that PM_{2.5} is a subset of PM₁₀ and TCAPCD has not identified a separate threshold for PM_{2.5}; therefore, impacts related to PM_{2.5} are considered to be consistent with impacts related to PM₁₀ (for which TCAPCD does have a threshold of significance).

Operation

Regional area- and mobile-source emissions of criteria air pollutants and precursors (i.e., ROG, NO_x, CO, PM₁₀, and PM_{2.5}) generated by operation of the project were modeled using CalEEMod. CalEEMod allows land use selections that include location specific information and trip generation rates. CalEEMod calculates area-source emissions from use of landscape maintenance equipment and consumer products and calculates mobile-source emissions associated with vehicle trip generation. CalEEMod default trip rates were adjusted based on the project-specific traffic analysis (Wood Rodgers 2018). Table 2-2 summarizes the modeled operation-related emissions of criteria air pollutants and precursors under buildout conditions in 2022, the earliest possible year of full operation.

As shown in Table 2-2, the project's operational emissions would not exceed any of TCAPCD's applicable mass emission thresholds. Therefore, the mass emissions of criteria air pollutants and precursors associated with operation of the project would not contribute considerably to the nonattainment status of the MCAB with respect to the applicable CAAQS and NAAQS.

Table 2-2 Daily Maximum and Annual Operational Emissions of Criteria Air Pollutants and Precursors

Operational Phase	ROG	NO _x	CO	PM ₁₀	PM _{2.5} ¹
Maximum Daily Emissions	<1 lb/day	<1 lb/day	<1 lb/day	<1 lb/day	<1 lb/day
Annual Emissions	<1 tpy	<1 tpy	<1 tpy	<1 tpy	<1 tpy
TCAPCD Thresholds	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	1,000 lb/day and 100 tpy	N/A
Exceed Significance Threshold?	No	No	No	No	N/A

Notes: CO = carbon monoxide; lb/day = pounds per day; tpy= tons per year; NO_x = oxides of nitrogen; PM_{2.5} = fine particulate matter; PM₁₀ = respirable particulate matter; ROG = reactive organic gases; TCAPCD = Tuolumne County Air Pollution Control District.

¹ TCAPCD has not identified a threshold of significance for PM_{2.5}; therefore, this information is presented for informational purposes.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

Summary

As shown in Tables 2-1 and 2-2, neither construction nor operation of the project would exceed applicable TCAPCD thresholds of significance. The project would not result in the exceedance of a NAAQS or CAAQS and would not contribute substantially to the nonattainment status of the MCAB. This impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant. Particulate exhaust emissions from diesel-fueled engines (i.e., diesel PM) was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of diesel PM outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs (CARB 2005). No new long-term stationary sources of TACs are proposed, and therefore, diesel PM associated with construction-related equipment use and operation-related increases in vehicle trips is the focus of this analysis.

Construction

Construction-related activities would result in temporary, short-term project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment for site preparation, paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities. However, construction activities would be relatively minor and short in duration (i.e., up to 14 months). Construction-related emissions of PM₁₀, used as a surrogate for diesel PM, would be minor and would not exceed applicable thresholds of significance (Table 2-1). Further, the dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment's 2015 guidance, exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the Maximum Exposed Individual (MEI), with 9- and 70-year exposure periods at the MEI as supplemental information. Furthermore, a 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015:8-1). Thus, considering the relatively low amount of estimated emissions (i.e., less than 1 tpy and 1 lb/day) and the short duration of project construction, short-term emissions of diesel PM would not result in substantial pollution concentrations at existing nearby sensitive receptors.

Operation

With respect to long-term operational increases in mobile-source TACs, operation of the community resilience center would result in an additional 346 daily trips, which would increase traffic volume on Tuolumne Road (between Wards Ferry Road and Cherry Valley Road) to a total of 8,636 average daily trips (ADT). As shown in Table 2-2, operational emissions of PM₁₀, a surrogate for diesel PM, would be substantially below TCAPCD thresholds of significance. In

addition, estimated emissions of PM₁₀ would be dispersed over several roadways, resulting in lower levels of diesel PM at any one location in the County. Further, and in accordance with CARB guidance (2005), roadways with ADT exceeding 100,000 generally pose the greatest health risks. Thus, considering that the project would not result in substantial PM₁₀ emissions and project-generated trip increase would be minimal in comparison to ADT levels known to generate the highest risk, the project would not result in operational mobile-source emissions that could expose existing sensitive receptors to substantial pollution concentrations or exacerbate existing health risks from TAC emissions.

Summary

As discussed above, construction would be short in duration (i.e., up to 14 months), and would not result in substantial PM₁₀ emissions. Similarly, project operation would not result in substantial increases in mobile-source emissions. This impact would therefore be less than significant.

d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?

Less than significant with mitigation. The occurrence and severity of odor and dust impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they may still be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Dust emissions can result in bad air quality and visibility, as well as airborne particulates that could result in breathing difficulty.

Development of the community resilience center would not introduce new, permanent sources of objectionable odors. Construction associated with the project could expose existing nearby residents to odorous emissions from diesel equipment, asphalt paving, and the application of architectural coatings. However, such emissions would be short-term in nature and would dissipate rapidly with increasing distance from the source. Although dust emissions (i.e., PM₁₀) would not exceed applicable TCAPCD thresholds of significance, such that an air quality standard is violated, the existing adjacent day care facility could be exposed to dust concentrations during site preparation and grading activities, especially if construction activities occur during daytime hours when children are using the outdoor facilities.

Implementation of the project would not involve the construction or operation of any major odor sources; thus, the project would not result in the exposure of residences or other sensitive receptors to objectionable odors. However, dust emissions during site preparation has the ability to result in substantial emissions at the nearby day care. This impact would be significant.

Mitigation Measure 2.3-1: Implement Dust Control Measures

The construction contractor shall comply with the following measures during site preparation/grading activities:

- ▶ Water all exposed surfaces two times daily, or at a minimum to retain surface moisture and suppress dust. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.
- ▶ Remove visible trackout mud or dirt onto adjacent public roads at least once a day using, for example, power vacuum street sweepers or other methods approved by the air district and county. Use of dry power sweeping is prohibited.

Significance after Mitigation

Based on mitigation measure effectiveness in CalEEMod, implementation of Mitigation Measure 2.3-1 would reduce fugitive dust emissions by up to 55 percent and would minimize the potential for fugitive dust emissions generated during project construction to expose nearby receptors to substantial emissions. This impact would be reduced to a less-than-significant level.

2.4 BIOLOGICAL RESOURCES

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

2.4.1 Environmental Setting

A Biological Constraints Analysis was conducted for this project and the complete report is included as Appendix B. To conduct the constraints analysis, a reconnaissance-level survey was conducted on August 27, 2018. In addition, information on sensitive biological resources previously recorded at the project sites was collected through review of U.S. Fish and Wildlife Service (USFWS) species lists; a search of the California Natural Diversity Database (CNDDB), USFWS National Wetlands Inventory, California Native Plant (CNPS) Inventory of Rare Endangered Plants; and review of the *Tuolumne County Wildlife Handbook* (Tuolumne County 1987). This Environmental Setting summarizes the results of the reconnaissance-level survey and online information search. Additional detail is included in Appendix B.

The project site consists of two undeveloped parcels across from each other along Bay Street in Tuolumne, California. The north parcel is bounded to the north by an undeveloped lot, to the east by the West Side Lumber Company building, to the south by Bay Street, and to the west by an undeveloped lot. The south parcel is bounded to the north by Bay Street, to the east by a toddler play area and a horseshoe game pit area, to the south by undeveloped riparian area and to the west by Cherry Valley Boulevard South. The two parcels have been historically disturbed. Both parcels have sloped trenches associated with previous disturbance and installation of storm drainage culverts. Both parcels support annual grassland consisting of mostly ruderal (weedy) vegetation. See Figure 2-2 for site boundary and existing vegetation.

Existing plants include typical weedy plants associated with disturbed sites, including yellow star thistle (*Centaurea solstitialis*), ripgut brome (*Bromus diandrus*), bermuda grass (*Cynodon dactylon*), dogtail grass (*Cynosurus echinatus*), wild oats (*Avena fatua*), wild radish (*Raphanus raphanistrum*), sweet pea (*Lathyrus latifolius*), English plantain (*Plantago lanceolata*), nutsedge (*Cyperus* sp.), curly dock (*Rumex crispus*), Himalayan blackberry (*Rubus armeniacus*), chicory (*Cichorium intybus*), field vetch (*Vicia villosa*). Interior live oak (*Quercus wislizenii*), black oak (*Quercus kelloggii*), pine (*Pinus* sp.), and cypress (*Cupressus* sp.) were observed growing along Bay Street for the north parcel. Only a willow (*Salix* sp.) was observed growing along Bay Street for the south parcel. Approximately eight cottonwood (*Populus* sp.) saplings are also growing within the south parcel adjacent to a depression left by previous ground disturbance north of the riparian area associated with a historical drainage.

Wildlife observed at the Tuolumne project site include species associated with developed environments such as feral cat (*Felis silvestris*), house sparrow (*Passer domesticus*), lesser goldfinch (*Spinus psaltria*), house finch (*Carpodacus mexicanus*), California scrub-jay (*Aphelocoma californica*), Anna's hummingbird (*Calypte anna*), western fence lizard (*Sceloporus occidentalis*), and desert cottontail (*Sylvilagus audubonii*).

SPECIAL-STATUS SPECIES

Based on the site visit and literature review, the project site does not provide suitable habitat for California red-legged frog (*Rana draytonii*) or foothill yellow-legged frog (*Rana boylei*), and the project site is outside of the currently known delta smelt (*Hypomesus transpacificus*) range, and is not within designated critical habitat for any federally listed species; therefore, these species and critical habitat are not discussed further. The database queries returned 16 occurrences of rare plants (rare plant rank 1B.1 and 1B.2) and 14 occurrences of wildlife within five miles of the project site. However, due to its disturbed nature and the fact that the project site does not provide suitable habitat (i.e., perennial streams, vernal pools, serpentinite or gabbroic soils, chaparral habitat, lower montane coniferous forest, etc.) for any of these species; these species are not expected to occur on the project site.

WETLANDS, RIPARIAN HABITAT, AND OTHER SENSITIVE NATURAL COMMUNITIES

The two parcels have drainage ditches that help drain upland areas. The north parcel has a drainage ditch that does not support wetlands plants or other indicators. The south parcel also has drainage ditch, which receives water from the north parcel through a culvert; no wetland vegetation or other wetland indicators were observed within this ditch either. A culvert directs the water from this ditch to the south, and the culvert daylight just on the other side of a gravel driveway on uplands at which point another culvert drains from the parcel southwest of the intersection between Cherry Valley Boulevard North and Bay Street. Refer to Appendix B for photographs of existing drainage facilities.

NESTING BIRDS

The project site does not provide suitable habitat for nesting birds due to sparse vegetation and does not provide adequate nesting substrate. Although the site does not provide suitable nesting habitat, the cottonwood trees in the riparian area of the adjacent lot provide suitable habitat for raptors.



Source: Adapted by Ascent in 2018

Figure 2-2 Tuolumne Site Vegetation

WILDLIFE MOVEMENT

The site does not support a wildlife movement corridor because it is within a developed portion of Tuolumne.

2.4.2 Regulatory Setting

Biological resources are regulated by federal, state, and local laws. In California and specifically in Tuolumne County, the Federal Endangered Species Act, Clean Water Act, California Endangered Species Act, *Tuolumne County General Plan*, the Tuolumne County Ordinance Code, and the *Tuolumne County Wildlife Handbook* are the primary regulations considered in this analysis. As discussed above, a Biological Constraints Analysis was conducted for this project (Appendix B) and contains a thorough discussion of applicable regulatory agencies and laws. This section briefly summarizes those used in this analysis. For a complete discussion refer to Appendix B.

FEDERAL ENDANGERED SPECIES ACT

Pursuant to the federal Endangered Species Act (ESA), USFWS and the National Marine Fisheries Service (NMFS) have authority over projects that may affect the continued existence of federally listed (threatened or endangered) species. Section 9 of ESA prohibits any person from “taking” an endangered or threatened fish or wildlife species or removing, damaging, or destroying a listed plant species on federal land or where the taking of the plant is prohibited by state law. Take is defined under ESA, in part, as killing, harming, or harassing. Under federal regulations, take is further defined to include habitat modification or degradation where it results in death or injury to wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering.

If a proposed project would result in take of a federally listed species, the project applicant must consult with USFWS or NMFS before the take occurs under Section 10(a) of ESA or Section 7 of ESA if another federal agency is involved in the action. Conservation measures to minimize or compensate for the take are typically required.

CALIFORNIA ENDANGERED SPECIES ACT

Pursuant to the California Endangered Species Act (CESA), a permit from the California Department of Fish and Wildlife (CDFW) is required for projects that could “take” a species state listed as threatened or endangered. Section 2080 of CESA prohibits take of state-listed species. Under CESA, take is defined as any activity that would directly or indirectly kill an individual of a species. The definition does not include “harm” or “harass” like the federal act. As a result, the threshold for take under CESA is higher than under ESA (i.e., habitat modification is not necessarily considered take under CESA). Authorization for take of state-listed species can be obtained through a California Fish and Game Code Section 2081 incidental take permit. California Fish and Game Code.

The California Fish and Game Code identifies Fully Protected Species in Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take. DFW has informed nonfederal agencies and private parties that their actions must avoid take of any fully protected species.

In addition, Section 3503 of the California Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (e.g., hawks, owls, eagles, and falcons), including their nests or eggs.

TUOLUMNE COUNTY WILDLIFE HANDBOOK

The *Tuolumne County Wildlife Handbook* (TCWH) and its associated maps detail the distribution of various habitat types countywide, evaluate their relative biological value, and establish Tuolumne County’s standards and thresholds for evaluating the potential biological impacts pursuant to CEQA (Tuolumne County 1987). The avoidance and mitigation measures provided in the TCWH are intended to facilitate a consistent, fair, and cost-effective approach to wildlife mitigation that provides the greatest protection for the most sensitive resources. However, if a site-specific

biological evaluation is conducted by a qualified biologist, the environmental analysis and mitigation measures can rely on the recommendations of the biologist in lieu of the TCWH recommendations.

2.4.3 Discussion

- 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 the U.S. Fish and Wildlife Service?**

Less than significant with mitigation incorporated. No special-status plant or wildlife species are expected to occupy the project site because of a lack of suitable habitat and the disturbed nature of the site. The project site does not provide suitable habitat for nesting birds due to sparse vegetation and does not provide adequate nesting substrate. Although the project site does not provide suitable nesting habitat, the cottonwood trees in the riparian area of the adjacent lot, approximately 70 feet to the south, do provide suitable habitat for raptors. Thus, construction activities have the potential to disturb nesting birds adjacent to the project site. This impact would be significant.

Mitigation Measure 2.4-1: Minimize Disturbance to Potential Nesting Birds During Construction

To minimize potential disturbance to nesting birds, project activities, including site preparation and grading, shall occur during the non-breeding season (September 15 – February 13) unless it is not feasible to do so, in which case the following measures shall apply. Although the project site does not provide suitable nesting habitat, the adjacent riparian area may provide suitable nesting habitat and activities within the project site may affect nesting birds if present.

- ▶ If construction activity is scheduled to occur during the nesting season (February 14 to September 14), a qualified biologist shall conduct preconstruction surveys to identify active nests within 500 feet of the project site that could be affected by project construction. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction in a particular area. If no nests are found, no further mitigation is required.
- ▶ If active nests are found, impacts on nesting native birds shall be avoided by establishment of appropriate buffers around the nests. No project activity shall commence within the buffer area until a qualified biologist confirms that any young have fledged, or the nest is no longer active. A 500-foot buffer around raptor nests and a 35-foot buffer around other native bird nests are generally adequate to protect them from disturbance, but the size of the buffer may be adjusted by a qualified biologist in consultation with CDFW depending on species and site-specific conditions. If construction cannot be delayed within the buffer area, a qualified biologist will monitor active nest site during construction to determine whether the nesting pair shows signs of disturbance in response to construction activities; if nesting pairs show signs of disturbance, construction will cease within the non-disturbance zones until hatchlings successfully fledge.

Significance after Mitigation

Implementation of Mitigation Measure 2.4-1 requires preconstruction surveys to identify any nearby active nests and requires disturbance buffers to be demarcated to prevent any disturbance during construction activities.

Implementation of this mitigation measure would reduce the potential to disturb any nearby nesting birds to a less-than-significant level.

- b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

No impact. As shown in Figure 2-2, the entire project site consists of annual grassland; there are no existing riparian habitats or other sensitive natural communities identified on the project site. No impact would occur.

