

PUBLIC REVIEW DRAFT  
NEGATIVE DECLARATION  
AND INITIAL STUDY

FOR

Zone Change 19;10-1 – Regan – R1 to C2

September 2021

*Prepared by:*  
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**Project Description:**

Project Title:	<b>Zone Change 19;10-1 R1 to C2</b>
Lead Agency Name and Address:	<b>Amador County Planning Department 810 Court Street, Jackson, Ca 95642</b>
Contact Person/Phone Number:	<b>Ruslan Bratan, Planner I 209-233-6380</b>
Project Location:	<b>12454 Depot Road Jackson, CA 95642 (APN 044-030-026) and 12461 Jackson Gate Road, Jackson CA 95642 (APN 044-030-024)</b>
Project Sponsor's Name and Address:	<b>Ronald Regan PO Box 338 Jackson, CA 95642</b>
General Plan Designation(s):	<b>Regional Service Center (RSC)</b>
Zoning:	<b>Single Family Residential (R1)</b>

**Background and Description of Project:**

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines to review the request for a Zone Change for portions of two contiguous parcels from "R1," Single Family Residential to "C2," Heavy Commercial to establish uniform zoning. This environmental review document provides an assessment of the potential impacts caused by the potential changes resulting from the conversion of combined .74 acres from residential to commercial.

The project consists of a rezone of two parcels totaling approximately 3.46 acres. The current zoning for both parcels is a mix of "R1," Single Family Residential and "C2," Heavy Commercial, .74 acres of which is zoned R1. The applicant is requesting a zone change to C2 for the R1 portions to establish uniform zoning. The project site is currently vacant While no additional development is currently proposed, the change to the zoning will allow for additional permitted or discretionary commercial uses. Permitted uses include: wholesale service/storage uses conducted within a building, Retail offices/Business offices, service stations, and repair garages. The proposed rezone would also allow for increased percent coverage; from 35% to 90%.

Description of project:

**Project Components**

**1. Rezone**

The project consists of the conversion of combined .74 acres of Single Family Residential zoning to Heavy Commercial Zoning.

**2. Access**

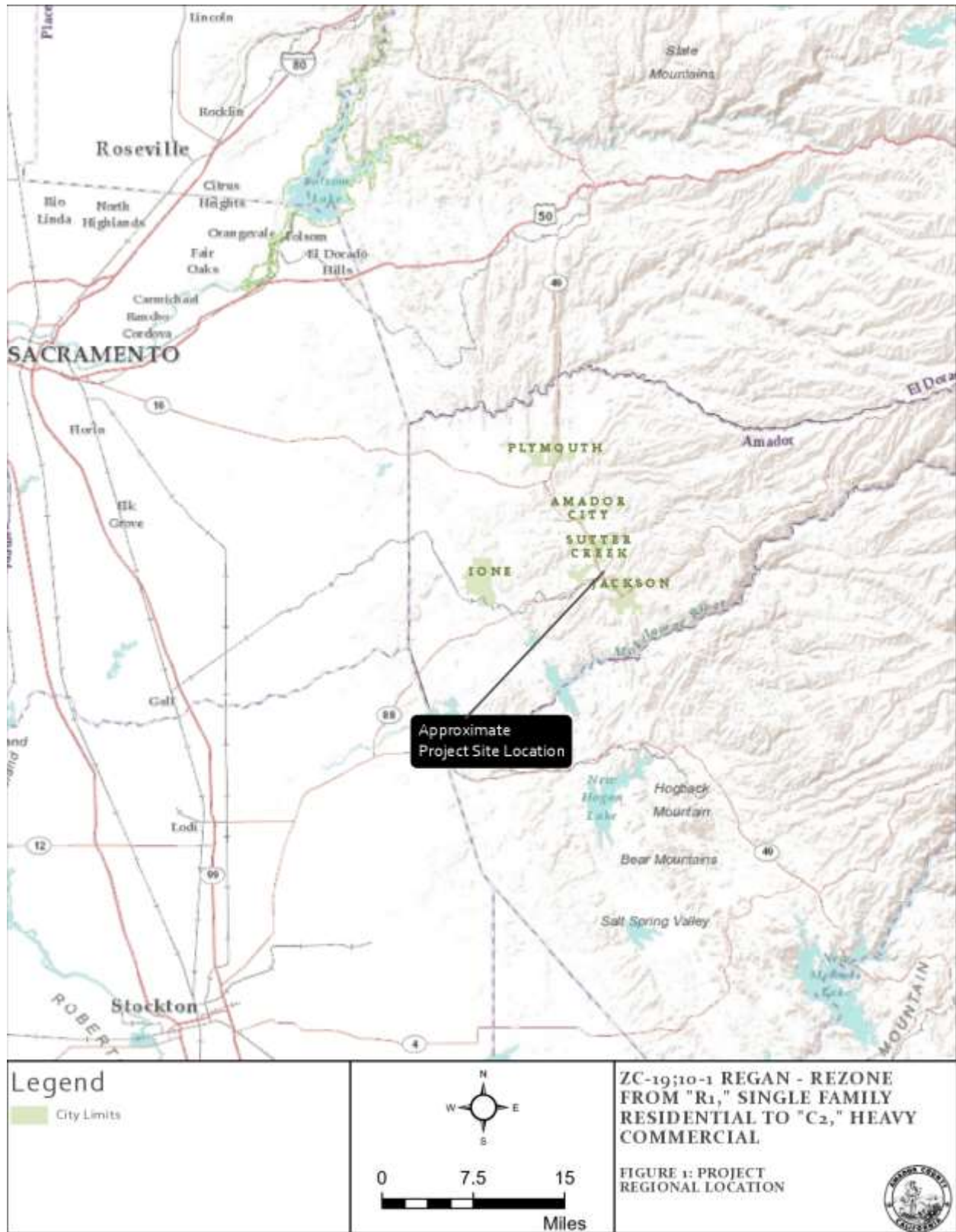
Access to APN 044-030-026 can only be through Depot Road, while APN 044-030-024 can be accessed through both Depot Road from the north and Jackson Gate Road from the south.