- 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?**

No impact. As shown in Figure 2-2, the entire project site consists of annual grassland; there are no existing marshes, vernal pools, coastal areas, or any other federally protected wetlands on the project site. No impact would occur.

- d) **Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No impact. The project site does not support a native wildlife nursery area nor a wildlife migratory corridor. No impact would occur.

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

No impact. There are no existing trees on the project site or other sensitive biological resources on site. Adjacent seasonal wetlands would be avoided during construction and operation of the project. Thus, the project would not conflict with any local policy or ordinances and there would be no impact.

- 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?**

No impact. The project site is not within an adopted Habitat Conservation Plan. Therefore, construction of the project would not conflict with the provisions of an adopted Habitat Conservation Plan, or other approved conservation plan in the area. No impact would occur.

2.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2.5.1 Environmental Setting

Setting information and impact conclusions are derived from the Cultural Resources Inventory for the project (Natural Investigations Company 2018).

PREHISTORIC SETTING

The prehistoric timeframes in California's Sierra foothill region include Early Archaic (11,500–7000 cal [calibrated] BP [before present]), Middle Archaic (7000–3000 cal BP), Late Archaic (3000–1100 cal BP), Recent Prehistoric I (1100–610 cal BP), and Recent Prehistoric II (610–100 cal BP). While there is little evidence of the Early Archaic period, excavations of a number of archaeological sites in the subsequent four periods show changes in distinct artifact types, subsistence orientation, and settlement patterns that lasted until historic contact in the mid-1800s (Natural Investigations Company 2018).

ETHNOGRAPHIC SETTING

The Central Sierra Mi-wuk (also spelled Miwok) historically occupied the project vicinity (Kroeber 1925; Levy 1978; cited in Natural Investigations Company 2018). The foothills and mountains of the Stanislaus and Tuolumne river drainages provided these seasonally mobile hunter-gatherers with an abundance of natural resources. Semi-permanent villages were typically situated below the 4,000-foot-snow-line, with summer camps used at higher altitudes. Similar to other California Native American groups, the Mi-wuk employed a variety of tools, implements, and enclosures for hunting and collecting natural resources. Acorns, of particular importance to the diet, were stored in village granaries and earth ovens were used by the Mi-wuk to bake acorn bread. The discovery in 1848 of gold in the western Sierra Nevada foothills and the ensuing Gold Rush led to a flood of non-indigenous peoples into Mi-wuk territory and a devastating impact on their traditional lifeways.

HISTORIC SETTING

One of California's original 27 counties, Tuolumne County was created at the time of statehood in 1850. The name is believed to be a transliteration of the Mi-wuk word "talmalamne," meaning a cluster of stone dwellings. In the summer of 1848, gold was discovered in the streams and rivers that drained the foothills and mountains. Steam-powered sawmills were established in the 1850s to meet the demand for lumber for the mining devices and water flumes. In 1897, the Sierra Railway provided freight and passenger service to and from the county, connecting directly

to the Santa Fe and Southern Pacific railroads in Oakdale, thus providing access to the national rail network. In 1899, the county's first major lumber operation was incorporated as the West Side Flume and Lumber Company, later renamed West Side Lumber Company, based in Tuolumne City. At one time, Tuolumne County was one of California's leading mining districts, with over 300 patented mines and about 1,000 ore stamping facilities. In addition to gold and lumber, fresh produce and cattle became major economic enterprises, all exported from the County via the Sierra Railway (Tuolumne County CAGENWEB Project 2017, cited in Natural Investigations Company 2018).

The present-day community of Tuolumne was initially a small mining camp settled during the later years of California's Gold Rush. The name of the community changed several times, from Summersville in the mid-1850s, to Carter in 1860, and officially to Tuolumne in 1909. The Sierra Railway had reached Carter in 1900 and dubbed the railroad station "Tuolumne." The same year, West Side Lumber opened a large sawmill in Carter/Tuolumne City and also subdivided lots and established a company town. The lumber company had its own logging railroad (West Side Narrow Gauge Railroad) that provided access to the lumber camps in the Stanislaus National Forest and also connected to the Sierra Railway terminus. West Side Lumber expanded, adding a drying kiln, planing mill, and box factory, and operated until the mill closed permanently in the mid-1960s. After the mill closed, portions of the West Side Narrow Gauge Railroad track were salvaged for scrap, a portion briefly resurrected in the 1970s as a tourist attraction in Tuolumne (also known as the Cherry Valley and Pickering Railroad), and other portions repurposed as a recreation trail (Natural Investigations Company 2018).

RESULTS OF SITE RESEARCH AND SURVEY

A literature search completed by the Central California Information Center on August 24, 2018 indicated three prior surveys had been conducted between 1992 and 2008 within all or a portion of the project site. One cultural resource, a historic-era railroad segment (P-55-00016, West Side Narrow Gauge Railroad), had been previously recorded within the project site. Of 43 additional resources previously recorded within a 0.5-mile radius of the project, 36 are historic-era, five are prehistoric, and three have both prehistoric and historic components (Natural Investigations Company 2018).

Archival research indicates the project vicinity was part of the railroad/commercial portion of Summersville/ Carter/ Tuolumne City. Tuolumne City was historically the end of the Sierra Railway main line and the headquarters of West Side Lumber's Narrow Gauge Railroad. Historic topographical maps and aerials from the 1940s show multiple buildings and railroad lines around the project area, and a large warehouse within the project site, with two small buildings directly north and a railroad line adjacent to the warehouse on the west. Later aerials from the 1990s and the 2001 Tuolumne quadrangle show both the railroads and the structures as no longer present within the project site (Natural Investigations Company 2018).

An intensive-level pedestrian survey of the project site was conducted on September 5 and 6, 2018. Survey transects were spaced apart at intervals no greater than 15 meters. All visible ground surface within the project site was carefully examined for cultural material (e.g., flaked stone tools, tool-making debris, stone milling tools, or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). The project site has been disturbed by the former buildings and adjacent railroad line, a modern drainage system, grubbing and grading, large machinery discard, and a graveled track. Two rows of partially underground metal pipes appear to be the remains of the former warehouse shown on the topographical maps and aerials from the 1940s (Natural Investigations Company 2018).

No prehistoric or historic-era archaeological sites, ethnographic sites, or historic-era built environment resources were identified during survey of the project site. The previously recorded segment of the West Side Narrow Gauge Railroad (P-55-00016) mapped as being within the project site is no longer present (Natural Investigations Company 2018).

The sensitivity is low for discovery of archaeological deposits, materials, or features during implementation of the project. The project site is located within disturbed areas that are underlain by sediments deposited at least a million years prior to the presence of humans in this region (Natural Investigations Company 2018).

NATIVE AMERICAN OUTREACH

Natural Investigations Company contacted the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File for traditional cultural resources within or near the project site. The reply from the NAHC, dated August 30, 2018, states that their search was negative for the presence of Native American sacred lands in the immediate vicinity.

By letters dated September 4 and 28, 2018, Natural Investigations Company contacted each of the two Native American tribes provided by the NAHC, requesting any information regarding sacred lands or other heritage sites that might be affected by the project. On October 15, 2018, voice mail messages were left for Lloyd Mathiesen, Chairperson of the Chicken Ranch Rancheria of Me-Wuk Indians, and Kevin Day, Chairperson of the Tuolumne Band of Me-Wuk Indians. Responses have not been received from either tribe.

2.5.2 Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than significant with mitigation incorporated. No archaeological sites or historic-era built environment resources were identified during surveys of the project site (Natural Investigations Company 2018). Although the potential for discovery of buried archaeological materials within the project site is considered to be low, it is possible that previously unknown historical resources could be discovered during grading and excavation work associated with construction of the project. Inadvertent discovery or damage to historical resources would be a significant impact.

Mitigation Measure 2.5-1: Inadvertent Discovery of Historical and Archaeological Resources

In the unlikely event that buried cultural deposits (e.g., prehistoric stone tools, milling stones, historic glass bottles, foundations, cellars, privy pits) are encountered during project implementation, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist (36 Code of Federal Regulations [CFR] 61) shall be notified immediately and retained to assess the significance of the find. Construction activities could continue in other areas. If the find is determined to be significant by the qualified archaeologist (i.e., because it is determined to constitute either a historical resource or a unique archaeological resource), the archaeologist shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place, archival research, subsurface testing, or contiguous block unit excavation and data recovery.

Significance after Mitigation

Implementation of Mitigation Measure 2.5-1 would minimize the potential for the project to result in adverse changes to historical or archaeological resources by requiring cessation of work and implementation of proper data recovery and/or preservation procedures upon discovery of previously unknown resources. Therefore, this impact would be reduced to a less-than-significant level.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant with mitigation incorporated. No prehistoric or historic-era archaeological sites or ethnographic sites were identified during surveys of the project site (Natural Investigations Company 2018). However, it is possible that buried or concealed archaeological resources could be present that may be discovered during ground-disturbing and

other construction activities associated with the project. Inadvertent discovery or damage to archaeological resources would be a significant impact.

Mitigation Measure 2.5-1: Inadvertent Discovery of Historical and Archaeological Resources

Implement Mitigation Measure 2.5-1, above.

Significance after Mitigation

Implementation of Mitigation Measure 2.5-1 would ensure that the project would not result in adverse changes to archaeological resources, by requiring cessation of work and implementation of proper data recovery and/or preservation procedures upon discovery of previously unknown resources. Therefore, this impact would be reduced to a less-than-significant level.

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

Less than significant with mitigation incorporated. Based on the documentary research described above, no evidence suggests that any prehistoric or historic-era marked or unmarked human interments are present within or in the immediate vicinity of the project site (Natural Investigations Company 2018). However, there is the potential for unmarked, previously unknown Native American or other graves to be present and be uncovered during construction activities. California law recognizes the need to protect historic-era and Native American human burials, skeletal remains, and grave-associated items from vandalism and inadvertent destruction and any substantial change to or destruction of these resources would be a significant impact.

Mitigation Measure 2.5-2: Inadvertent Discovery of Human Remains

In accordance with the California Health and Safety Code, Section 7050.5, and the Public Resources Code (PRC) 5097.98, regarding the discovery of human remains, if any such finds are encountered during project construction, all work within the vicinity of the find shall cease immediately, a 100-foot-wide buffer surrounding the discovery shall be established, and the County shall be immediately notified. The County coroner shall be contacted immediately to examine and evaluate the find. If the coroner determines that the remains are not recent and are of Native American descent, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent. The Most Likely Descendent shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Significance after Mitigation

Implementation of Mitigation Measure 2.5-2 would require that proper procedures are followed in the event of the discovery of previously unknown human remains. Therefore, this impact would be reduced to a less-than-significant level.

2.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

2.6.1 Environmental Setting

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources. Natural gas provides one third of the electricity used in California, coming from both California-based power plants, as well as Pacific Northwest- and Southwest-based power plants outside the state. After natural gas generation, electricity in California is mostly generated by renewables (29 percent), large hydroelectric (15 percent), and nuclear (9 percent) (CEC 2018a). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors. Pacific Gas & Electric Company (PG&E) is the primary electricity supplier in Tuolumne County. As of 2016, PG&E was powered by 33 percent renewables (CPUC 2018). There is no natural gas consumption in Tuolumne County; however, there is propane consumption.

STATE REGULATIONS

Senate Bill 1078: California Renewables Portfolio Standard Program

Senate Bill (SB) 1078 (Chapter 516, Statutes of 2002) establishes a renewables portfolio standard (RPS) for electricity supply. The RPS originally required retail sellers of electricity, including investor-owned utilities and community choice aggregators to provide 20 percent of their supply from renewable sources by 2017, but SB 1078 moved that date forward to require compliance by 2010, although the state did not meet the target. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. As of 2016, the state sourced 34.8 percent of its electricity from certified renewable sources (CPUC 2018). The outcome of this legislation will affect regional transportation powered by electricity.

SB X1-2 of 2011 set a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. The state met the 2016 target and is on track to meet the 2020 target.

California Green Building Standards

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 Part 6 was established by California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy-efficiency standards for residential and nonresidential buildings. The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by CEC on May 9, 2018 and will take effect on January 1, 2020. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through

prescriptive requirements for high-efficacy lighting (CEC 2018b). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program, which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program’s zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California’s new vehicle sales by 2025. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases, reducing overall fossil fuel consumptions, than the statewide fleet in 2016 (CARB 2016).

2.6.2 Discussion

- a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?

Less than significant. Temporary increases in energy use (i.e., fuel) would be required during construction activities. Project energy use would primarily consist of energy consumption for space heating and cooling and transportation energy use associated with increases in vehicle trips to and from the new community resilience center. All building energy needs would be met by electricity, supplied by PG&E.

Compliance with CCR Title 24 Energy Efficiency Standards would result in an energy-efficient building. However, compliance with building codes does not address all potential energy impacts during project construction and operation. Energy consumption estimates were calculated using CalEEMod and from fuel consumption factors in the EMFAC and OFFROAD models. A detailed breakdown of project energy consumption is provided in Table 2-3. See Appendix A for detailed calculations and assumptions. Construction and operational energy needs are discussed separately below.

Table 2-3 Project Construction and Operation Energy Consumption

Phase	Category	Energy Consumption
Construction	Off-road Vehicles	20,039 gallons of diesel
	On-road Vehicles	4,300 gallons of gasoline and 13,571 gallons of diesel
Operation	Electricity ¹	57,954 kWh/year
	On-road Vehicles	49,535 gallons of gasoline and 10, 849 gallons of diesel per year

Notes: kWh = kilowatt hours; kBTU = kilo British Thermal Units

¹ Includes CalEEMod default natural gas building consumption (kBTU/year) converted to kWh/yr because proposed building would be all electric.

Source: See Appendix A

Construction

Energy would be required to construct the community resilience center, operate and maintain construction equipment, and transport construction materials. The one-time energy expenditure required to construct the physical building and associated parking/driveway would be nonrecoverable. Most energy consumption would result from

operation of construction equipment and vehicle trips associated with commute trips by construction workers and haul trucks supplying materials.

An estimated 4,300 gallons of gasoline and 33,610 gallons of diesel would be consumed to enable project construction, accounting for both onsite equipment use and offsite vehicle travel. The energy needs for project construction would be temporary and are not anticipated to require additional capacity or increase peak or base period demands for electricity or other forms of energy. Construction equipment and associated energy consumption would be typical of that associated with construction of new recreational or community center buildings.

Operation

Operation of the project would be similar to community center uses requiring electricity for lighting, space and water heating, and appliances. Based on the proposed building size and the modeling conducted, the project would require 57,954 kilowatt hours of electricity per year. Operation of the project would generate 3,562 daily vehicle miles traveled (VMT) that would consume an estimated 49,535 gallons of gasoline and 10,849 gallons of diesel per year. Fuel use estimates were calculated from the combination of fuel consumption rates and fuel mix by vehicle class from CARB's EMFAC2017 model, with overall VMT and mode share by vehicle class modeled for the project in CalEEMod (see Section 2.3, "Air Quality," and Appendix A). Vehicles employed for project trips would be required to comply with State and federal regulations regarding fuel efficiency standards for vehicles in California that are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation.

According to Appendix F of the State CEQA Guidelines, the means to achieve the goal of conserving energy includes decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. The project would be designed to meet LEED certified standards and mandatory CalGreen standards, including water efficient fixtures and Energy Star appliances and would only use electricity for building energy needs. In addition, up to 10 electric vehicle (EV) charging stations would be installed. The addition of the 10 EV charging stations would reduce VMT-related energy use over what would be required by the California Building Code (CBC). In addition, the new center would not operate on a continuous basis, further reducing overall energy consumptions in comparison to other typical land use development (e.g., residential, commercial).

Summary

Project construction would be temporary and minor in terms of energy use. Project operation would result in increased building and mobile-source energy demand. However, the project would incorporate EV charging stations, reducing fossil fuel use, and the building would be designed to only use electricity, considered a cleaner fuel source in comparison to other sources. The project's energy consumption from construction, building operation, and transportation would not be considered wasteful, inefficient, or unnecessary. Therefore, this impact would be less than significant.

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

Less than significant. The only relevant plan includes the State's *2008 Update, Energy Action Plan*, which focuses on the provisioning of renewable energy, demand reduction, energy efficiency, reducing VMT, increasing alternative fuels, and recycling (CEC and CPUC 2008). As discussed above, the project would reduce fossil fuel consumption by installing EV charging stations and only using electricity for building energy needs. In addition, the new center would not operate on a continuous basis, further reducing overall energy consumptions in comparison to other typical land use development (e.g., residential, commercial). This impact would be less than significant.

2.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, as updated), 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 checked="" type="checkbox"/>	<input type="checkbox"/>

2.7.1 Environmental Setting

EARTHQUAKES

Earthquake activity within Tuolumne County is significantly below the California state average. Over the past century, a total of five historical earthquakes within recorded magnitudes of 3.5 or greater have occurred. Further, there is an

approximate 28 percent chance of a major earthquake within 50 kilometers of Tuolumne County within the next 50 years. The probability of a moderate earthquake occurring in the next 30 years is low. Only one major “active fault” is located in Tuolumne County, the New Melones fault, located approximately 10 miles southwest of the project site (DOC 2010). The fault transects the County, running roughly north to south along the western boundary, and is part of the Foothill fault system, which runs along the west base of the Sierra Nevada mountain range. The estimated maximum capability for this fault is Magnitude 6.5 (Tuolumne County 2018).

LANDSLIDES, SUBSIDENCE, AND LIQUEFACTION

Naturally occurring landslides do not typically occur in the County. Slopes disturbed by grading or development have failed, especially during periods of heavy rainfall, and have resulted in the destruction of County infrastructure. Within the County, there is a considerable amount of area where the topography can be considered steep to very steep. In the vast majority of this area, the underlying rock formation is very stable and the soil found on these slopes is shallow and held in place by deep rooted vegetation. These slopes do not typically fail unless disturbed by grading or development (Tuolumne County 2018). Further, due to the nature of the soils, groundwater conditions, and low seismicity in the County, the risk and danger of liquefaction and subsidence occurring within the County is considered to be minimal (Tuolumne County 2018). The project site is generally flat in nature with little to no slopes.

PALEOLOGICAL RESOURCES

Based on geologic mapping, the majority of the County is not considered sensitive for paleontological resources. Paleozoic marine rocks occur in the western portion of the County and may contain fossils of marine invertebrates. Records of paleontological finds maintained by the University of California Museum of Paleontology state that there are 72 localities at which fossil remains have been found in Tuolumne County. These occur primarily in the Mehrten geologic formations (Tuolumne County 2018).

CALIFORNIA BUILDING CODE

The CBC identifies seismic factors that must be considered in structural design. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC. Chapter 18 of the CBC regulates the excavation of foundations and retaining walls, while Chapter 18A regulates construction on unstable soils, such as expansive soils and areas subject to liquefaction. Appendix J of the CBC regulates grading activities, including drainage and erosion control. The CBC also contains a provision that provides for a preliminary soil report or geotechnical report to be prepared to identify “...the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects” (CBC Chapter 18 Section 1803.1.1.1). Additionally, the state earthquake protection law (California Health and Safety Code Section 19100 et seq.) requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes.

2.7.2 Discussion

- 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 California Geological Survey Special Publication 42.)

No impact. The project site is not in an Alquist-Priolo Fault Zone and no known faults intersect the project area. No impact would occur.

ii) Strong seismic ground shaking?

Less than significant. As previously discussed, the project area is within an area with low earthquake probability. The project would be constructed consistent with the CBC, which includes standards intended to protect structures from earthquake-related and seismic activity. The nearest active fault is located approximately 10 miles from the project site and implementation of the project would not exacerbate existing seismic conditions within the project area. Impacts related to seismic hazards or ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant. As previously discussed, the project area is not located within a high potential earthquake area or in an area of liquefaction concern. Additionally, the project would comply with the applicable CBC requirements in Chapter 18, Section 1803.5, which requires geotechnical investigations for specific soil types and classifications, if necessary. Sections 18035.11 and 1803.5.12 include seismic design requirements related to liquefaction, such as foundation types and depth and ground stabilization. Further, the project would not exacerbate liquefaction hazards. Impacts would be less than significant.

iv) Landslides?

Less than significant. Though landslides do not typically occur naturally within the County, disturbed areas are more likely to experience landslide conditions. The topography of the project site is generally flat and the potential for landslide is unlikely. Impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant. Implementation of the project would involve construction activities including grading and excavation. Prior to construction, a stormwater pollution prevention plan (SWPPP) would be prepared and would be implemented throughout project construction. Compliance with local requirements related to construction activities and best management practices (BMPs) would reduce any potential project-related erosion impacts to a less-than-significant level.

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?

Less than significant. As previously described, due to the nature of soils within the County, liquefaction and subsidence occurrences within the County is considered to be minimal. Additionally, the project area is located within an area containing Dorado, Rockland, and Josephine soil series, which consists of deep, well drained soils with moderately slow permeability (Natural Resources Conservation Service 1964). Recently published soil data identifies soils from the Musick-Hotaw and Musick-Ultic complex within the project area (U.S. Department of Agriculture 2018). These soils exhibit shared characteristics with the Dorado, Rockland, and Josephine soils. Further, project implementation would be required to comply with the CBC, which provides specifications related to soil compaction and stability. Based on existing site conditions and through conformance with the CBC, development of the project would not result in any on- or off-site adverse geologic conditions such as landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than significant. As previously discussed in item (c), the project is located in an area with deep, well drained soils with moderately slow permeability. Additionally, groundwater supply is limited within the County and therefore the potential for expansive soils (subject to high shrink-swell potential) in the project area would be considered low. Construction of the project would conform to the CBC, which contains specifications to address expansive soils where they might occur. Through conformance with the CBC and implementation of applicable measures (if needed) to address expansive soils, implementation of the project would not result in direct or indirect risks to life or property. Impacts would be less than significant.

- 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?**

No impact. The project would not involve the use of any septic tanks or alternative wastewater disposal systems. No impact would occur.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Less than significant. As previously described, paleontological resources within the county are not common. However, if present, these resources occur primarily in the Mehrten geologic formations. The Mehrten formation is a geologic formation dating back to the Neogene period, which is part of the Miocene and later Pliocene geologic epochs (Cenozoic Era). The generalized rock type identified within the project area are plutonic rocks (grMZ) from the Mesozoic era (DOC 2012). This rock type is not associated with the Cenozoic Era, where resources from the Mehrten formation would be present. Construction activities associated with the project would involve site grading and excavation. Operation of the project would not result in any ground disturbance. Because the project site is not located within a geologic area where paleontological resources would likely be present, construction activities resulting from the project would not directly or indirectly result in destruction of a paleontological resource. Impacts would be less than significant.

2.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change 2014).

STATE REGULATIONS

GHG emission targets established by the state legislature include reducing statewide GHG emissions to 1990 levels by 2020 (Assembly Bill [AB] 32 of 2006) and reducing them to 40 percent below 1990 levels by 2030 (SB 32 of 2016). Executive Order S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. Executive Order B-55-18 calls for California to achieve carbon neutrality by 2045 and achieve and maintain net negative GHG emissions thereafter. These targets are in line with the scientifically established levels needed in the United States to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015:3).

California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), prepared by CARB, outlines the main strategies California will implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals" (CARB 2017:1, 3, 5, 20, 25–26). It identifies the reductions needed by each GHG emission sector (e.g., transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste).

TUOLUMNE COUNTY REGIONAL BLUEPRINT GREENHOUSE GAS STUDY

In 2012, the Tuolumne County Transportation Council (TCTC) conducted a regional blueprint planning effort, which presented the results of a countywide (including incorporated and unincorporated areas) GHG emissions inventory, which evaluated existing (2010) GHG emissions, and projected (2020, 2030, and 2040) emissions for three growth scenarios. It also identified policies and measures Tuolumne County and land use project applicants can implement to reduce GHG emissions consistent with AB 32 and prepare for the potential impacts of climate change. In 2010,

Tuolumne County emitted approximately 782,846 metric tons of CO₂ equivalent GHG emissions (MTCO₂e) as a result of activities and operations that took place within the transportation, residential (energy consumption), non-residential (energy consumption), off-road vehicles and equipment, agriculture and forestry, wastewater, and solid waste sectors. This equates to 9.8 MTCO₂e per resident and employee in Tuolumne County's service population (service population is defined as the total County resident population + people employed in the County).

The study identified a countywide target to reduce Tuolumne County's GHG emissions 15 percent below 2010 levels by 2020 (equivalent to 665,419 MTCO₂e) and policies that can be implemented to meet the target. The policies are organized into six categories: (1) Energy, (2) Transportation, (3) Resource Conservation, (4) Off-Road Vehicles and Equipment, (5) New Development, and (6) Adaptation. The study also identified a project-level threshold of 4.6 MTCO₂e per service population per year that can be applied evenly to future land development applications countywide to ensure that new development reduces its share of emissions consistent with AB 32 and the countywide reduction target (TCTC 2012). The *Tuolumne County Regional Blueprint Greenhouse Gas Study* and associated project-level thresholds were adopted by the County Board of Supervisors in January 2012.

THRESHOLDS OF SIGNIFICANCE

The Governor's Office of Planning and Research (OPR) guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions under CEQA, nor has CARB established such a threshold or recommended a method for setting a threshold for project-level analysis. Further, TCAPCD, the agency responsible for regulating air quality within the project area, has not adopted guidance for evaluating the significance of GHG emissions from development under CEQA. Although a project-level threshold of 4.6 MTCO₂e per service population per year was adopted as part of the *Tuolumne County Regional Blueprint Greenhouse Gas Study*, that threshold only shows project consistency with the State's 2020 reduction targets. In addition, the project would not include residential land uses, and therefore, applying a service population threshold to a project that does not generate population would be inaccurate.

Because no threshold is available to show project consistency with future State reduction targets (i.e., 40 percent below 1990 levels by 2030) and GHG reduction plans (i.e., 2017 CARB Scoping Plan), this analysis relies on thresholds adopted by another nearby air district, Sacramento Metropolitan Air Quality Management District (SMAQMD).

SMAQMD adopted a bright line threshold of 1,100 MTCO₂e/year for the construction phase of a project and a bright line threshold of 1,100 MTCO₂e/year for the operational phase of a project. SMAQMD's recommended thresholds were developed to ensure at least 90 percent of new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to GHG emissions reduction goals of AB 32, SB 32, the Scoping Plan, and Executive Orders. Therefore, considering the available thresholds adopted by SMAQMD and Appendix G of the State CEQA Guidelines, impacts would be considered significant if implementation of the project would result in construction or operational phase GHG emissions that exceed 1,100 MT CO₂e/year.

2.8.2 Discussion

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant. As discussed above, thresholds of significance are applied to construction and operational phases of the project separately, and therefore, emissions and associated impacts are also discussed by project phase, separately below.

Construction

Short-term construction GHG emissions were calculated using CalEEMod Version 2016.3.2. Model assumptions were based on project-specific information (e.g., construction start and overall duration, anticipated building size); and default values in CalEEMod that are based on the project's location and land use type.

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, graders, excavators). Project construction would include four primary phases: grading and site preparation, building construction, paving, and architectural coating. Construction equipment would vary by phase, but the entire construction process would include operation of dozers, excavators, haul trucks, forklifts, generators, paving equipment, and air compressors. Construction of the community resilience center would occur over 14 months, anticipated to begin in March 2021 and be complete by May 2022.

Total construction emissions for each year of construction are summarized in Table 2-4. Additional details on the modeling assumptions, inputs, and outputs are provided in Appendix A. As shown in Table 2-4, construction activities would result in maximum annual emissions of 304 MTCO₂e/year, substantially below the 1,100 MTCO₂e/year threshold used in this analysis.

Table 2-4 Estimated Construction GHG Emissions by Construction Year

Construction Year	GHG Emissions (MTCO ₂ e/year)
2021	304
2022	39

Notes: MTCO₂e/year = metric tons of carbon dioxide equivalent per year

Source: Data modeled by Ascent Environmental in 2017

Operational

The project's operational GHG emissions were estimated for 2022, which is the year when the community resilience center would become operational. Operational emissions would include emissions associated with building energy demand (i.e., electricity, propane), increases in vehicle trips, solid waste generation, water consumption, and wastewater treatment. Emissions were estimated using CalEEMod Version 2016.3.2. Default values for most emissions sectors were used based on the proposed land use. Emissions associated with vehicle trips were based on VMT estimates provided by Wood Rodgers. Table 2-5 summarizes all the direct and indirect annual GHG emissions associated with the project upon full buildout in 2022. See Appendix A for modeling assumptions. As shown in Table 2-5, operational activities would result in maximum annual emissions of 594 MTCO₂e/year, substantially below the 1,100 MTCO₂e/year threshold used in this analysis.

Table 2-5 Estimated 2022 Operational Annual GHG Emissions by Sector

Emissions Activity	2022 (MT CO ₂ e/year)
Vehicle Trips (Mobile Sources)	542
Electricity Consumption	14
Propane	2
Water Consumption and Wastewater Treatment	2
Solid Waste Generation	34
Total Annual Emissions	594

Notes: See Appendix A for detail on model inputs, assumptions, and project-specific modeling parameters.

MTCO₂e/year = metric tons of carbon dioxide equivalents per year.

Source: Modeling performed by Ascent Environmental in 2017

Summary

As shown above, neither the construction nor operational phases of the project would exceed applicable thresholds of significance (i.e., 1,100 MTCO₂e/year). As discussed above, this threshold has been adopted for the purpose of evaluating projects under CEQA and in light of adopted State GHG reduction targets set by SB 32 and AB 32. Further,

projects that do not exceed this threshold would also not conflict with the State's GHG reduction planning efforts outlined in the 2017 Scoping Plan. This impact would be less than significant.

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

Less than significant. As discussed above, projects that do not exceed the bright line thresholds of 1,100 MTCO₂e/year (for construction and operational phases) would also not conflict with State plans (i.e., 2017 Scoping Plan) adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

2.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.9.1 Environmental Setting

A data search of various agency lists was conducted for the project area and surrounding areas to identify potential hazardous contamination sites. According to the California Department of Toxic Substances Control EnviroStor Database and the California Environmental Protection Agency Cortese list, there are no known active sites within the project site or within 0.25 mile of the project site (DTSC 2018, SWRCB 2018). The nearest active site is located approximately 1,200 feet north of the project and has been undergoing remediation since 2004 (SWRCB 2015).

The nearest schools, Mother Lode Christian and Summerville Elementary School, are located approximately 1,000 feet north and 1,900 feet south, respectively, of the site. Additionally, there are no airports or private airstrips located within the vicinity of the project site. The nearest airport, Pine Mountain Lake Airport, is located approximately eight miles south of the project area.

The project site is not designated as a very-high fire hazard severity zone within the Tuolumne County Local Response Area and the State Responsibility Area (CAL FIRE 2008). However, the area west, adjacent to the project site, is designated as a very-high fire hazard severity zone. In 2018, a Multi-Jurisdictional Hazard Mitigation Plan for Tuolumne County was prepared. The Plan serves to provide practical, meaningful, attainable, and cost-effective mitigation solutions to minimize each jurisdiction's vulnerability to the identified hazards and ultimately reduce both human and financial losses subsequent to a disaster (Tuolumne County 2018).

2.9.2 Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant. Construction activities would involve the use of hazardous materials such as fuels, lubricants, and solvents typically associated with construction equipment and vehicles. These materials are commonly used during construction and are not acutely hazardous. The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials and those required for construction activities such as excavation and trenching. Any materials used during construction activities would be handled in accordance with applicable laws, regulations, and protocols related to protect worker, user, and public safety, required by OSHA. Operation of the project would involve construction of a 12,000-sq.-ft. building and associated features that would serve as a refuge center during community disaster, the operation of which would not involve the use, emission, or release of hazardous wastes or materials (except for minor amounts of common household materials such as lubricants, solvents, fuels, and detergents). Impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less than significant. Reasonably foreseeable upset and accident conditions could include small spills or leaks associated with the use of construction equipment and vehicles, as described in item (a). Any materials utilized during construction activities would be handled in accordance with applicable laws, regulations, and protocols, and operation of the project would not result in any hazards to the public. As discussed under item (a), operation of the project would not involve the use of or result in the release of hazardous materials. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The nearest schools, Mother Lode Christian and Summerville Elementary School, are located approximately 1,000 feet north and 1,900 feet south, respectively, of the site. Also, as discussed under items (a) and (b) above, operation of the project would not involve the use of or result in the release of any hazardous materials. No impact related to hazardous emissions near schools would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. As discussed above, review of regulatory agency databases indicated that no records of any hazardous materials were identified within the project site and immediate project area (DTSC 2018, SWRCB 2018). The nearest active site is located approximately 1,200 feet north of the project and has been undergoing remediation since 2004 (SWRCB 2015). Additionally, implementation of the project would not exacerbate existing hazardous conditions in the project vicinity. No impact would occur.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No impact. The project is not located within an airport land use plan or within two miles of a public use airport. The nearest airport is located approximately eight miles south of the project area. No impact related to hazards near airports would occur.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less than significant. The project includes construction and operation of a community resilience center in Tuolumne. The project would serve as a year-round space that would be designed to serve multiple groups and people during times of emergency and non-emergency events. As described in Section 1, "Introduction and Project Description," the project would implement a traffic management plan during emergencies to help facilitate traffic movement. Implementation of the project would not include any amendments or revisions to the County's 2018 Multi-Jurisdictional Hazard Mitigation Plan (Tuolumne County 2018) and would not result in any interference of adopted emergency response or evacuations. Because the nature of the project is intended to aid the community in events of emergency response and evacuation, the project may improve existing response and evacuation within the area. Impacts would be less than significant.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

Less than significant. The project site is not designated as a very-high fire hazard severity zone within the Tuolumne County Local Response Area and the State Responsibility Area (CAL FIRE 2008). However, the area directly west of the project site is designated as a very-high fire hazard severity zone. As described in item (f), implementation of the project is intended to provide space where community members would congregate in the face of an environmental disaster, such as a wildfire. New site structures would include defensible space of up to 75,000 feet and would comply with California Fire Code requirements, including ignition-resistant construction, automatic interior fire sprinklers, on-site fire hydrant minimum flows, and adequate emergency and fire apparatus access. Further, building operation would include low-fire risk materials such as steel and concrete. Therefore, the project would not directly or indirectly expose people or structures to wildland fires and any impacts would be less than significant.