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Surrounding land uses and setting:	<p><b><u>Regional and local Setting</u></b> The subject property is located directly east of State Highway 49. It is surrounded by a mix of Heavy Commercial and Manufacturing to the west, Light Manufacturing to the North, Manufacturing to the east, and Heavy Commercial to the south. Adjoining parcel sizes range from .50 to 20 acres.</p> <p><b><u>Existing Site Character</u></b> The project site has been graded to “blue top” conditions. No development has been proposed as of yet.</p>
Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)	<p><b><u>Airport Land Use Committee</u></b> Prior to being heard by the Amador County Planning Commission, the proposed rezone has gone before the Airport Land Use Committee for a consistency finding.</p>

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**FIGURE 1: PROJECT REGIONAL LOCATION**

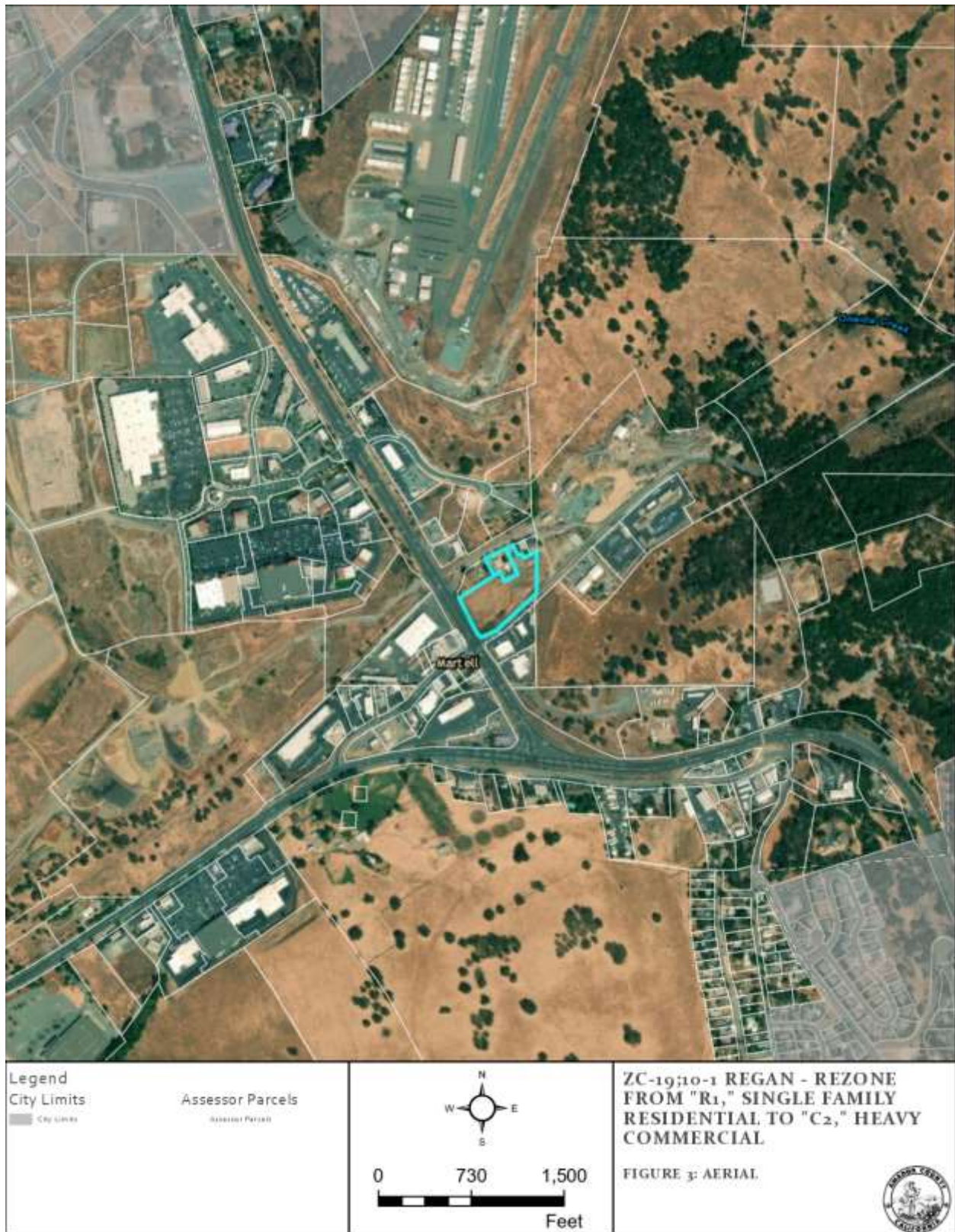


**FIGURE 2: PROJECT VICINITY**

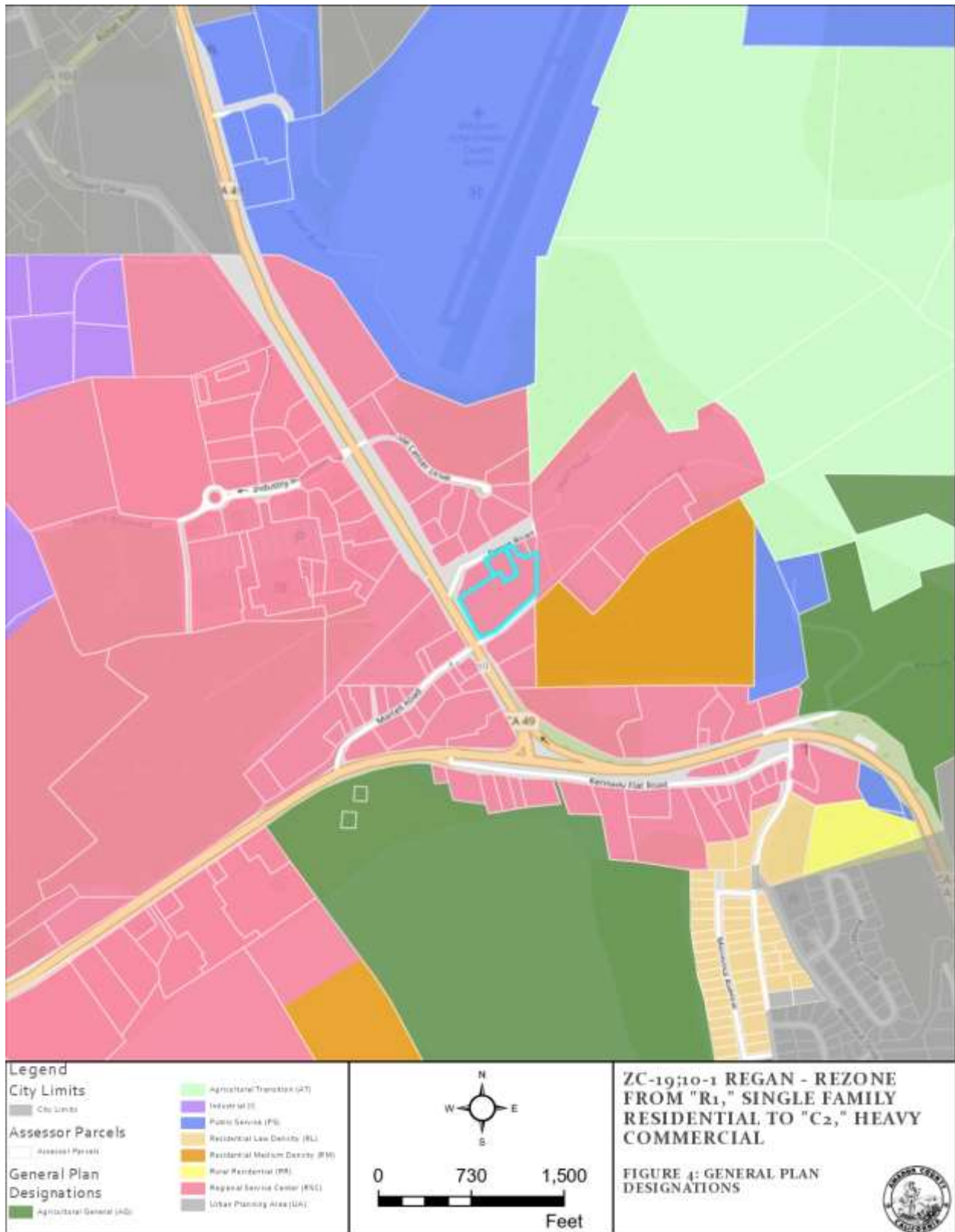




**FIGURE 3: PROJECT LOCATION – AERIAL**

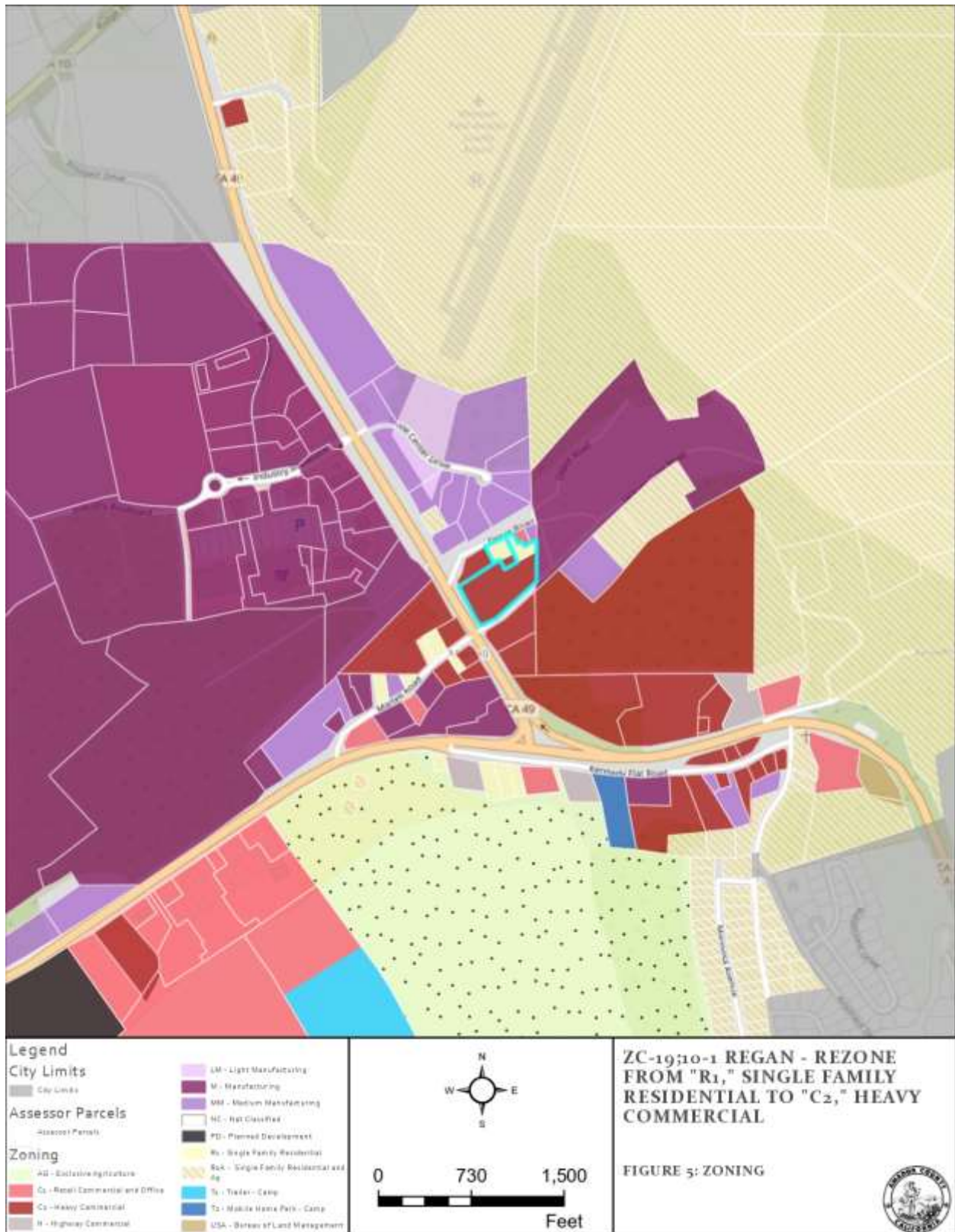


**FIGURE 4: GENERAL PLAN LAND USES**

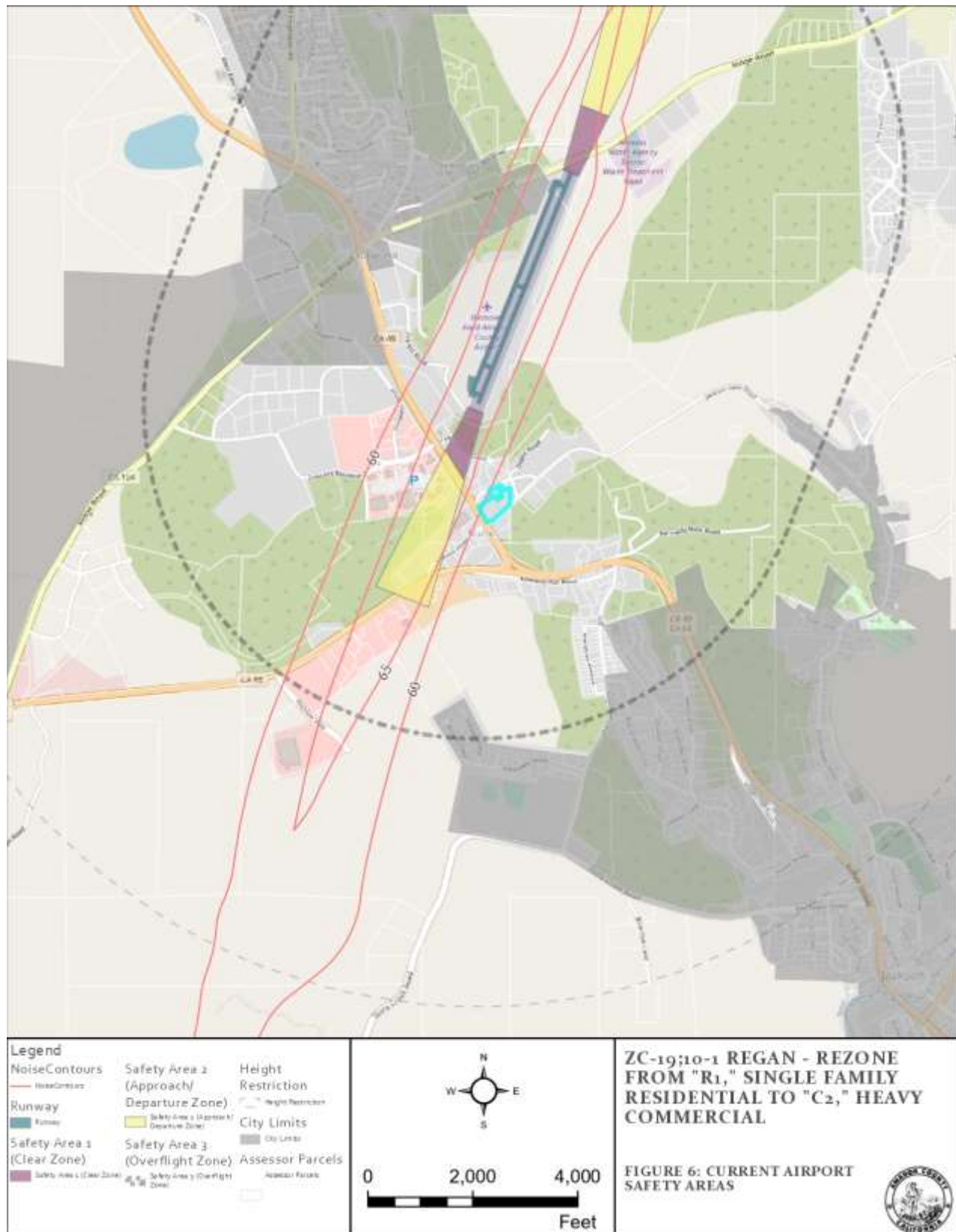




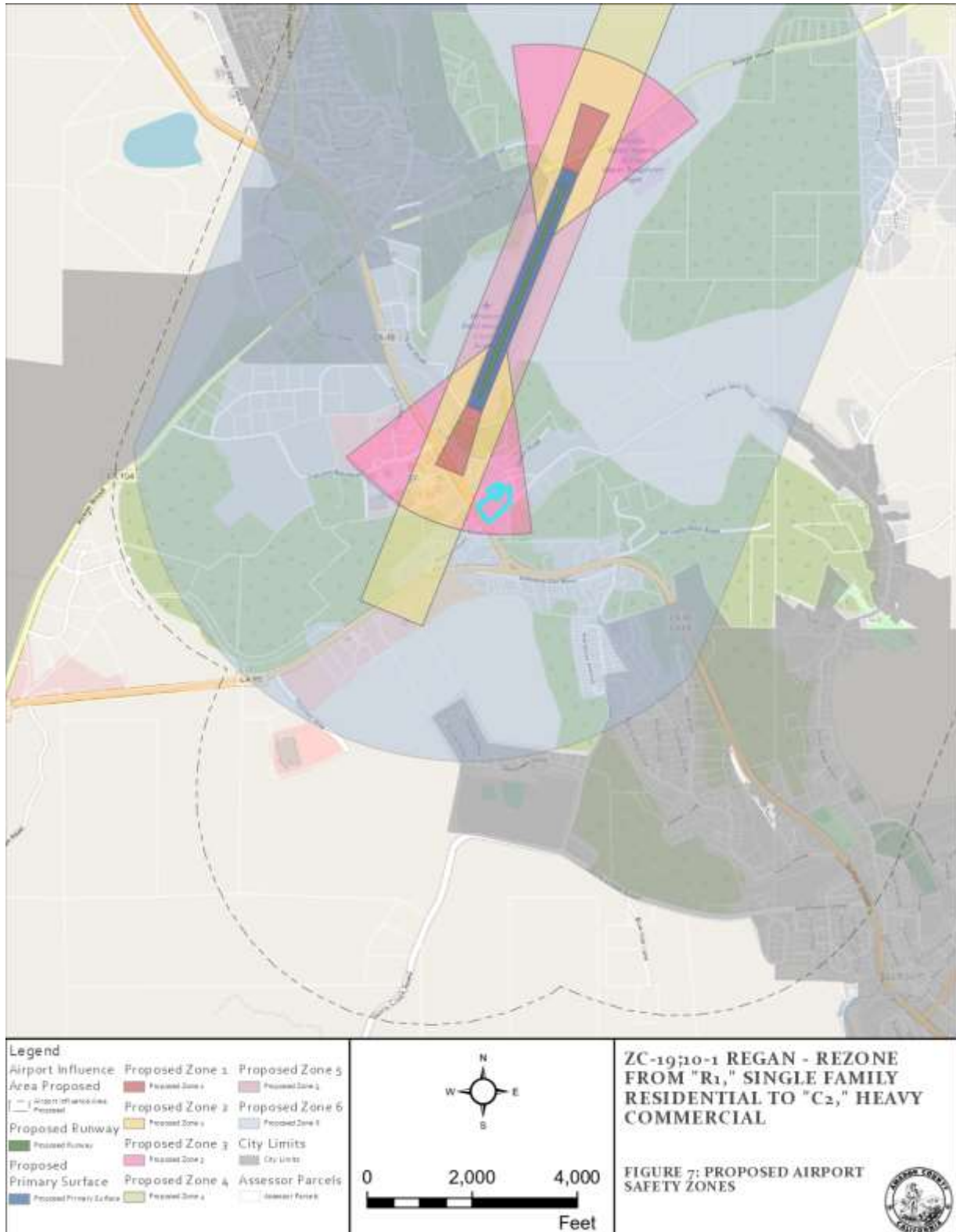