2.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.10.1 Environmental Setting

SURFACE WATER

A Water Quality Plan was prepared for Tuolumne County in 2007, which contains a comprehensive program that addresses a wide range of water quality concerns in the county and emphasizes mechanisms for maintaining and improving surface water quality (Tuolumne County 2007). The project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB) and within the Tuolumne watershed (U.S. Geological Survey 2018). Turnback Creek is located west of the project site.

Surface water is supplied to the County from the South Fork of the Stanislaus River through the Tuolumne Utility District's (TUD) agreement with PG&E (TUD 2016).

GROUNDWATER

The California Department of Water Resources' Bulletin 118, which provides a detailed description of groundwater basins in California, does not identify any groundwater basins in the County. Groundwater in the County is limited due to the hard, impermeable bedrock that covers the majority of the County (TUD 2016).

FLOOD RISK

The project site is designated as Zone X, an area with very low flood hazard risk and not within the 100-year floodplain (FEMA 2017).

2.10.2 Discussion

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than significant. Construction activities resulting from project implementation would disturb surrounding soils, which may increase siltation of nearby drainage ditches. Because construction activities would result in disturbance of more than one acre, the project would be required to prepare a SWPPP, under State Water Resources Control Board's General Construction Stormwater Permit, which would prevent and control any erosion as well as require BMPs during project construction. Specifically, measures including silt fencing, fiber rolls, and saw dust for soil stabilization would be implemented during project construction (G L Gritz Engineering 2010). Compliance with applicable permits and construction measures would ensure that the project would not violate any water quality standards or waste discharge requirements set forth by the Central Valley RWQCB or result in the degradation of surface and groundwater quality. Impacts would be less than significant.

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

Less than significant. The project site is within the TUD water service boundary. Implementation of the project would not result in the use of groundwater and, therefore, would not decrease or interfere with existing groundwater or sustainable groundwater management. The project would add 77,000 sq. ft. of new impervious surfaces at the project site. Areas directly surrounding the project site to the north, west, and south are undeveloped and would allow for groundwater recharge within the project area. Additionally, not all portions of the project site would remain impervious (i.e., landscaping). Because project implementation would not introduce a substantial amount of impervious surfaces and other undeveloped areas surrounding the project would allow for groundwater recharge within the project area, impacts would be less than significant.

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;

Less than significant. Because the project site is currently vacant, surface runoff occurs naturally. Implementation of the project would result in new impervious surfaces at the site, including a 12,000-sq.-ft. community resilience center and other impervious features. As discussed in Section 1, "Introduction and Project Description," construction would include land clearing, grading/excavation, foundation pouring, and building construction. During construction, and in the event of rain, measures such as silt fencing, fiber rolls, and saw for soil stabilization would be implemented (G L

Gritz Engineering 2010). Additionally, a SWPPP would be prepared for the project site, prior to construction. Once the project is operational, runoff would be directed to appropriate drainage systems. Compliance with local grading permit requirements, as well as SWPPP BMPs would ensure that erosion or siltation impacts would not adversely affect drainage patterns within the site or surrounding area. Impacts would be less than significant.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less than significant. Implementation of the project would result in new impermeable surfaces within the project area. New impermeable surfaces would include a 12,000-sq.-ft. community resilience center and associated parking lot. Operation of the project would not substantially increase stormwater runoff. During a rain event, runoff would be directed towards existing stormwater collection infrastructure surrounding the project site. Additionally, the project would include construction of a filtration basin, south of the project area, to collect any surface runoff generated onsite (G L Gritz Engineering 2010). Because the project would result in negligible increases in surface runoff and any surface flows would be adequately collected through existing and planned infrastructure, impacts would be less than significant.

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

Less than significant. As described above, new impermeable surfaces would include a 12,000-sq.-ft. community resilience center and associated parking lot. Operation of the project would not substantially create or contribute to an increase in stormwater runoff. Existing stormwater infrastructure serving the project area, located along Bay Avenue and Cherry Loop Road, would be sufficient in collecting and conveying any surface runoff during project operation. Additionally, as part of project implementation, a filtration basin would be established south of the southern portion of the project site and would prevent flooding, downstream erosion, and improve water quality prior to discharge to nearby surface water. Further, as discussed in Section 2.9, "Hazards and Hazardous Materials," the likelihood of polluted runoff would be minimal as construction and operation of the project would adhere to applicable laws, regulations, and protocols related to worker, user, and public safety. Impacts would be less than significant.

iv) impede or redirect flood flows?

No impact. The project site is located in an area within minimal flood risk (FEMA 2017). Implementation of the project would not impede or redirect flood flows. There would be no impact.

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

No impact. The project site is not within a coastal region that is subject to tsunami, an area with steep slopes that is subject to mudflows, or adjacent to a waterbody that would generate a seiche. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than significant. A Water Quality Plan was prepared for the County in 2007. Construction and operation of the project would not interfere with implementation of the Plan and, as discussed in item (a), the project would comply with applicable permits and construction measures that would ensure that the project would not violate any water quality standards. Therefore, this impact would be less than significant.

2.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.11.1 Environmental Setting

The project site consists of two properties located across from each other along Bay Street in Tuolumne, California. The north parcel (APN 062-670-023) is bounded to the north by an undeveloped lot, to the east by the West Side Lumber Company building, to the south by Bay Street and to the west by an undeveloped lot. The south parcel (062-670-028) is bounded to the north by Bay Street, to the east by a toddler play area and a horseshoe game pit area, to the south by undeveloped land and further south by riparian area and to the west by Cherry Valley Boulevard South. The two locations have been historically disturbed and are located in a developed area. The site totals approximately 2 acres. Both parcels of the project site have a General Plan land use designation of General Commercial (GC). The site is zoned as General Commercial (C-1) with a Design Review Combining District (D), and Mobile Home Exclusion Combining District (MX). See Figures 2-3 and 2-4 for general plan and land use designations, respectively.

2.11.2 Discussion

a) Physically divide an established community?

No impact. The project site is located within the community boundaries. Construction and operation of the project would not result in any physical division of the surrounding community. No impact would occur.

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?

No impact. As discussed in Section 1, "Introduction and Project Description," permitted uses in the C-1 zoning district include shopping centers, hotels, motels, restaurants, bars, department stores, professional offices, automobile sales, outdoor sales and storage, public safety facilities, places of public assembly, clubhouses/lodges, and equipment repair facilities. The project is zoned as C-1:D:MX, as shown in Figure 2-3. Uses allowed within this zone are comparable to those allowed under the GC land use designation. Because the project is within design review combining district, proposed structures at the project site would undergo design review prior to implementation. Implementation of the project would include construction and operation of a 12,000-sq.-ft. community resilience center and associated amenities, consistent with the place of public assembly use allowed in this zoning district. The project would therefore be consistent with the land use designation and zoning applicable to the project site. No impact would occur.



Source: Data downloaded from Tuolumne County in 2018; adapted by Ascent in 2018

Figure 2-3 Existing Zoning

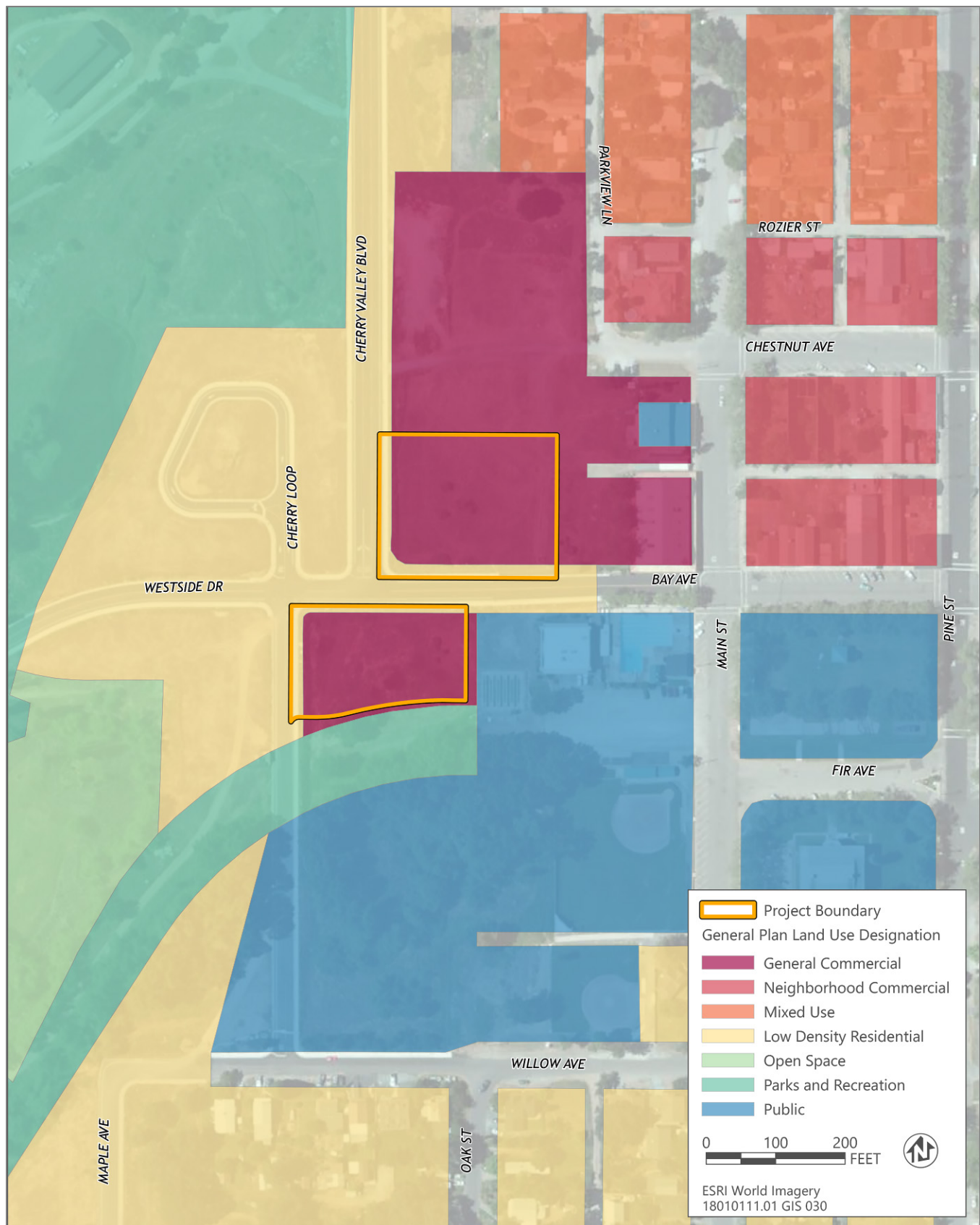


Figure 2-4 **General Plan Land Use**

2.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

2.12.1 Environmental Setting

The project site is identified as Mineral Resource Zone (MRZ-3b) under the Surface Mining and Reclamation Act Mineral Lands Classification. MRZ-3b refers to areas containing inferred mineral occurrences of undetermined mineral resource significance. Areas under this classification appear to be favorable environments for the occurrence of specific mineral deposits (DOC 1997).

2.12.2 Discussion

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?

No impact. The project would result in development of approximately 1.4 acre of land in Tuolumne County, representing a small portion of land compared with the overall size of the County and available mineral resources. The project site is mostly surrounded by existing development, and the site is not zoned or designated for commercial mineral extraction; therefore, the project site is not a suitable location for mining. Consequently, the project site is not considered an available source of mineral resources. No impact would occur.

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?

No impact. The *Tuolumne County General Plan* (2019) does not delineate any locally important mineral resources near the project site. See the discussion under (a). No impact would occur.

2.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable local, state, or federal standards?	<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"/>

2.13.1 Environmental Setting

Noise levels are typically discussed as A-weighted decibel (dBA), a sound level scale that includes the frequencies of sound to which the human ear is most sensitive. Decibels are a unit of measurement indicating the relative amplitude or intensity of a sound. Noise can be described in a number of ways. Typically, community noise levels are described as 24-hour noise levels that add penalties for the noise-sensitive times of the day. These include the community equivalent noise level (CNEL) and the day-night noise level (L_{dn}). Other noise descriptors are used to describe short-term noise events such as the average noise level (L_{eq}) over a given period of time or the instantaneous maximum noise level (L_{max}).

The intensity of a sound and the subjective noisiness or loudness is related as is the intensity of a sound and a sensitive receptor's distance to that sound. Noise from construction activities and stationary sources is considered a "point source" of noise. Sound from this type of source radiates uniformly outward in a spherical pattern. The rate at which noise typically dissipates from a point source is 6 to 7.5 dBA for each doubling of the distance, depending on the ground absorption, atmospheric conditions, and other shielding factors. Traffic noise appears to be from a line rather than a point as the vehicles are moving and the noise spreads cylindrically rather than spherically. The rate at which traffic noise generally dissipates is 3 to 4.5 dBA for each doubling of the distance, depending on other shielding factors.

The closest residence to the project site is located approximately 300 feet to the northeast at the intersection of Chestnut Avenue and Main Street. On the southern portion of the site, south of Bay Avenue, there is an existing day care facility located adjacent and east of the project site. The day care building is located 100 feet from the project boundary. On the northern portion of the site, north of Bay Avenue, there is an existing but vacant structure adjacent and to the east of the project boundary, approximately 75 feet.

2.13.2 Existing Noise Environment

The ambient noise environment in Tuolumne County is largely affected by traffic on highways and County roadways, commercial and industrial uses, agricultural uses, railroad operations, and aircraft. The most prominent sources of noise in the project vicinity are motor vehicles (e.g., automobiles, buses, trucks, and motorcycles). Motor vehicle noise is a major influence on noise levels to nearby sensitive receptors (primarily to nearby residences). Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses. In general, corridors throughout Tuolumne County consist of one or two lanes in each direction with varying speed limits ranging from 35 miles per hour (mph) to 55 mph.

A short-term noise measurement was conducted on the project site on August 14, 2018 at 1:30 p.m., using a Larson Davis SoundTrack LxT noise meter. See Figure 2-5 for noise measurement location. Results of the measurements indicated an L_{eq} of 45.7 dBA, an L_{max} of 65.1 dBA, and an L_{min} of 36.0 dBA. Primary noise sources included cars passing by on nearby roads.

2.13.3 Tuolumne County General Plan Noise Policies and Standards

The *Tuolumne County General Plan* (2019) has one goal and numerous policies and programs in place intended to preserve the ambient noise environment and reduce impacts on sensitive land uses. Specific programs that have been adopted by the County include requirements for development projects to conduct acoustical noise analyses to ensure compliance with adopted noise standards and avoid conflicts with existing and new land uses. Tuolumne County has adopted specific noise standards for transportation noise sources (Table 2-6), stationary noise sources (Table 2-7), and for cumulative increases in noise (Table 2-8).

Table 2-6 Maximum Allowable Noise Exposure-Transportation Noise Sources Excluding Aviation-Related Noise¹

Land Use	Outdoor Activity Areas ² $L_{dn}/CNEL$, dB	Interior Spaces ³ $L_{dn}/CNEL$, dB
Urban Residential	60	45
Transient Lodging ⁴	60	45
Hospitals, Nursing Homes	60	45
Churches, Meeting Halls, Office Buildings, Mortuaries	—	45
Schools ⁵ , Libraries, Museums	—	45

1. This table applies to noise exposure levels that result from a transportation noise source other than aircraft; For existing receiving land uses, consideration shall be given to the noise exposure from new transportation noise sources during the design and approval of the new transportation project. In the case of existing transportation noises sources, projects or consideration of land use changes involving noise-sensitive land uses shall address the noise exposure environment and use these standards as thresholds.

2. An outdoor activity area is a location outside of the immediate structure where formal or informal activities are likely to happen. For example, anywhere on an urban residential property could be an outdoor activity area, while the outdoor activity area for a school would be the playground or sporting fields, and for a hospital would be an exterior patio or exercise area. Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land uses.

3. For typical construction methods, the reduction in the noise level from the outside of the structure to the inside is approximately 15dB. In a high noise environment, special construction techniques may be necessary to reduce the interior noise level to the standard.

4. Transient lodging are overnight accommodations usually intended for occupancy by tourists or other short-term paying customers, examples include hotels, motels, or homeless shelters. Transient lodging, as used in this case, does not include bed and breakfast establishments which are located in rural areas, campgrounds, or guest ranches.

5. These standards only apply to nursing homes or schools that have more than 6 beds or students, respectively.

Source: Tuolumne County 2019

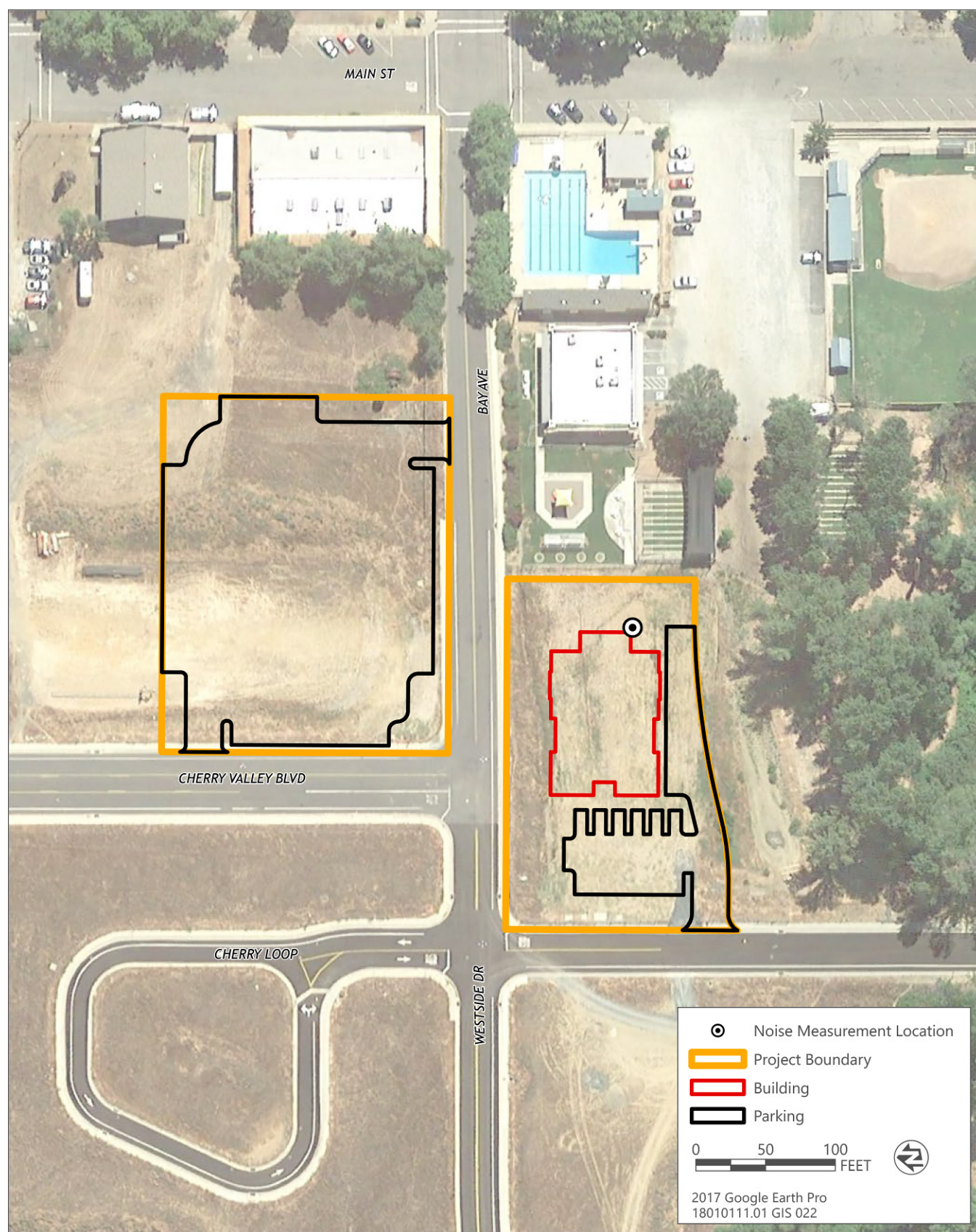


Figure 2-5 Noise Measurement Location

Table 2-7 Maximum Allowable Noise Exposure-Stationary Noise Sources¹

	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq} , dB ²	50	45
Maximum level, dB ³	70	65

1. This table applies to noise exposure as a result of stationary noise sources. For a development project or land use change involving a noise-sensitive land use, the noise from nearby noise sources will be considered during design and approval of the project, or in determining whether the land use change is appropriate. For development projects which may produce noise, land use changes and project review will consider the effects of the noise on possible noise-sensitive land uses. When considering modification or expansion at a site that already produces noise levels which exceed these standards at noise-sensitive land uses, the modification or expansion shall be reviewed to consider if the proposed action will further raise the existing noise levels received at the noise-sensitive land use(s).

Noise-sensitive land uses include urban residential land uses, libraries, churches, and hospitals, in addition to nursing homes or schools which have over 6 beds or students, respectively. Transient lodging establishments which are considered noise sensitive land uses include hotels, motels, or homeless shelters, but not bed and breakfast establishments located in rural areas, campgrounds, or guest ranches.

2. The sound equivalent level as measured or modeled for a one-hour sample period. The daytime or nighttime value should not be exceeded as determined at the property line of the noise-sensitive land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

3. Similar to the hourly L_{eq} , except this level should not be exceeded for any length of time.

Source: Tuolumne County 2019

Table 2-8 Significance of Changes in Cumulative Noise Exposure¹

Ambient Noise Level Without Project ² (L_{dn} or CNEL)	Significant Impact if Cumulative Level Increases By:
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

1. These standards shall be applied when considering the noise impacts from projects that could cause a significant increase in the cumulative noise exposure of existing noise-sensitive land uses. If it is likely that existing noise-sensitive land uses could experience these increases in cumulative noise exposure, as measured in CNEL or L_{dn} , then an acoustical analysis that meets the requirements of Figure 5.D [of the 2019 General Plan document] shall be accomplished and the results considered in project design.

2. Ambient Noise is defined as the composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Source: Tuolumne County 2019

2.13.4 Discussion

- 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 local, state, or federal standards?**

Less than significant. The project would result in short-term noise associated with construction activities from the use of heavy equipment, and long-term operational noise associated with permanent increases in traffic volumes on project-affected roadways. Impacts are discussed separately, below.

Construction

Construction activities would result in short-term noise. Construction activities would consist of grading and site preparation, paving activities, and building construction, all of which require the use of heavy-duty equipment that generate varying noise levels. Construction activities would be limited to the less noise-sensitive hours (e.g., daytime) of 7:00 a.m. to 7:00 p.m., Monday through Saturday, consistent with Tuolumne County General Plan Maximum

Allowable Noise Exposure-Stationary Noise Source standards in Table 5.C of Chapter 5: Noise Element of the General Plan (Tuolumne County 2019).

Construction-generated noise levels would fluctuate depending on the type, number, and duration of equipment used. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at nearby receptors. Construction equipment would vary by phase, but the entire construction process would include operation of dozers, excavators, loaders/backhoes, paving equipment, forklifts, and haul trucks. Noise generated from these pieces of equipment would be intermittent and short as typical use is characterized by periods of full-power operation followed by extended periods of operation at lower power, idling, or powered-off conditions.

The grading and site preparation phase typically generates the most substantial noise levels because of the on-site equipment associated with grading, compacting, and excavation are the noisiest. Site preparation equipment and activities include graders, dozers, and excavators. Because this is typically the loudest phase, it was assumed that one grader, one dozer, and one excavator could be operating simultaneously, generating the loudest anticipated noise levels for the overall construction activities. Noise emission levels from these types of construction equipment are shown in Table 2-9.

Table 2-9 Noise Levels Generated by Typical Construction Equipment

Equipment Type	Maximum Noise Level (dB L _{max}) at 50 feet ¹	Typical Noise Level (dB L _{eq}) at 50 feet ^{1,2}
Grader	85	81
Dozer	85	81
Loader	80	76
Combined Noise Level at 50 feet	88.6	84.7
Attenuated Combined Noise Levels at Existing Nearby Sensitive Receptors		
Existing Sensitive Receptor	dB L _{max}	dB L _{eq}
Attenuated Noise Level at Day Care (100 feet)	80.7	78.6
Attenuated Noise Level at Residence (300 feet)	68.2	69.1
Notes: dB= decibels; L _{max} = maximum sound level; L _{eq} = equivalent continuous sound level		
1 Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.		
2 Assumes typical usage factors.		
Source: Federal Transit Administration 2006; data modeled by Ascent Environmental in 2017		

Based on the reference noise levels listed in Table 2-9 and accounting for typical usage factors for each piece of equipment, onsite construction activities could generate a combined average noise level of approximately 86 dB L_{eq} and 85 dB L_{max} at 50 feet from the project site boundary. Calculations of these combined noise levels are provided in Appendix C.

The daytime noise exposure level was estimated for the closest noise-sensitive receptor that could be adversely affected by construction noise. The attenuated noise levels at existing noise sensitive receptors (i.e., day care located 100 feet and a residence located 300 feet from the project site), are shown in Table 2-9. These estimates are conservative because the modeling assumes that the noise-generating equipment could operate simultaneously in proximity to each other near the boundaries of the project area. Detailed inputs and parameters for the estimated construction noise attenuation calculations are also provided in Appendix C.

Tuolumne County does not have adopted construction noise standards. However, when evaluating potential noise impacts, temporary short-term noise occurring during the less sensitive times of the day, when people are active, out

of their homes, or otherwise not sleeping, are generally considered less of a nuisance and less likely to disrupt sleep, or otherwise result in significant noise exposure. Thus, considering that construction activities would occur during the daytime hours, overall construction activities would be temporary lasting 14 months, construction noise would fluctuate, and the loudest levels would occur for a shorter duration than the overall construction duration, existing nearby sensitive receptors would not be substantially affected.

Operation

Operation of the community resilience center would not result in any new long-term stationary noise sources other than back-up generators that would only be used during emergency events. Thus, this discussion is focused on long-term increases in traffic noise associated with project-generated increases in traffic.

Project implementation would result in an increase in ADT volumes on affected roadway segments and, potentially, an increase in traffic noise levels. Generally, a doubling of a noise source is required to result in an increase of 3 dB, which is perceived as barely noticeable by humans (Egan 2007:21).

The *Tuolumne County General Plan* (2019) establishes criteria for evaluating cumulative noise level increases (Table 2-8). Based on these criteria, when existing noise levels are below 60 dBA, noise level increases of 5 dB or more would be considered cumulatively significant. Traffic noise modeling was conducted for existing and existing plus project conditions, shown in Table 2-10 based on traffic generation rates developed for the project (Wood Rodgers 2018). Based on the noise modeling conducted, existing noise levels on all modeled roadways are below 60 dBA, and therefore, project-generated noise level increases of 5 dB or more would be considered significant. Modeled increases in traffic noise associated with increases in daily traffic associated with the project would not result in increases of noise of more than 1 dB on any modeled roadway segment. Thus, project-generated increases in traffic noise would not be audible or considered significant.

Table 2-10 Modeled Traffic Noise Levels under Existing Conditions and Existing Plus Project Conditions

Roadway Segment	Existing (dBA CNEL)	Existing Plus Project (dB CNEL)	Change (dB)
Bay Street from Cherry Valley Boulevard to Pine Street	50.8	57.7	+0.9
Cherry Valley Boulevard from Bay Street to Tuolumne Road	51.0	51.6	+0.6
Tuolumne Road from Wards Ferry Road to Cherry Valley Road	58.3	58.4	+0.1
Tuolumne Road From Cherry Valley Road to State Route 108	57.0	57.0	0.0

Notes: dB = decibels; CNEL= Community Equivalent Noise Level

Source: Modeled by Ascent Environmental in 2018 based on Transportation Impact Study (Wood Rodgers 2018). Refer to Appendix C for detailed noise modeling input data and output results.

Summary

As discussed above construction noise would be short-term and temporary, occurring during the less sensitive times of the day. Operations of the project would not result in long-term substantial increases in traffic noise. this impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant. The project would not include any long-term operational sources of ground vibration, and therefore, this analysis focusses on short-term temporary vibration levels associated with construction activity. Construction activities generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and, at high-levels, can cause annoyance and sleep disturbance. When considering impacts from construction-related vibration, damage to nearby structures and disturbance to sensitive nearby uses are the two factors typically evaluated. However, ground vibration from construction activities do not often reach the levels that can damage typical structures (FTA 2006). Further, pile driving and blasting typically generate the most severe vibration levels.

Construction would include grading, site preparation, building construction, and paving activities. As discussed above, no pile driving or blasting would occur. Typical equipment that would be used includes dozers, loaders, excavators, trucks, and paving equipment. In addition, construction activities would only take place during the daytime hours, when people are less susceptible to noise.

Considering reference vibration levels for large dozers, FTA's vibration standard of 80 vibration-decibels (VdB) would not be exceeded beyond 40 feet and California Department of Transportation's recommended vibration level for fragile buildings of 0.1 in/sec peak particle velocity (PPV) would not be exceeded beyond 25 feet from construction activity. All existing receptors and structures are located beyond these distances. Considering that construction activities would not include major sources of vibration, would occur during the daytime hours, and existing structures are located at adequate distances from proposed construction activity, no existing structures or sensitive land uses would be exposed to excessive vibration levels. This impact would be less than significant.

2.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.14.1 Environmental Setting

The project site is located in Tuolumne, a census-designated place in Tuolumne County. According to the most recently published population estimates for the area, Tuolumne had a population of 1,779 while the County had a population of 55,365 in 2010 (U.S. Census Bureau 2010). Residential homes are located north, east, and south of the project site. Recent housing estimates include 950 total housing units in Tuolumne and 31,358 total housing units in Tuolumne County in 2016 (U.S. Census Bureau 2016).

2.14.2 Discussion

- 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)?**

No impact. Implementation of the project would result in a new 12,000-sq.-ft. community resilience center in the community of Tuolumne. The project would result in approximately 20 construction crew members during the construction period. Construction of the project would be temporary and would likely not result in worker relocation to the area. Additionally, operation of the project would employ five full-time equivalent (FTE) employees. It is assumed that the project would employ local residents already residing within the Tuolumne area. Because the project would not result in substantial new employment and would not introduce new housing in the area, implementation of the project would not induce local population growth. No impact would occur.

- b) **Displace substantial numbers of existing people or homes, necessitating the construction of replacement housing elsewhere?**

No impact. The project would not result in the displacement of people or homes because it would be constructed on existing vacant land within Tuolumne County. The construction of replacement housing would not be required; therefore, no impact would occur.

2.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.15.1 Environmental Setting

The project site is located within the community of Tuolumne, in Tuolumne County. Tuolumne is served by the Tuolumne County Sheriff's Department, located approximately 700 feet east of the project site. The sheriff's department is comprised of full-time employees and volunteers that provide police services throughout the County. Fire services within Tuolumne are provided through the Tuolumne Fire Protection District, located approximately 400 feet from the project site, on Main Street. Additionally, Ponderosa Hills Station 53 is located approximately 2.7 miles north of the project site and provides volunteer fire services to the area.

2.15.2 Discussion

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:**

No impact. The project is intended to serve the surrounding community by providing amenities and facilities for general and emergency use in Tuolumne. As described in Section 1, "Introduction and Project Description," the project would be used by the general public and agencies, including emergency responders. During emergency events, such as a wildfire, the project would serve as a shelter and gathering place for the public and emergency responders. Use of the proposed facility could therefore result in improvements to emergency response services. Further, implementation of the project would not indirectly lead to population growth through new infrastructure associated with the project. Additionally, up to five FTE staff would be employed for operation of the project. Therefore, operation would not increase demand for police protection, fire protection, educational services, parks, or other facilities. No new or physically altered facilities would be needed. No impact would occur.

2.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation. Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.16.1 Environmental Setting

The Tuolumne Pool and West Side Memorial Park are located east of the project site, within 700 feet of the proposed building. Additionally, the Tuolumne Parks and Recreation District building is located approximately 800 feet southeast of the site. The Parks and Recreation District operates and maintains many of the community's recreational amenities, such as the Tuolumne Pool, Community Garden, and Bay Street Tot Lot.