**FIGURE 5: ZONING DESIGNATIONS**



**FIGURE 6: Current Airport Zones**



**FIGURE 7: Proposed Airport Zones**





## Environmental Checklist – Initial Study

### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> 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 / Traffic | <input type="checkbox"/> Utilities / Service Systems        | <input type="checkbox"/> Mandatory Findings of Significance |

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<input type="checkbox"/>	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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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 – Name

\_\_\_\_\_  
Date



**EVALUATION OF ENVIRONMENTAL IMPACTS:**

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

Chapter 1. AESTHETICS – Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

- A. Scenic Vistas: For the purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are often designated by a public agency. A substantial adverse impact to a scenic vista would be one that degrades the view from such a designated location. No governmentally designated scenic vista has been identified within the project area. Therefore, there is **no impact**.
- B. Scenic Highways: The project is not located along a scenic highway. Therefore, there is **no impact**.
- C. The project is regulatory in nature, involving a change in the site's zoning. No physical change to the natural environment is proposed. Although new construction could occur, these actions would be subject to the County of Amador's review process with adherence to adopted zoning standards.

The project site is surrounded by heavy commercial and manufacturing zones. The proposed rezone is not proposing any development but the addition of a combined .74 acres more of C2 zoning may have the potential to further impact visual character for nearby business owners. Currently 2.72 combined acres are zoned Heavy Commercial, which has the potential for permitted uses. An additional .74 acres of Heavy Commercial zoning to 2.72 existing Heavy Commercial zoning would have negligible impact in a built out scenario. Since the proposed location is not in a designated scenic vista, and because any proposed construction in the future will be subject to conditions/mitigations from any discretionary uses or if permitted, will be subject to limitations due to the nearby airport, **there is no impact**.

- D. Existing sources of light and glare in the project vicinity include the nearby Amador Ridge shopping center and vehicle headlights from the drivers on State Highway 49. While there is no specific development proposed at this time, it is anticipated that lighting from future development would not generate significant lighting to the project area. It can be assumed that all lighting would be constructed of conventional, shielded, low-glare materials. Any proposed construction in the future will be subject to conditions/mitigations from any uses through a Use Permit or if permitted, will be subject to limitations due to the nearby airport. Therefore, there is **no impact**.