2.16.2 Discussion

- a) **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?**

No impact. Construction and operation of the project would not increase the population in the project vicinity. Construction workers would not relocate to the project area, and operation would only require five additional FTE employees. Project implementation would not introduce new recreational users in the project vicinity, and the project would not increase the use of existing parks or recreational facilities. There would be no impact.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

No impact. The project does not include or require the construction of new recreational facilities. There would be no impact.

2.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.17.1 Environmental Setting

The following discussion is based on the transportation impact study (TIS) prepared for the project (Wood Rodgers 2018) and included in Appendix D.

STUDY AREA

The study area extends along Bay Street and Cherry Valley Boulevard near the project site, and along Tuolumne Road from Wards Ferry Road (western limit) to SR 108 (eastern limit). Roadway segments within the study area were selected based on anticipated project generated travel patterns, knowledge of the area, and engineering judgement. The roadway segments selected for analysis were reviewed by County staff before preparation of the TIS. The following four study roadway segments were analyzed for the project:

- Bay Street between Cherry Valley Boulevard and Pine Street.

- ▶ Cherry Valley Boulevard between Bay Street and Tuolumne Road.
- ▶ Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard.
- ▶ Tuolumne Road between Cherry Valley Boulevard and SR 108.

EXISTING ROADWAY NETWORK

Key roadways within the study area that would serve trips associated with the project are described, as follows:

Bay Street is a two-lane local street that runs east-west between Cherry Valley Boulevard and Madrone Street. Bay Street forms a one-way stop-controlled T-intersection with Cherry Valley Boulevard. Bay Street is a local street; thus, the speed limit is assumed to be 25 mph.

Cherry Valley Boulevard is a two-lane minor collector that runs north-south between Bay Street and Tuolumne Road, where it becomes Tuolumne Road North. Cherry Valley Boulevard is a minor collector; thus, the speed limit is assumed to be 35 mph.

Cherry Loop is a two-lane local street that runs north-south between Bay Street and Willow Avenue. Cherry Loop is a local street; thus, the speed limit is assumed to be 25 mph.

Tuolumne Road is a two-lane major collector that runs east-west between Mono Way and Carter Street. The posted speed limit on Tuolumne Road near the Cherry Valley Boulevard intersection is 25 mph. The speed limit increases to 45 mph west of Westside Road.

Tuolumne Road North is a two-lane major collector roadway that runs north-south between State Route (SR) 108 and Tuolumne Road, where it becomes Cherry Valley Boulevard. The posted speed limit on Tuolumne Road North is 35 mph.

EXISTING TRANSIT FACILITIES

Tuolumne County Transit provides bus service and general on-demand, dial-a-ride service within the study area. Bus Route 5 operates in close proximity to the project site with the nearest flag stop area approximately 0.13 mile east of the project site along Pine Street on the eastern side of West Side Memorial Park. An additional flag stop area is located approximately 0.25 mile north of the project site, along Cherry Valley Boulevard at the Me Wuk Health Care Clinic. Flag stop areas are defined as locations along an existing route where potential passengers can flag the bus and where buses can safely stop. Flag stops have no scheduled stops. The only scheduled bus stop in the vicinity of the project site is located within approximately 0.25 mile to the northeast at the Tuolumne Post Office on Carter Street. This bus stop has six scheduled bus stops throughout the day.

EXISTING PEDESTRIAN FACILITIES

Sidewalks exist along the northern and western frontages of the southern project site parcel where the community resilience center building would be located. A sidewalk also exists along the west side of the northern project site parcel where the project parking lot would be located. There are no pedestrian crossings at the Cherry Valley Boulevard / Bay Street intersection or the Cherry Loop / Bay Street intersection. Marked pedestrian crosswalks exist on all legs of the all-way stop-controlled Main Street / Bay Street intersection and the signalized Cherry Valley Boulevard / Tuolumne Road intersection.

EXISTING BICYCLE FACILITIES

The Tuolumne County 2016 Regional Transportation Plan classifies bikeways as follows:

- ▶ Class I Bike Path – Provides a completely separate right of way designated for exclusive use of bicycles and pedestrians with cross-flows by motorists minimized.

- ▶ Class II Bike Lanes – Provides a restricted right-of-way through signs and pavement striping designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrian prohibited, but with vehicle cross-flows by pedestrian and motorists permitted.

Based on review of the *Tuolumne County 2016 Regional Transportation Plan*, no bike lanes are present within or near the study area.

ROADWAY SEGMENT VOLUMES AND OPERATIONS

Wood Rodgers conducted 24-hour vehicular traffic counts at the following roadway segments on Tuesday, October 16, 2018:

- ▶ Bay Street between Cherry Valley Boulevard and Pine Street.
- ▶ Cherry Valley Boulevard between Bay Avenue and Tuolumne Road.
- ▶ Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard.
- ▶ Tuolumne Road North between Cherry Valley Boulevard and SR 108.

24-hour weekend counts were also conducted on Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard on Saturday October 20, 2018. Weekend ADT on this segment was found to be within five percent of the existing weekday count. Therefore, traffic operations on the weekend were assumed to be similar to those during the week.

Table 2-11 shows existing study roadway segment traffic operations under Existing conditions. As shown in Table 2-11, all study roadway segments are currently operating at acceptable level of service (LOS) (LOS D or better).

Table 2-11 Existing Conditions Roadway Segment Traffic Operations

#	Roadway Segment	Type # ¹	Roadway Capacity	Min. LOS Std.	ADT	LOS
1	Bay Street between Cherry Valley Boulevard and Pine Street	214	21,200	D	1,530	A
2	Cherry Valley Boulevard between Bay Street and Tuolumne Road	212	29,400	D	1,581	A
3	Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard	6	17,100	D	8,498	C
4	Tuolumne Road between Cherry Valley Boulevard and SR 108	6	17,100	D	6,134	B

Note: ADT = average daily traffic

¹. Type # from **Table 2-14**

Source: Wood Rodgers 2018

2.17.2 Project Traffic Projections

PROJECT TRIP GENERATION

Trip generation rates for the Recreational Community Center (Code 495) land use type in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* were used to estimate trips generated by the project.

Table 2-12 summarizes the trip generation rates for the project and Table 2-13 summarizes the estimated number of daily and peak hour trips generated by the project.

Table 2-12 Project Trip Generation Rates

Land Use Category	Source	ITE Code	Rate Unit	Weekday Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Recreational Community Center	ITE	495	KSF	28.82	1.76	66	34	2.31	47	53
Note: KSF = 1,000-sq. ft. floor area										
Source: Wood Rodgers 2018										

As shown in Table 2-12, the Recreation Community Center land use type is projected to generate a greater number of trips on weekdays than on weekends. To retain a conservative approach and taking into account anticipated usage rates and patterns of the project provided by the County, the weekday ITE Recreational Community Center trip generation rates were also applied to weekends for the project.

Table 2-13 Project Trip Generation Volumes

Land Use	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Recreational Community Center	KSF	12	346	22	15	7	28	13	15
Note: KSF = 1,000-sq. ft. floor area									
Source: Wood Rodgers 2018									

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Project trip distribution was determined based on existing traffic volumes and travel patterns, knowledge of the area, and engineering judgement. Project trips were assigned to the study area roadway network based on the project trip distribution.

VEHICLE MILES TRAVELED

The current average trip length in Tuolumne County, as detailed in the General Plan and Regional Transportation Plan Update EIR Traffic Study (Wood Rodgers 2015) is 10.3 miles. Using the average trip length and estimated project generated ADT, it is estimated that the project would generate approximately 3,564 daily VMT.

Senate Bill (SB) 743, passed in 2013, requires OPR to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "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 this division, except in locations specifically identified in the guidelines, if any." OPR has submitted updated CEQA Guidelines to the State Natural Resources Agency for formal rulemaking to implement SB 743. The guidelines indicate that VMT be the primary metric used to identify transportation impacts. However, these guidelines have yet to formally adopted and local agencies will have an opt-in period until July 1, 2020 to implement the updated guidelines once adopted.

The project proposes a community center within the community it would serve. Thus, the project would not generate regional draw or generate substantial trips/VMT in comparison to other land use development (e.g., residential, retail), as operations would be limited to social gatherings and educational purposes. Further, the new community center would serve the existing local population and would not generate population increases. It should be further noted that the traffic generation analysis employed the maximum daily potential trip/VMT increase and assumed this

level of traffic every day of the year. The community center would operate in various capacities and generally not attracting its maximum occupancy.

ANALYSIS METHODOLOGY

According to the *Guide of the Preparation of County of Tuolumne Traffic Impact Studies*, a full TIS is required if a project would generate over 50 peak hour trips along a county roadway or highway. As shown in Table 2-13, the project would generate up to 28 peak hour trips; and thus, per County guidance does not require a full TIS or intersection analysis. Therefore, intersection analysis is not included in the analysis. However, roadway segment LOS was analyzed for study roadway segments. Roadway segment LOS was calculated by comparing roadway segment ADT volumes obtained from recent traffic counts to the corresponding TCTC roadway LOS thresholds contained in the *Tuolumne County General Plan and Regional Transportation Plan Update EIR Traffic Study* and shown in Table 2-14.

Table 2-14 Tuolumne County Transportation Council Generalized Roadway ADT LOS Lookup Table

FHWA FC#	Roadway Type	Type #	Area Type	Maximum Two-way ADT Volume-carrying Capacity for each LOS Designation				
				LOS A	LOS B	LOS C	LOS D	LOS E
4	Rural Arterial (4-lane) Divided	1	ROLLING	6,240	12,480	18,720	26,520	31,200
4	Rural Arterial (4-lane) Undivided	2		4,820	9,640	14,460	20,485	24,100
4	Rural Minor Arterial (4-lane)	3		6,080	12,160	18,240	25,840	30,400
4	Rural Minor Arterial (with left-turn Lane)	4		4,600	9,200	13,800	19,550	23,000
4	Rural Minor Arterial (2-lane)	5		3,120	6,240	9,360	13,260	15,600
5	Major Collector (34 ft. - 36 ft.)	6		3,420	6,840	10,260	14,535	17,100
5	Major/Minor Collector (23 ft.- 32 ft.)	7		2,900	5,800	8,700	12,325	14,500
5	Major/Minor Collector (20 ft.- 23 ft.)	8		2,590	5,180	7,770	11,008	12,950
5	Major/Minor Collector (18 ft.- 20 ft.)	9		2,300	4,600	6,900	9,775	11,500
5	Major/Minor Collector (Less than 18 ft.)	10		1,920	3,840	5,760	8,160	9,600
6	Local Road	11	MOUNTAINOUS	1,920	3,840	5,760	8,160	9,600
4	Rural Arterial (4-lane) Divided	101		5,810	11,610	17,410	24,670	29,020
4	Rural Arterial (4-lane) Undivided	102		4,490	8,970	13,450	19,060	22,420
4	Rural Minor Arterial (4-lane)	103		5,660	11,310	16,970	24,040	28,280
4	Rural Minor Arterial (with left-turn Lane)	104		4,280	8,560	12,840	18,190	21,390
4	Rural Minor Arterial (2-lane)	105		2,910	5,810	8,710	12,340	14,510
5	Major Collector (34 ft. - 36 ft.)	106		3,190	6,370	9,550	13,520	15,910
5	Major/Minor Collector (23 ft.- 32 ft.)	107		2,700	5,400	8,100	11,470	13,490
5	Major/Minor Collector (20 ft.- 23 ft.)	108		2,410	4,820	7,230	10,240	12,050
5	Major/Minor Collector (18 ft.- 20 ft.)	109		2,140	4,280	6,420	9,100	10,700
5	Major/Minor Collector (Less than 18 ft.)	110		1,790	3,580	5,360	7,590	8,930
6	Local Road	111	URBAN	1,790	3,580	5,360	7,590	8,930
2	4-Lane Freeway	201		28,000	43,200	61,600	74,400	80,000
2	3-Lane Freeway	202		10,100	20,200	30,300	42,925	50,500
2	2-Lane Freeway + Auxiliary Lanes	203		8,392	16,784	25,176	35,666	41,960
2	2-Lane Freeway	204		6,680	13,360	20,040	28,390	33,400

Table 2-14 Tuolumne County Transportation Council Generalized Roadway ADT LOS Lookup Table

FHWA FC#	Roadway Type	Type #	Area Type	Maximum Two-way ADT Volume-carrying Capacity for each LOS Designation				
				LOS A	LOS B	LOS C	LOS D	LOS E
2	4-Lane Expressway	205		24,000	28,000	32,000	36,000	40,000
2	2-Lane Expressway	206		12,000	14,000	16,000	18,000	20,000
3	6-Lane Divided Arterial (with left-turn lane)	207		32,000	38,000	43,000	49,000	54,000
3	4-Lane Divided Arterial (with left-turn lane)	208		22,000	25,000	29,000	32,500	36,000
3	4-Lane Undivided Arterial (no left-turn lane)	209		18,000	21,000	24,000	27,000	30,000
4	2-Lane Principal/Minor Arterial (with left-turn lane)	210		2,900	7,700	14,300	20,100	31,300
4	2-Lane Principal/Minor Arterial (no left-turn lane)	211		2,900	7,200	11,900	16,100	24,200
5	2-Lane Major/Minor Collector (with left-turn lane)	212		3,400	6,900	11,600	15,800	29,400
5	2-Lane Major/Minor Collector (no left-turn lane)	213		2,700	5,600	9,200	12,800	23,500
6	2-Lane Local Street	214		2,300	4,900	8,400	11,400	21,200

Notes: ADT = Average daily traffic

1. Values shown corresponding to LOS A through E are roadway ADT traffic volume
2. Collector width is measured from the edge of pavement to the edge of pavement
3. Roadways with continuous grade steeper than 6% or above 4,000 ft. elevation should use mountainous terrain LOS thresholds
4. Site Specific LOS maybe necessary
5. Peak Hour LOS threshold is assumed to be 10% of the daily traffic volume unless site specific analysis shows a different peak hour to daily traffic ratio
6. Examples LOS A (0.20 of capacity), LOS B (0.21 to 0.40 of capacity), LOS C (0.41 to 0.60 of capacity), LOS D (0.61 to 0.85 of capacity), LOS E (0.86 to 0.92 of capacity)

All volumes thresholds are approximate and assumes average roadway characteristics. Actual threshold volume for each Level of Service listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks, RVs and other heavy vehicles, travel lane widths, speed limits, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

Source: Wood Rodgers 2018

All study roadway segments were classified based on the roadway and area types provided in Table 2-14. Existing traffic volumes on study roadways remained generally consistent (within five percent of each other) on weekdays and weekends, and therefore weekday traffic counts were determined to be a reasonable approximation of weekend traffic counts for study roadway segments (Wood Rodgers 2018). Thus, typical daily weekday analysis was conducted for the project. For additional details regarding assumptions and methodology refer to the TIS located in Appendix D.

Consistent with the *Tuolumne County General Plan and Regional Transportation Plan Update EIR Traffic Study* (Wood Rodgers 2015), the following thresholds of significance were used to evaluate the project impacts to transportation and traffic under CEQA:

- ▶ Minimum LOS standard for minor collectors, major collectors, rural arterials and urban local streets (county facilities) is LOS D, unless an exception is made by the County.
- ▶ Minimum LOS standard for rural local roads and residential roads is LOS C.

2.17.3 Discussion

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
- and
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than significant. Project generated traffic volumes were added to Existing condition traffic volumes along study roadway segments to develop the Existing Plus Project scenario. The Existing Plus Project scenario reflects changes in travel conditions associated with implementation of the project. Table 2-15 shows the Existing Plus Project roadway operating conditions along the study roadway segments. For detailed data and calculations refer to the TIS located in Appendix D.

Table 2-15 Existing Plus Project Roadway Segment Traffic Operations

#	Roadway Segment	Type #1	Roadway Capacity	Min. LOS Std.	Existing Conditions		Existing Plus Project Conditions	
					ADT	LOS	ADT	LOS
1	Bay Street between Cherry Valley Boulevard and Pine Street	214	21,200	D	1,530	A	1,876	A
2	Cherry Valley Boulevard between Bay Street and Tuolumne Road	212	29,400	D	1,581	A	1,823	A
3	Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard	6	17,100	D	8,498	C	8,636	C
4	Tuolumne Road between Cherry Valley Boulevard and SR 108	6	17,100	D	6,134	B	6,238	B

Note:

¹. Type # from Table X-4.

Source: Wood Rodgers 2018

As shown in Table 2-15, all study roadway segments are projected to operate at acceptable LOS (LOS D or better) under the Existing Plus Project scenario.

Additionally, the project was analyzed under a near-term (2020) scenario. Near-term No Project roadway volumes were calculated by applying a straight-line yearly growth rate to the vehicular traffic counts. For additional details refer to the TIS located in Appendix D. Near-term Plus Project roadway LOS was calculated for the study roadway segments and compared to the Near-term No Project operating conditions.