**Source:** Planning Department.

<b>Chapter 2. AGRICULTURE AND FOREST RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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"/>

**Discussion:**

- A. Farmland Conversion: The project will not result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. The project site is located in an area designated as "Urban and Built-Up Land" on the Amador County Important Farmland 2016 map, published by the California Department of Conservation, Division of Land Resource Protection. There is **no impact** to farmland.
- B. The parcel is not included in a Williamson Act contract, therefore there is **no impact**.
- C. The area is not considered forest land, or zoned as forest land or timberland, therefore **no impacts will occur**.
- D. The area is not considered forest land, or zoned as forest land or timberland, therefore **no impacts will occur**.
- E. The project area is within an area designated as Urban and Built-Up Land. The proposed rezone project does not include construction but may include construction in the future. Regardless the project area is not occupied by agricultural uses, therefore **no impacts will occur**.

**Source:** Amador County Important Farmland Map, 2016; Amador County General Plan; Planning Department; CA Public Resources Code; California Department of Conservation.

<b>Chapter 3. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion:

- A. As stated on its website, Amador Air District (AAD) is a Special District governed by the Amador County Air District Board. The primary goal of the District is to protect public health by managing the county's air quality through educating the public and enforcement of District rules and California Air Resources Control Board - Air Toxic Control Measures that result in the reduction of air pollutants and contaminants. While there are minimal sources that impact air quality within the District, Amador County does experience air quality impacts from the Central Valley through transport pollutants. The most visible impacts to air quality within the District are a result of open burning of vegetation as conducted by individual property owners, industry, and state agencies for purposes of reducing wild land fire hazards. However, future site development and operations may generate air emissions as well.

There would be no construction or increase in emissions as part of this rezone project therefore there would be no introduction of pollution in excess of existing standards established through the County's air quality guidelines. The addition of .74 acres of Heavy Commercial would allow for more area of both parcels to be constructed on, but the addition is miniscule relative to the existing areas of Heavy Commercial zoning. Therefore there is a **less than significant impact**.

- B. The proposed project would not generate a significant increase in operational or long-term emissions nor result in significant population increase in the area as no new residences are proposed. No development is currently proposed with this project; however, future development on the additional combined .74 acres has the potential to generate direct and indirect emissions. Emissions generated during build-out of the of the additional Heavy Commercial area is not expected to be substantial, and would not significantly violate existing air quality standards, because only a limited area for development would be added. Construction-related emissions are generally created throughout the course of project implementation and parcel development, and would originate from construction equipment exhaust, employee vehicle exhaust, dust from grading the land, exposed soil eroded by wind, and reactive organic gasses (ROGs) from architectural coating and asphalt paving. Construction-related emissions would vary substantially depending on the level of activity, length of the construction period, specific construction operations, types of equipment, number of personnel, wind and precipitation conditions, and soil moisture content. Due to the relative small-scale additional Heavy Commercial zoning on the project site, it would not violate any air quality standards and or contribute to the net increase of PM10 or ozone in the region. Impacts would be **less than significant**.
- C. Sensitive receptors are uses that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors includes the nearby historic Sundance Hotel which has been converted to a ten (10) unit apartment, five (5) of which have been remodeled to include kitchenettes. It is unknown how many units are rented out or how many people reside in it. While construction would take place within the vicinity of sensitive receptors, construction emissions would be limited with standard best management practices (BMPs). Therefore, the small amount of emissions generated and the short duration of the construction period would not expose sensitive receptors to substantial pollutant concentrations. Impacts to sensitive receptors would be **less than significant**.



- D. Future permitted uses would not create significant objectionable odors. However, future construction activities could include objectionable odors from tailpipe diesel emissions and from solvents in adhesives, paints, caulking materials, and new asphalt. Since odor impacts would be temporary and limited to the area adjacent to the construction operations, odors would not impact a substantial number of people for an extended period of time. **Impacts would be less than significant.**

**Source:** Amador Air District, Amador Planning Department.

DRAFT

Chapter 4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- A The Information for Planning and Consultation (IPAC) database provided through the U.S. Fish and Wildlife Service and the California Natural Diversity Database (CNDDDB QuickView) were reviewed to determine if any special status animal species or habitats occur on the project site or in the project area. The IPAC database identified two species of threatened amphibians, one species of threatened fish, and one species of flowering plants. Threatened amphibians in the area include: the California Red-Legged Frog (*Rana draytonii*) and the California Tiger Salamander (*Ambystoma californiense*). Threatened fish in the area include: the Delta Smelt (*Hypomesus transpacificus*). Additionally, the Lone Manzanita (*Arctostaphylos myrtifolia*) was also listed as threatened. No critical habitats were identified in this location. The impact to Candidate, Sensitive, and Special Status Species is expected to be less than significant because the site has been significantly graded and contains no nesting habitat for birds. An Elderberry Shrub Survey and Impact Evaluation was prepared by Strange Environmental and reviewed by the U. S. Fish and Wildlife Service in 2008. USFW noted that the single elderberry shrub on the site did not contain historic or fresh beetle exit holes and was not considered to be beetle habitat. That shrub has since been removed from the site therefore there is a **less than significant impact** to the above listed species
- B The majority of the project site is identified as Urban by the Amador County General Plan Environmental Impact Report, and there were no Riparian Habitat or other Sensitive Natural Communities found in the project area. Therefore **no impact** would occur.

- C Federally Protected Wetlands: There are no noted species from the National Wetland Inventory located in the project site, therefore there is **no impact**.
- D Movement of Fish and Wildlife: There is no major impact on the migratory thoroughfare of any fish and wildlife. Migratory birds potentially found in the project area include the Bald Eagle (*Haliaeetus leucocephalus*), Golden Eagle (*Aquila chrysaetos*), Common Yellowthroat (*Geothlypis trichas sinuosa*), Lawrence's Goldfinch (*Carduelis lawrencei*), Nuttall's Woodpecker (*Picoides nuttallii*), Oak Titmouse (*Baeolophus inornatus*), Song Sparrow (*Melospiza melodia*), Spotted Towhee (*Pipilo maculatus clementae*), Wrentit (*Chamaea fasciata*), and the Yellow-billed Magpie (*Pica nuttali*). The California Red-legged Frog (*Rana draytonii*), Tiger Salamander (*Ambystoma californiense*), and Delta Smelt (*Hypomesus transpacificus*) also have a potential suitable habitat area within the 9-quadrangle area surrounding the project, but the project site is small enough as to not greatly affect movement of these species. Impacts are **less than significant**.
- E The proposed rezone project would not conflict with local policies adopted for the protection biological resources. **No impact** would occur.
- F Amador County does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **No impact** would result.

**Source:** California Department of Fish and Wildlife BIOS, U.S. Fish and Wildlife Service IPAC, California Department of Fish and Wildlife Habitat Conservation Planning, Migratory Bird Treaty Act, National Wetland Inventory, 2008 Strange Environmental Elderberry Shrub Survey and Impact Evaluation, Planning Department

<b>Chapter 5. CULTURAL RESOURCES</b> – Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

A According to Amador County EIR exhibit 4.5-2 Cultural Resource Sensitivity, the project site is located in an area considered to have high archeological sensitivity. Per Mitigation Measure 4.5-1b of the EIR, the County will require applicants for discretionary projects that could have significant adverse impacts to prehistoric or historic-era archaeological resources to assess impacts and provide mitigation as part of the CEQA process, and consistent with the requirements of CEQA Guidelines Section 15126.4(b)(3) and Public Resources Code Section 21083.2, or equivalent County regulation. These regulations generally require consultation with appropriate agencies, the Native American Heritage Commission, knowledgeable and Native American groups and individuals, new and updated record searches conducted by the North Central Information Center and federal and incorporated local agencies within and in the vicinity of the project site, repositories of historic archives including local historical societies, and individuals, significance determinations by qualified professionals, and avoidance of resources if feasible. If avoidance is not feasible, recovery, documentation and recordation of resources is required prior to project implementation, and copies of the documentation are forwarded to the NCIC.

On June 15, 2017 the North Central Information Center (NCIC), California State University, Stanislaus responded to a request from Patrick GIS Group, Inc., to conduct a records search to determine the presence or absence of cultural resources and previous studies in and within a one-quarter mile radius of the project area. The following files were consulted: California Inventory of Historic Resources (1976); Office of Historic Preservation (OHP) Historic Property Data File (HPD), including the National Register of Historic Places and California Register of Historical Resources; California State Historical Landmarks (1990); California State Points of Historical Interest (May 1992 and updates); and Office of Historic Preservation (OHP) Archaeological Determinations of Eligibility (Records Search File Number AMA-17-15). Foothill Resources, Ltd., conducted an historic properties survey on July 12, 2017. An evaluation of the built environment concluded the resources are not eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). The evaluation allowed the U.S. Army Corps of Engineers and the County of Amador to meet obligations of Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), and procedures of the Advisory Council on Historic Preservation (36 CFR 800), which shall satisfy CEQA compliance. **There is no impact.**

B-C Previously, the site was the subject of a wetland removal project wherein the applicant obtained a permits from the California Water Board as well as from the Army Corp of Engineers. The applicant, Patrick GIS, and Foothill Resources met on-site with the Client and members of the Jackson Rancheria Band of Me-Wuk and the Ione Band of Miwok Indians on November 29, 2016. Those in attendance included: Melinda and Ian Patrick (Patrick GIS, consultants); Judith Marvin (Foothill, consultant); Ron Regan (RTR, project proponent); Rollie Fillmore, Larry White and Orval Flannery (Jackson Rancheria); and Randy Yonemura (Ione Band). The purpose of the meeting was to discuss the project impacts, known sites in the vicinity, and tribal participation.



Patrick GIS conducted an archaeological pedestrian survey on June 21, 2017. Ian Patrick (Field Director) and Melinda Pacheco Patrick (Project Manager) met with Randy Yonemura (Ione Band of Miwok Indians) on-site after the survey to discuss the findings and sensitivity of the project area. The crew performed an intensive pedestrian survey in 10-30 meter transects, which included inspecting all visible ground surfaces with emphasis on areas exposed by animal activity and/or environmental processes (e.g. rodent burrows and erosion), footpaths/game trails, and roads as well as an intuitive examination of drainages and rocks for cultural modification. The survey area landscape and environment has been heavily modified due to the following activity: construction of infrastructure (e.g. structures, drainage ditches), deposits of modern construction debris, and movement of soils. A very large mound of imported fill had been deposited in the center of the project area. Carpet to knee-high grasses and brush covered nearly the entire ground surface of the project area with a wet drainage flowing northeast to southwest.

Extended Phase 1 geoarchaeological trenching took place on June 26, 2017. The team monitored for the presence of cultural resources in three ways. As the trench was dug, the trench floor and wall profiles were inspected for signatures of cultural activity. Team members also monitored and closely inspected the spoils piles and broadcast the spoils as necessary to satisfy concerns regarding the presence/absence of cultural material. The operator segregated soils by depth, piling spoils by depth interval on one side of the trench. Team members spot-screened the soils using ¼ inch (6 millimeter) and 1/8-inch (3 millimeter) shaker screens. A minimum of 10 gallons (.04 cubic meters) of soil was screened from each trench, focusing on samples of intact deposits identified by the team. A total of seven trenches were dug, spread across the project area but concentrated in the north one-half where known historical features were present and soil types were observed indicating the presence of landforms more likely to support human activity and settlement. The survey and Extended Phase I subsurface geoarchaeological investigations failed to identify prehistoric resources in the project area. Additionally, the cultural resource study of the site did not indicate the presence of human remains.

In the event human remains are discovered, the applicant and landowner will comply with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097." which would reduce impacts to historical and archaeological resources to a **less than significant level**.

**Source:** Planning Department; North Central Information Center, California State University, Stanislaus; Amador County General Plan Environmental Impact Report

Chapter 6. ENERGY – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

- A. The project is regulatory only in nature, involving a change in the site's zoning. No physical change to the natural or built environment is proposed thus no energy consumption is anticipated at this time.

However, the proposed project could eventually consume energy primarily in two ways: (1) construction activities would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic, and (2) future commercial uses would cause long-term energy consumption from electricity, gas consumption, energy used for water conveyance, and vehicle operations to and from the project site. Construction energy consumption would largely occur from fuel consumption by heavy equipment during grading activities associated with road and building site clearance; trucks transporting construction materials to the site during development; and, worker trips to and from the job site. Energy consumption during construction related activities would vary substantially depending on the level of activities, length of the construction period, specific construction operations, types of equipment, and the number of personnel. Despite this variability in the construction activities, the overall scope of the anticipated additional area for construction at the project sites is relatively minor, and therefore would not require a substantial amount of fuel to complete construction. Additionally, increasingly stringent state and federal regulations on engine efficiency combined with local, state, and federal regulations limiting engine idling times and recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. Considering the minimal amount of added construction activities associated with the project, the proposed project would not result in the wasteful and inefficient use of energy resources during construction and impacts would be less than significant. Long-term energy consumption would occur after build-out of the rezoned parcels. Commercial uses would consume electricity and/or gas for space heating and water heating. Whereas, electricity would primarily be used for lighting and other commercial operations. The project would also generate the potential of additional vehicle trips by additional commercial uses, which would result in the consumption of transportation fuel. State and federal regulatory requirements addressing fuel efficiency are expected to increase fuel efficiency over time as older, less fuel-efficient vehicles are retired, and therefore would reduce vehicle fuel energy consumption rates over time. Therefore, energy impacts related to fuel consumption/efficiency during project operations would be less than significant. Therefore, there is **less than significant impact**.

- B. Many of the state and federal regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, as well as reducing water consumption and Vehicles Miles Traveled. Future development will need to comply with Title 24 and CalGreen building code standards at the time of construction. Therefore, the proposed project would implement energy reduction design features and comply with the most recent energy building standards and would not result in wasteful or inefficient use of nonrenewable energy sources, therefore there is **no impact**.