Table 2-16 shows the Near-term No Project and Near-term Plus Project roadway operating conditions along the study roadway segments. For detailed data and calculations refer to the TIS located in Appendix D.

Table 2-16 Near-term Plus Project Roadway Segment Traffic Operations

#	Roadway Segment	Type #1	Roadway Capacity	Min. LOS Std.	Near-term No Project Conditions		Near-term Plus Project Conditions	
					ADT	LOS	ADT	LOS
1	Bay Street between Cherry Valley Boulevard and Pine Street	214	21,200	D	1,568	A	1,914	A
2	Cherry Valley Boulevard between Bay Street and Tuolumne Road	212	29,400	D	1,621	A	1,863	A
3	Tuolumne Road between Wards Ferry Road and Cherry Valley Boulevard	6	17,100	D	8,583	C	8,721	C
4	Tuolumne Road between Cherry Valley Boulevard and SR 108	6	17,100	D	6,195	B	6,299	B

Note:

¹. Type # from **Table X-4**.

Source: Wood Rodgers 2018

As shown in Table 2-16, all study roadway segments are projected to operate at acceptable LOS (LOS D or better) under the Near-term Plus Project scenario.

Therefore, operation of the project would not conflict with County LOS standards, or result in a substantial increase in traffic congestion. This would be a less-than-significant impact.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. No private or public airports are located near the project site. The nearest public airport is Pine Mountain Lake Airport, located approximately 7.3 miles southeast of the project site. Additionally, because no structures of substantial height would be constructed, the project would have no effect on air traffic patterns. Thus, there would be no impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant. Primary access to the individual project site parcels is proposed to occur off of Cherry Loop road for the southern parcel, and off of Bay Street and Cherry Valley Boulevard for the northern parcel (see Figure 1-2).

Sight distance analyses were performed for each proposed project driveway based on Tuolumne County standards and guidance detailed in the Tuolumne County Community Resources Agency Roads Division *Encroachment Permit Information Packet*. For each driveway, minimum sight distance for left-turn egress and right-turn egress were calculated based on the posted speed limit and observed speeds. For detailed calculations, exhibits, and analysis refer to the TIS located in Appendix D.

Based on the project driveway sight distance analysis conducted as part of the TIS, it was determined that all proposed driveways would meet the minimum stopping sight distance and minimum intersection sight distance requirements. Therefore, the project would not locate any access driveway in a location that could result in a potential safety hazard. Additionally, project driveway location and design would be subject to review by Tuolumne County and would be required to conform to the applicable Tuolumne County roadway design standards. This impact would be less than significant.

e) Result in inadequate emergency access?

Less than significant. Emergency access would be subject to review by Tuolumne County and the responsible emergency service agencies during the design review process; thus, ensuring internal and external project access would be designed to meet all Tuolumne County emergency access and design standards. Therefore, adequate emergency access would be provided. This impact would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant. As described in Section 1.6, "Project Description," the project would include the completion of the partially constructed sidewalk on the northern side of Bay Street, between Main Street and Cherry Valley Boulevard. The new sidewalk would provide a pedestrian connection from the northern project site parcel, to the pedestrian crosswalks at that intersection of Bay Street and Main Street. Additionally, the project would include pedestrian crosswalks on each leg of the Cherry Loop / Bay Street intersection and the Cherry Valley Boulevard / Bay Street intersection. Therefore, the project would enhance existing pedestrian facilities by linking the incomplete segment of existing sidewalk along the northern side of Bay Street to the surrounding sidewalks, and the new crosswalks would connect the project site to the surrounding pedestrian network; thus, improving pedestrian circulation in the area.

The project is expected to generate negligible increases in bus demand which would not require increased service, facilities, or support. Additionally, the project would not modify or interfere with any transit services. Therefore, the project would not conflict with any adopted policies or programs for transit, bicycle, or pedestrian facilities. This impact would be less than significant.

2.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<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 Resource 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"/>

2.18.1 Environmental Setting

As described in Section 2.5, "Cultural Resources," the Central Sierra Mi-wuk (also spelled Miwok) historically occupied the project vicinity. The discovery in 1848 of gold in the western Sierra Nevada foothills and the ensuing Gold Rush led to a flood of non-indigenous peoples into Mi-wuk territory and a devastating impact on their traditional lifeways.

CEQA requires lead agencies to consider whether projects will affect tribal cultural resources. PRC 21074 states the following:

a) "Tribal cultural resources" are either of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

A) Included or determined to be eligible for inclusion in the CRHR.

B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

AB 52, signed by the California Governor in September of 2014, establishes a new class of resources under CEQA: "tribal cultural resources." It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a notice of preparation of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration.

2.18.2 Discussion

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)?
- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

No impact. Tuolumne County regularly coordinates informally with Native American Tribes, including Buena Vista Rancheria, Chicken Ranch Rancheria of Me-Wuk, and the Tuolumne Band of Me-Wuk during the processing of discretionary entitlements. Under PRC Section 21080.3.1, a lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project if the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe. At the time the proposed resilience center project was initiated, no tribes that are traditionally or culturally affiliated with Tuolumne County, including Buena Vista Rancheria, Chicken Ranch Rancheria of Me-Wuk, or the Tuolumne Band of Me-Wuk, had requested to be informed of proposed projects. However, after the proposed resilience center project was initiated in January 2016, the County received a letter on October 4, 2018 from the Chicken Ranch Rancheria requesting AB 52 consultation on future projects. The County coordinated with Katy Sanchez at the Native American Heritage Commission to discuss the correct approach for tribal notification for projects that were already in process as of the receipt of the request letter. Based on the coordination with the Native American Heritage Commission, the County will consider the Chicken Ranch Rancheria an interested stakeholder for projects for initiated prior to October 4, 2018. For projects initiated after October 4, 2018, Chicken Ranch Rancheria will be consulted through the formal AB 52 consultation process. Because no tribes had requested notification prior to initiation of the project and no potential tribal cultural resources have been identified, no impact would occur.

2.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.19.1 Environmental Setting

WATER SUPPLY

Potable water is supplied to the County from the South Fork of the Stanislaus River through TUD's agreement with PG&E (TUD 2016). The surface water supply from the South Fork of the Stanislaus River accounts for 97 percent of the supply available for potable use. The minimum water supply from the PG&E agreement is calculated to be 24,500 acre-feet per year (AFY). TUD has a minimum projected water supply, through the agreement with PG&E, of 24,500 AFY (21,830,000 gallons per day [gpd]) through 2040 (TUD 2016). There is an existing water storage tank within the community of Tuolumne, however, details regarding average capacity and use are not known at this time.

Water is provided to the project site by TUD (TUD 2018). In 2015, the total potable and raw water demand within the TUD service area was 11,801 AFY. TUD projects a total future potable and raw water demand of 18,711 AFY in 2040 (TUD 2016). There is an existing 10-inch water line located on Bay Avenue and Cherry Valley Boulevard (Ramirez, pers. comm., 2018).

WASTEWATER

Wastewater services within the community of Tuolumne are provided by the Tuolumne City Sanitary District (TCSD) (TUD 2018). There is an existing 10-inch wastewater conveyance pipeline located near the project site. The TCSD Wastewater Treatment Plant (WWTP) installed upgrades to the existing facility about 10 years ago and is located approximately 0.5 mile southwest of the project site.

SOLID WASTE

Solid waste within Tuolumne County is collected, transported, and disposed of by the Tuolumne County Solid Waste Division. The Tuolumne County Solid Waste Division is also responsible for ensuring that solid waste disposal services meet state and federal mandates for integrated waste management. Curbside collection is provided by franchise haulers. Burns Refuse Service, Inc. provides solid waste service for the community of Tuolumne. Collected solid waste is processed at the transfer stations and disposed of at the Highway 59 Disposal Site landfill, which is operated by the Merced County Regional Waste Management Authority. The maximum permitted capacity of the landfill is 30,012,352 cubic yards, and the maximum permitted throughput is 1,500 tons per day. The remaining capacity (as of September 2005) is 28,025,334 cubic yards (CalRecycle 2018).

2.19.2 Discussion

- a) **Require or result in the relocation or construction of new or expanded water, or 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. As described in Section 1, "Introduction and Project Description," the project would include utility connections to existing water supply, wastewater, stormwater drainage, and electric infrastructure. Additionally, the project would include construction of a filtration basin, south of the project site, for collection of surface runoff. Because the project would connect with existing infrastructure, no additional or expanded utility infrastructure or improvements would be required. Impacts would be less than significant.

- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

Less than significant. As described in Section 1, "Introduction and Project Description," use of the proposed community resilience center would vary during non-emergency operation. Additionally, water efficient fixtures would be incorporated into the site and building design features. Features of the project that would use potable water include restroom and kitchen facilities, as well as landscaping. Air quality and GHG emissions modeling was conducted for the project. The modeling assumes defaults for water demand, wastewater generation, and solid waste generation based on land use, as described in Appendix A. Total water use at the project site is estimated to be 962,736 gallons per year (2,638 gpd). As described above, the existing water demand within the TUD service area is 11,801 AFY (10,535,248 gpd). With the minimum projected water supply of 21,830,000 gpd and projected water demand of 16,704,096 gpd through 2040, the TUD would have a remaining available water supply of 5,168,083 gpd (TUD 2016). Implementation of the project would use approximately 0.03 percent of the existing water demand for the district and 0.05 percent of the projected available water supply in 2040. In addition, the project would be consistent with the land use designation at the site, which was considered in projecting future water supply within the TUD. Given the current and projected water demand within the TUD service area, as described above, and the negligible water demand that would result from project implementation, TUD would have sufficient water supply to serve the project site through 2040. Impacts would be less than significant.

c) Result in a determination by the wastewater treatment provider that 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?

No impact. The anticipated wastewater demand for the project is 1,029 gpd (refer to Appendix A). TCSD has indicated that existing wastewater infrastructure would be adequate to serve the project (Bonillo, pers. comm., 2018). Further, TCSD has acknowledged that there is available wastewater capacity at the TCSD WWTP to serve any wastewater generated at the project site (Bonillo, pers. comm., 2018). Therefore, no impacts related to existing wastewater infrastructure and facilities would occur.

d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?

Less than significant. Construction of the project would result in minimal solid waste generation through disposal of excess soils or materials used during construction activities. Any construction waste would be disposed of in accordance with CBC standards for construction waste diversion rates. As previously discussed, use of the community resilience center would vary during non-emergency operation and any waste generated would primarily result from the five FTE employees. The anticipated solid waste generation of the project is 68.4 tons/year (refer to Appendix A). The maximum permitted throughput of the Highway 59 Disposal Landfill is 1,500 tons/day and the available remaining capacity is approximately 28 million cubic yards (CalRecycle 2018). Assuming the project is operational for 25 years, the project would generate 24,783 cubic yards of solid waste during its lifetime (Kats 2003). Daily generation of solid waste at the proposed community resilience center would be approximately 0.01 percent of the permitted daily throughput and 0.09 percent of the remaining landfill capacity. Waste generated by the project would be negligible and would not adversely affect the Highway 59 Disposal Site landfill, which has adequate remaining capacity to serve the project. Impacts would be less than significant.

e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?

No impact. As discussed in item (d), the amount of solid waste generated by the project would be negligible and would be adequately served by existing solid waste service providers and facilities. Further, the project would not impair the attainment of solid waste reduction goals. No impact would occur.

f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No impact. Implementation of the project would comply with applicable state and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. There would be no impact.

2.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2.20.1 Discussion

As discussed in Section 2.9, "Hazards and Hazardous Materials," the project site is not designated as a very-high fire hazard severity zone within the Tuolumne County Local Response Area and the State Responsibility Area (CAL FIRE 2008). However, the area west, adjacent to the project site, is designated as a very-high fire hazard severity zone.

In 2018, a multi-jurisdictional hazard mitigation plan (Plan) for Tuolumne County was prepared to identify plans, programs, and mitigation measures to minimize each jurisdiction's vulnerability to the identified hazards and ultimately reduce both human and financial losses subsequent to a disaster. The Plan includes existing information on typical hazards, such earthquakes, flooding, and fire, and then provides risk assessments of each hazard and the potential for occurrence within the County. Specific wildland fire objectives provided in the Plan include vegetation management, code enforcement, Geographic Information Systems mapping, and compliance with the planning process. Mitigation actions provided in the Plan range from improving water supply systems and conveyance systems for potential fire needs, initiating fuel thinning and chipping projects in high priority areas, to updating existing and preparing new fire protection and evacuation plans. The Plan states that Tuolumne County Fire Department/ California Department of Forestry and Fire Protection along with seven fire districts and one city fire department provide life and property emergency response. In addition to services traditionally provided by most fire protection agencies nationwide, these agencies work cooperatively with the U.S. Forest Service and the National Park Service in providing wildfire response in Tuolumne County. Though there are existing plans, programs, ordinances, and regulations in place within the County, wildland fire risks and the potential for future fire hazards occurring within the County is considered high (Tuolumne County 2018).

In 2004, the *Tuolumne County Community Wildfire Protection Plan* was prepared to identify necessary measures to reduce the risk of fire and restore healthy forest ecological conditions within the community of Tuolumne as well as other communities that are at risk from wildfire in the area upslope from the North Fork of the Tuolumne River. Measures identified in the plan include fuel reduction, fuel-break extensions, and removal of high fire-risk vegetation (Greater Tuolumne City Community 2004).

In addition to established plans, the Highway 108 Fire Safe Council is a grassroots, nonprofit organization that works to reduce wildfire hazard and the devastating effects of wildfires in the north Tuolumne County community. The Highway 108 Fire Safe Council was formed in the 1990s, and later incorporated in 2002, to provide education in wildfire preparedness, prevention, and fuel breaks.

a) Impair an adopted emergency response plan or emergency evacuation plan?

No impact. Implementation of the project would result in the construction and operation of a new community resilience center in the community of Tuolumne. The project is intended to serve as a community refuge for all emergencies and does not include any amendments to existing emergency response plans or procedures established for the County. Further, construction and operation of the project would not result in any interference with emergency access or egress to the site or surrounding area. Because the nature of the project is intended to aid the community in events of emergency response and evacuation, the project may improve existing response and evacuation within the area. No impact would occur.

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?

Less than significant. The project would be required to comply with Tuolumne County code for fire safety (Chapter 15.20) that has specifications for setback distances, fire sprinklers, water flow, and hydrant access. In addition to County regulations, the project would also be subject to the CBC (see Section 2.7, "Geology and Soils") and California Fire Code requirements, including ignition-resistant construction, automatic interior fire sprinklers, on-site fire hydrant minimum flows, and adequate emergency and fire apparatus access. Further, construction of the 12,000-sq.-ft. building would utilize low-fire risk materials such as steel and concrete. Therefore, implementation of the project would not exacerbate wildland fire risks. Impacts would be less than significant.

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?

Less than significant. The project would include connections to existing utility services within the project area as discussed in Section 2.19, "Utilities and Service Systems." As discussed in items (a) and (b), the intent of the project is to provide community shelter for fire disasters and the site structures would be required to comply with established CBC, California Fire Code, and County requirements related to fire safety. The project would not exacerbate fire risks through the connectivity or maintenance of utility connections. Therefore, this impact would be less than significant.

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?

Less than significant. As discussed in Sections 2.7, "Geology and Soils," and 2.10, "Hydrology and Water Quality," runoff occurs naturally at the project site and flooding and landslide events are not common within the project area. As discussed in Section 1, "Introduction and Project Description," the project drainage facilities would be designed to maintain pre-development conditions as it relates to stormwater runoff. Therefore, once operational, onsite drainage would not affect offsite drainage conditions, including runoff that naturally occurs north of the project site. The project site is relatively flat and the site or surrounding areas have not been subject to burns such that downslope areas would be affected by project development. Impacts would be less than significant.

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that 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"/>

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

2.21.1 Discussion

- 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, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less than significant with mitigation incorporated. As discussed in Section 2.4, "Biological Resources," the project site is currently entirely composed of annual grassland. In addition, due to the disturbed nature of the site, there is little to no potential for the project site to host any sensitive species or habitat. There are existing trees adjacent to the project site that could potentially host nesting birds that could be disturbed during construction activities. However, mitigation has been included that would require construction activities to either occur during the non-nesting times of the year or require preconstruction surveys to identify any existing nesting birds and provide adequate distance buffers to ensure they are not disturbed during construction.

As discussed in Section 2.5, "Cultural Resources," no archaeological sites, historic-era built environment resources, prehistoric or historic-era archaeological sites, or ethnographic sites were identified during surveys of the project site (Natural Investigations Company 2018). Although the potential for discovery of buried archaeological materials within the project site is considered to be low, it is possible that previously unknown historical or archaeological resources could be discovered during grading and excavation work associated with project construction. Mitigation has been included that would ensure that the project would not result in adverse changes to historical or archaeological resources, by requiring cessation of work and implementation of proper data recovery and/or preservation procedures upon discovery of previously unknown resources. Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or unmarked human interments are present within or in the immediate vicinity of the project site (Natural Investigations Company 2018). However, there is the potential for unmarked, previously unknown Native American or other graves to be present and be uncovered during construction activities. Mitigation has been included that would ensure that proper procedures would be followed in the event of the discovery of previously unknown human remains.