**Sources:** Amador County Planning Department, Amador County Energy Action Plan.

Chapter 7. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input 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), 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"/>

**Discussion:**

- A1. The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults are located on or adjacent to the property, as identified by the U.S. Geologic Survey mapping system. Therefore, **no impact** would occur.
- A2-4 Property in Amador County located below the 6,000' elevation is designated as an Earthquake Intensity Damage Zone I, Minor to Moderate, which does not require special considerations in accordance with the Uniform Building Code or the Amador County General Plan, Safety, Seismic Safety Element Pursuant to Section 622 of the Public Resources Code (Chapter 7.5 Earthquake Fault Zoning). The State Geologist has determined there are no sufficiently active or well-defined faults or areas subject to strong ground shaking, liquefaction, landslides, or other ground failure in Amador County as to constitute a potential hazard to structures from surface faulting or fault creep. Standard grading and erosion control techniques during grading activities would minimize the potential for erosion resulting to a **less than significant** impact.
- B. Surface soil erosion and loss of topsoil has the potential to occur in any area of the county from disturbances associated with the construction-related activities. Construction activities could also result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at the construction site and staging areas. During construction-related activities, specific erosion control and surface water protection methods for each construction activity would be implemented on the project site. The type and number of

measures implemented would be based upon location-specific attributes (i.e., slope, soil type, weather conditions). These control and protection measures, or BMPs, are standard in the construction industry and are commonly used to minimize soil erosion and water quality degradation. Grading Permits are reviewed and approved by the County in accordance with Ordinance 1619 (County Code 15.40), and conditions/requirements are applied to minimize potential erosion resulting to a **less than significant** impact.

- C. The issuance of a grading permit, along with implementation of Erosion Control requirements during construction and the stabilized landscaped impervious areas, will minimize potential erosion resulting to a **less than significant** impact.
- D. According to the Natural Resources Conservation Service (NRCS, 2017, the project site is located in an area with: Argonaut (AoD), gravelly loam and clay with 3 to 31 percent slopes, Auburn-Argonaut (AxD) rocky silt loams with 3 to 31 percent slopes, and Mixed alluvial land (Mo) . The project area is well drained with a very high runoff class, but standard grading and erosion control techniques during grading activities would minimize the potential for erosion. Therefore, the impact is **less than significant**.
- E. The project would not require the use of a septic system. **No impact would result.**
- F. The project is not near a unique geologic feature that could be significantly impacted as a result of this project. Therefore, the **impact is less than significant**.

**Sources:** Soil Survey-Amador County; Planning Department; Environmental Health Department; National Cooperative Soil Survey; Amador County General Plan EIR, California Geologic Survey: Alquist-Priolo Earthquake Fault Zones Maps.

<b>Chapter 8. GREENHOUSE GAS EMISSIONS –</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- A-B The project is a rezone to change the parcels from a Single Family Residential zone to Heavy Commercial that would contribute greenhouse gas emissions during parcel development, and by subsequent uses. No development is proposed as part of the project. However, current and future development of storage buildings, retail outlets, business offices, or service stations is possible. Therefore, construction-related emissions during parcel development may be generated from construction equipment exhaust, construction employee vehicle trips to and from the work site, architectural coatings and asphalt paving. The project's construction GHG emissions would occur over a short duration and would consist primarily of emissions from equipment exhaust. The long-term regional emissions associated with the project would primarily occur from the creation of new vehicular trips, commercial uses and indirect source emissions, such as electricity usage for lighting. The project is subject to compliance with AB 32 greenhouse gas emission reduction goals, which are to reduce statewide GHG emissions to 1990 levels by 2020. Additionally, development on the project site would be subject to Title 24, California Building Code, which includes CalGreen standards. These standards include mandatory measures that addresses planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. Impacts would be **less than significant**.

**Sources:** Amador County General Plan, Amador County Municipal Codes, Assembly Bill 32 Scoping Plan.

<b>Chapter 9. HAZARDS AND HAZARDOUS MATERIALS</b> – Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input 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 § 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 checked="" type="checkbox"/>	<input 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"/>

**Discussion:**

- A-B. Construction activities associated with the development of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In the event of an accidental release, construction personnel who are experienced in containing accidental releases of hazardous materials will likely be present to contain and treat affected areas in the event a spill occurs. If a larger spill were to occur, construction personnel would generally be on hand to contact the appropriate agencies. Hazardous materials used during construction would ultimately be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility.

It is not anticipated that large quantities of hazardous materials would be permanently stored or used within the project site. However, if large quantities are stored at the project site, the owner would be required to obtain a Hazardous Materials Business Plan. It is more likely that only small quantities of publicly-available hazardous materials (e.g., gasoline, diesel fuel, hydraulic fluid, solvents, oils, paint and maintenance supplies) will be routinely used within the project site for the truck maintenance/repair, basecamp uses and future commercial uses. However, these materials are not be used in sufficient strength or quantity to create a substantial risk of fire or explosion, or otherwise pose a substantial risk to human or environmental health. Impacts would be **less than significant**.

- C. No schools are located within  $\frac{1}{4}$  mile of the site. Therefore, schools would not be exposed to hazardous materials, substances, or waste due to the project, and there would be **no impact**.
- D. The project site does not appear on any hazardous material site lists compiled pursuant to Government Code Section 65962.5. In December 2019, Amador County staff searched the following databases for known hazardous materials contamination at the project site:
- Superfund Enterprise Management System (SEMS) database
  - Department of Toxic Substances Control's Envirostor database for cleanup sites and hazardous waste permitted facilities
  - Geotracker search for leaking underground fuel tanks
- The project site does not appear on any of the above lists, nor are there any hazardous material contamination sites anywhere near around the site. As such there would be **no impacts**.
- E. The project is located approximately 1,250 feet from Westover Field, a general aviation facility owned and operated by Amador County. The site is located in Safety Area 3 (Overflight Zone) of the current (1990) Airport Land Use Compatibility Plan (ALUCP). Additionally most of the area of the two parcels, is located outside of the 60 decibel noise contour with approximately 4,500 combined square feet of lot corners located within it. Furthermore, the site is located in Safety Zone 3 of the Draft Airport Land Use Compatibility Plan.
- As the 1990 ALUCP projections are out of date, and the Draft ALUCP is not adopted, in September 2021, the project was taken before the Airport Land Use Committee (ALUC) for a consistency finding. The ALUC found the project to be compatible with both the 1990 ALUCP as well as the Draft ALUCP. Compliance with both plans will effectively mitigate impacts to a **less than significant** level.
- F. The proposed project is for a rezone of portions of two contiguous Zoning land use designations; no development is proposed. At the time of future construction, the applicant would design, construct, and maintain roadways in accordance with applicable standards associated with vehicular access, resulting in the roadways that provide for adequate emergency access and evacuation. Development of the project site would add an additional amount of trips onto the area roadways; however, area roadways and intersections would continue to operate at an acceptable level of service. No road improvements within a County right-of-way is anticipated. The impact is **less than significant**.
- G. The project site is located in an urban development area and is within a non-very high fire hazard severity zoned zone, according to CAL FIRE's Fire Hazard Severity Zone map for Amador County (2008). **There is less than significant impact** related to risk of wildland fires.