For the reasons above, this would be a less-than-significant impact with mitigation incorporated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than significant. As discussed throughout Section 2, "Environmental Checklist," all potentially significant impacts would be reduced to a less-than-significant level with mitigation. In addition, air quality, biological resources, and cultural-related impacts discussed above would result from temporary construction activities and would be limited to the immediate project site, and therefore, would not combine with impacts from other past, present, and probable future development. Noise is also localized and would be limited to the immediate project vicinity. Operation of the project would be limited to serving the local community and would not induce growth or additional development in the area. The project's potential contribution to significant cumulative impacts would not be considerable and this impact would be less than significant.

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

Less than significant. As discussed above in Section 2.8, "Hazards and Hazardous Materials," construction activities would require the use of hazardous materials such as fuels, lubricants, and solvents. However, all construction activities would be required to comply with existing regulations that would limit exposure of nearby sensitive receptors and construction workers to hazardous materials. Operation of the project would not include the use or storage of any hazardous material and would not result in adverse effects on people. In fact, the community resilience center would provide a new space that would benefit the community of Tuolumne during emergency and nonemergency times. During emergencies, the new facilities would provide amenities and safety to the community, reducing adverse effects on humans. This impact would be less than significant.

This page intentionally left blank.

3 REFERENCES

1 Introduction and Project Description

None

2.1 Aesthetics

California Department of Transportation. 2008. California Scenic Highway Mapping System. Tuolumne County. Available: http://www.dot.ca.gov/hq/LandArch/scenic_highways/sjoaquin.htm. Accessed September 2018.

Caltrans. See California Department of Transportation.

Tuolumne County. 2019 (January 3). *Tuolumne County General Plan*. Available: <https://www.tuolumnecounty.ca.gov/889/General-Plan-Update>. Accessed March 2019.

2.2 Agriculture and Forestry Resources

California Department of Conservation. 2018. Farmland Mapping and Monitoring Program, California Important Farmland Finder. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx. Accessed November 2018.

DOC. See California Department of Conservation.

2.3 Air Quality

California Air Pollution Control Officer's Association. 2015. *California's Progress Toward Clean Air*. Available: https://www.co.shasta.ca.us/docs/libraries/resource-management-docs/aq-docs/progress_report_2015.pdf?sfvrsn=ca23ee89_2. Accessed June 11, 2017.

California Air Resources Board. 2001 (April). *Ozone Transport: 2001 Review*. Available: <https://www.arb.ca.gov/research/apr/reports/l3067.pdf>. Accessed June 10, 2018.

———. 2005 (April). *Air Quality and Land Use Handbook: A Community Health Perspective*. Available: <https://www.arb.ca.gov/ch/handbook.pdf>. Accessed June 10, 2018.

———. 2015. Air Quality Standards and Area Designations: carbon monoxide, nitrogen dioxide, sulfur dioxide, PM₁₀, PM_{2.5}, and lead. Available: <https://www.arb.ca.gov/desig/desig.htm>. Accessed June 12, 2018.

———. 2017 (November). *California's 2017 Climate Change Scoping Plan*. Available: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed November 2018.

CAPCOA. See California Air Pollution Control Officer's Association.

CARB. See California Air Resources Board.

OEHHA. See Office of Environmental Health Hazard Assessment.

Office of Environmental Health Hazard Assessment. 2015 (February). *Air Toxics Hot Spots Program: Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*. Available: <http://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>. Accessed July 10, 2017.

TCAPCD. See Tuolumne County Air Pollution Control District.

Tuolumne County Air Pollution Control District. 2017. *CEQA Thresholds of Significance*. Available: https://www.tuolumnecounty.ca.gov/DocumentCenter/View/1072/TCAPCD_Significance_Thresholds_2_?bidId=. Accessed June 11, 2017.

Wood Rodgers. 2018 (November). *Tuolumne Community Resiliency Center, Tuolumne County, CA, Transportation Impact Study*. Draft Report. Sacramento, CA. Prepared for Ascent Environmental, Inc, Sacramento, CA.

2.4 Biological Resources

Tuolumne County. 1987 (November 2). *Tuolumne County Wildlife Handbook*. Sonora, CA. Available: <https://www.tuolumnecounty.ca.gov/DocumentCenter/View/206/Wildlife-Handbook>. Accessed November 2018.

Tuolumne County. 2019 (January 3). *Tuolumne County General Plan*. Available: <https://www.tuolumnecounty.ca.gov/889/General-Plan-Update>. Accessed March 2019.

2.5 Cultural Resources

Natural Investigations Company. 2018 (November 2). *Cultural Resources Inventory for the Tuolumne County NDRC Project, Tuolumne County, California*. Prepared for Ascent Environmental, Sacramento, CA.

Kroeber, Alfred J. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology, Smithsonian Institution Bulletin 78. Government Printing Office, Washington, D.C. Reprinted 1976 by Dover Publications, Inc., New York. Cited in Natural Investigations Company 2018.

Levy, Richard. 1978. *Eastern Miwok*. In *Handbook of North American Indians, California, Volume 8*, edited by Robert F. Heizer, pp. 398–413. William G. Sturtevant, general editor. Smithsonian Institution, Washington, D.C. Cited in Natural Investigations Company 2018.

Tuolumne County CAGENWEB Project. 2017. Early History of Tuolumne County. Site accessed September 4, 2018 from: <http://www.cagenweb.com/tuolumne/his.htm#county>. Cited in Natural Investigations Company 2018.

2.6 Energy

California Air Resources Board. 2016. *California's Advanced Clean Cars Program*. Available: <https://www.arb.ca.gov/msprog/acc/acc.htm> and <http://www.arb.ca.gov/newsrel/newsrelease.php?id=282>. Accessed January 3, 2017.

California Energy Commission. 2018a (June 21). 2017 Total System Electric Generation in Gigawatt Hours. Available: http://www.energy.ca.gov/almanac/electricity_data/total_system_power.html. Accessed July 23, 2018.

———. 2018b (March). 2019 Building Energy Efficiency Standards: Frequently Asked Questions. Available: http://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed May 17, 2018.

California Energy Commission and California Public Utilities Commission. 2008 (February). *2008 Update, Energy Action Plan*. Available: <https://www.energy.ca.gov/2008publications/CEC-100-2008-001/CEC-100-2008-001.PDF>. Accessed November 13, 2018.

California Public Utilities Commission. 2018. California Renewables Portfolio Standard (RPS). Available: http://www.cpuc.ca.gov/RPS_Homepage/. Accessed July 23, 2018.

CARB. See California Air Resources Board.

CEC. See California Energy Commission.

CPUC. See California Public Utilities Commission.

2.7 Geology and Soils

California Department of Conservation. 2010. Geologic Map of California. Available: <https://www.arcgis.com/sharing/rest/content/items/9eba56d981df4f839769ce9a2adc01f4/info/metadata/metadata.xml?format=default&output=html>. Accessed November 13, 2018.

———. 2018. Farmland Mapping and Monitoring Program, California Important Farmland Finder. Available: https://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx. Accessed November 2018.

DOC. See California Department of Conservation.

Natural Resources Conservation Service. 1964 (March). *Reconnaissance Soil Survey of Tuolumne County, California*.

Tuolumne County. 2018. *Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan*. Volume 1: Countywide Elements, 2018 Update, Revision 3. Available: <https://www.tuolumnecounty.ca.gov/DocumentCenter/View/8045/TuolumneLHMP2018?bidId=>. Accessed November 2018.

U.S. Department of Agriculture. 2018. Web Soil Survey. Central Sierra Foothills Area, California, Parts of Calaveras and Tuolumne Counties. Available: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed November 2, 2018.

2.8 Greenhouse Gas Emissions

California Air Resources Board. 2017 (November). California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target. Available: https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed December 14, 2017.

CARB. See California Air Resources Board.

Intergovernmental Panel on Climate Change. 2014. *Climate Change 2014 Synthesis Report, Summary for Policymakers*. Geneva, Switzerland. Available: https://www.ipcc.ch/pdf/assessment-report/ar5/syr/AR5_SYR_FINAL_SPM.pdf. Accessed January 3, 2017.

TCTC. See Tuolumne County Transportation Council.

Tuolumne County Transportation Council. 2012 (January). *Tuolumne County Regional Blueprint Greenhouse Gas Study*. Available: https://docs.wixstatic.com/ugd/fe950e_6fa366b85161406ab2acee5174c8b318.pdf. Accessed June 10, 2018.

United Nations. 2015. Paris Agreement. Available: https://unfccc.int/sites/default/files/english_paris_agreement.pdf. Accessed September 24, 2018.

2.9 Hazards and Hazardous Materials

California Department of Forestry and Fire Protection. 2008. Very High Fire Hazard Severity Zones in LRA. Available: http://www.fire.ca.gov/fire_prevention/fhsz_maps_tuolumne. Accessed November 2018.

California Department of Toxic Substances Control. 2018. Envirostor Database. Available: <http://www.envirostor.dtsc.ca.gov/public/>. Accessed September 18, 2018.

CAL FIRE. See California Department of Forestry and Fire Protection.

DTSC. See California Department of Toxic Substances Control.

State Water Resources Control Board. 2015. Groveland BP Case Summary. Available: https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0610900127. Accessed November 9, 2018.

———. 2018. Geotracker Database. Available: <https://geotracker.waterboards.ca.gov/>. Accessed September 12, 2018.

SWRCB. See State Water Resources Control Board.

Tuolumne County. 2018. *Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan*. Volume 1: Countywide Elements, 2018 Update, Revision 3. Available: <https://www.tuolumnecounty.ca.gov/DocumentCenter/View/8045/TuolumneLHMP2018?bidId=>. Accessed November 2018.

2.10 Hydrology and Water Quality

Federal Emergency Management Agency. 2017. National Flood Hazard Layer FIRMette. Available: <https://msc.fema.gov/portal/home>. Accessed October 31, 2018.

FEMA. See Federal Emergency Management Agency.

G L Gritz Engineering. 2010. *Westside Cherry Subdivision Commercial Lot Grading Plan*.

TUD. See Tuolumne Utilities District.

Tuolumne County. 2007. *Tuolumne County Water Quality Plan*. Available: <https://www.tuolumnecounty.ca.gov/DocumentCenter/View/7570/Tuolumne-County-Water-Quality-Plan?bidId=>. Accessed November 2018.

Tuolumne Utilities District. 2016 (June). *Final 2015 Urban Water Management Plan for Tuolumne Utilities District*. Sonoma, CA. Prepared by Kennedy/Jenks Consultants, Rancho Cordova, CA.

U.S. Geological Survey. 2018. *Science in Your Watershed*. Available: <https://water.usgs.gov/wsc/cat/18040009.html>. Accessed October 22, 2018.

2.11 Land Use and Planning

Tuolumne County. 2018. Tuolumne County Geographic Information System Program. Available: <https://www.tuolumnecounty.ca.gov/385/GIS>. Accessed October 31, 2018.

2.12 Mineral Resources

California Department of Conservation. 1997. Mineral Land Classification of a Portion of Tuolumne County, California, for Precious Metals (Lode Gold and Silver). Available: ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_97-09/OFR_97_09_Plate_3.pdf. Accessed November 13, 2018

DOC. See California Department of Conservation.

Tuolumne County. 2019 (January 3). *Tuolumne County General Plan*. Available: <https://www.tuolumnecounty.ca.gov/889/General-Plan-Update>. Accessed March 2019.

2.13 Noise

Egan, M.D. 2007. *Architectural Acoustics*. Fort Lauderdale, FL: J. Ross Publishing.

Federal Transit Administration. 2006 (May). *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Washington, DC.

FTA. See Federal Transit Administration.

Tuolumne County. 2019 (January 3). *Tuolumne County General Plan*. Available: <https://www.tuolumnecounty.ca.gov/889/General-Plan-Update>. Accessed March 2019.

Wood Rodgers. 2018 (November). *Tuolumne Community Resiliency Center, Tuolumne County, CA, Transportation Impact Study*. Draft Report. Sacramento, CA. Prepared for Ascent Environmental, Inc, Sacramento, CA.

2.14 Population and Housing

U.S. Census Bureau. 2010. Community Facts, Tuolumne City CDP, California. Census 2010 Total Population. Available: https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed October 2018.

———. 2016. Community Facts, Tuolumne County, California. Housing Units. 2012-2016 American Community Survey 5-Year Estimates. Available: https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml. Accessed October 2018.

2.15 Public Services

None

2.16 Recreation

None

2.17 Transportation

Wood Rodgers. 2015 (August). *Tuolumne County General Plan and Regional Transportation Plan Update EIR Traffic Study*. Sacramento, CA. Prepared for Tuolumne County Transportation Council, Sonora, CA.

———. 2018 (November). *Tuolumne Community Resiliency Center Transportation Impact Study*. Sacramento, CA. Prepared for Ascent Environmental, Sacramento, CA.

2.18 Tribal Cultural Resources

None

2.19 Utilities and Service Systems

Bonillo, Brenda. Tuolumne City Sanitary District, Tuolumne, California. November 1, 2018—telephone conversation with Kirsten Burrowes of Ascent Environmental regarding wastewater infrastructure and services within the community.

California Department of Resources Recycling and Recovery. 2018. Facility and Site Summary Details: Highway 59 Disposal Site. Available: <https://www2.calrecycle.ca.gov/SWFacilities/Directory/24-AA-0001/Detail/>. Accessed July 30, 2018.

CalRecycle. See California Department of Resources Recycling and Recovery.

Ramirez, Antonio. Tuolumne Utilities District, Tuolumne, California. November 1, 2018—telephone conversation with Kirsten Burrowes of Ascent Environmental regarding existing water supply infrastructure and service to the project site.

Kats, Greg. 2003. The Costs and Financial Benefits of Green Buildings (developed for the Sustainable Building Task Force). Available: https://noharm-uscanada.org/sites/default/files/documents-files/34/Building_Green_Costs_Benefits.pdf. Accessed November 2018.

TUD. See Tuolumne Utilities District.

Tuolumne Utilities District. 2016 (June). *Final 2015 Urban Water Management Plan for Tuolumne Utilities District*. Sonora, CA. Prepared by Kennedy/Jenks Consultants, Rancho Cordova, CA.

———. 2018 (June 26). *Tuolumne Utilities District Consolidated Water Systems*. Available: <https://tudwater.com/about-us/>. Accessed November 13, 2018.

2.20 Wildfire

California Department of Forestry and Fire Protection. 2008. Very High Fire Hazard Severity Zones in LRA. Available: http://www.fire.ca.gov/fire_prevention/fhsz_maps_tuolumne. Accessed November 2018.

CAL FIRE. See California Department of Forestry and Fire Protection.

Greater Tuolumne City Community. 2004 (December 14). *Community Wildfire Protection Plan (CWPP) for the Greater Tuolumne City Community*. Attachment to the Tuolumne County CWPP.

Tuolumne County. 2018. *Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan*. Volume 1: Countywide Elements, 2018 Update, Revision 3. Available: <https://www.tuolumnecounty.ca.gov/DocumentCenter/View/8045/TuolumneLHMP2018?bidId=>. Accessed November 2018.

2.21 Mandatory Findings of Significance

None

This page intentionally left blank.

4 REPORT PREPARERS

Tuolumne County (Lead Agency)

Maureen Frank Deputy County Administrator
Quincy Yaley Assistant Community Resources Agency Director

Ascent Environmental, Inc. (CEQA Compliance)

Sydney Coatsworth, AICP Principal
Mike Parker Project Director
Dimitri Antoniou, AICP Project Manager; Senior Air Quality, Greenhouse Gas, Energy, and Noise Specialist
Carlos Alvarado Biologist
Alta Cunningham Cultural Resources Specialist
Kirsten Burrowes Environmental Planner
Sarah Henningsen Environmental Planner
Zach Miller Transportation and Traffic Analyst
Phi Ngo GIS Specialist
Corey Alling Graphic Specialist
Brian Perry Graphic Specialist
Gayiety Lane Publishing Specialist
Michele Mattei Publishing Specialist

Natural Investigations Company, Inc. (Cultural Resources Evaluation Report)

Cindy Arrington, M.S., RPA Principal, Archaeological Resources

Wood Rodgers (Transportation Impact Study)

Mario Tambellini, P.E. Transportation Engineer

Cox Consulting (Federal Funding and Agency Specialist)

Terry Cox Principal

This page intentionally left blank.