**TABLE 3-3**  
**LAND USE COMPATIBILITY CRITERIA**

Safety Zone	Maximum Residential Density (du)	Maximum Nonresidential Intensity (people per acre)	Maximum Single Acre (people per acre)
1	0	0*	0
2	1 per 10 ac	40	80
3	1 per 2 ac	70	210
4	1 per 2 ac	100	300
5	1 per 1 ac	70	210
6	No limit – consider noise and overflight standards	200	800

NOTE:

\* Exceptions can be made agricultural activities, roads, and automobile parking, provided that FAA criteria are established.

Source: California Department of Transportation (Caltrans). 2011. California Airport Land Use Planning Handbook. October



<b>Chapter 10. HYDROLOGY AND WATER QUALITY</b> – Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in a substantial erosion or siltation on- or off-site;				
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;				
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv) impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

#### Discussion:

- A Though the potential for erosion is low, future development of the project site would require grading, excavation and general site preparation activities (grading has already been completed on a portion of the site), which could result in erosion of onsite soils and sedimentation during storm or high wind events. Erosion of on-site soils may temporarily impact surface water quality and water quality within nearby waterways. Downstream impacts from erosion may include increased turbidity and suspended sediment concentrations in waterways. Eroded soils also contains nitrogen, phosphorous and other nutrients, that when deposited in water bodies, can trigger algal blooms that reduce water clarity, deplete oxygen, and create odors. During construction-related activities, specific erosion control and surface water protection methods for each construction activity would be implemented on the project site by construction personnel. The type and number of measures implemented would be based upon location-specific attributes (i.e., slope, soil type, weather conditions). These control and protection measures, or BMPs, are standard in the construction industry and are commonly used to minimize soil erosion and water quality degradation. Future construction activities may be subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Activities Storm Water permit program if one acre or more of land is disturbed. Construction activities that result in a land disturbance of less than one acre, but which are part of a larger common plan of development, may also require a permit issued by the California Regional Water Quality Control Board. This program requires implementation of erosion control measures during and immediately after construction that are designed to avoid significant erosion during the construction period. Project operations that are under a NPDES permit would also be subject to the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) to control pollution in stormwater runoff from the project site. A condition of

approval reflecting the requirement of the applicant to obtain a NPDES permit, prior to grading activities, will be included with project approval. Therefore, impacts to water quality or waste discharge would be **less than significant**.

- B Domestic water to existing and planned uses on the project site is anticipated to be provided by Amador Water Agency. The proposed project would not require the use of, or otherwise interfere with, groundwater supplies. **No impact** would result.
- C
  - I. During construction-related activities, specific erosion control and surface water protection methods for each construction activity would be implemented on the project site by construction personnel. The type and number of measures implemented would be based upon location-specific attributes (i.e., slope, soil type, weather conditions). These control and protection measures, or BMPs, are standard in the construction industry and are commonly used to minimize soil erosion and water quality degradation. Application of BMPs administrated through the construction process would minimize the potential increase of surface runoff from erosion. Impacts would be **less than significant**.
  - II. The minor increase in impervious surface area from the additional area for build-out of the site is not anticipated to be enough to alter existing drainage patterns or cause offsite flooding. While an increase in stormwater runoff may be expected due to the reduced absorption rate created from new impervious surfaces added to the site, such as from structures, future development would be reviewed by the Amador County Public Works Department to ensure any potential drainage concerns are addressed, and to ensure no net increase in stormwater runoff leaves the project site. Impacts would be **less than significant**.
  - III. Potential future build-out would generate a minor increase in runoff from the future development of the site. Improvements are relatively small and conveyed through a system of existing roadside ditches and culverts to area waterways. The minor increase runoff would not exceed the capacity of the existing stormwater drainage systems or substantially increase polluted runoff. Impacts would be **less than significant**.
  - IV. The project site falls within Zone X, which is determined to be outside designated floodplains, as mapped by the Federal Emergency Management Agency (2010). **No impact** would result.
- D The project site is not located in an area that would be impacted by a seiche, tsunami, or mudflows, nor is it located near a levee or a dam. **No impact** would result
- E Amador County does not have a water quality control plan or sustainable groundwater management plan. **No impact** would result.

**Sources:** Environmental Health Department; Public Works Agency.

Chapter 11. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- A The project area is located in an urban area, adjacent to other existing manufacturing and commercial zones. The Project involves a rezone, fronting SR 49 between the City of Jackson and the City of Sutter Creek, on an existing vacant parcel, adjacent to existing businesses to the north, south, east, and west. There is physically no potential to divide the existing Martell community. Therefore, **no impact** is anticipated.
- B The proposed project does not conflict with any applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The proposed Zone Change is consistent with the intent of the Amador County General Plan's Land Use Element and its goals and objectives. If the proposed Zone Change is approved, the applicant would need to submit a building permit application per the County Land Use Ordinance Title 19, Chapter 24 Section 040 list of permitted uses; therefore, **less than significant impacts** are expected.

**Sources:** Amador County General Plan. Amador County Municipal Codes.

<b>Chapter 12. MINERAL RESOURCES</b> – Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- A & B The California Geological Survey (CGS) has classified the project site as being located in a Mineral Resource Zone 3a (MRZ-3a) which are areas underlain by inferred mineral resources where geologic information indicates that significant inferred resources are present, Areas underlain by geologic settings within which undiscovered mineral resources similar to known deposits in the same producing district or region may be reasonably expected to exist (hypothetical resources). Land areas classified MRZ-3a are underlain by geologic settings which are favorable environments for the occurrence of specific mineral deposits. Though there are known mineral resources in the vicinity, there are no known resources on this parcel. Therefore, **less than significant impacts** are expected.

**Sources:** Planning Department, California Department of Conservation Division of Mines and Geology - MINERAL LAND CLASSIFICATION OF THE SUTTER CREEK 15 MINUTE QUADRANGLE, AMADOR AND CALAVERAS COUNTIES, CALIFORNIA

Chapter 13. NOISE – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

A Surrounding uses include commercial to the north, west and south and residential to the east. Existing noise generating sources include the existing commercial operations in the vicinity as well as traffic on State Highway 49. Noise levels contributed by the proposed project would include construction noise during future development and future commercial uses on the project site. Future potential construction noises associated with development of the project site would primarily be from the use of heavy equipment, generators, employee vehicle trips and power tools. Construction-related noises would be temporary and intermittent, and would not result in long-term noise impacts.

Typical noises contributed by commercial uses include, vehicle traffic and heating and cooling systems. The noises generated by these activities are not atypical to, or unusual in commercial/manufacturing zoned properties in the project area. Additionally, the proximity to the airport indicate that additional .74 acres of heavy commercial zoning would have a negligible addition of ambient noise. In the event noise levels exceed applicable noise standards, the County will review complaints in accordance with the recently adopted Amador County Code Chapter 9.44 regarding nuisance noise. Impacts would be **less than significant**.

B The proposed project may involve temporary sources of groundborne vibration and groundborne noise from the operation of heavy equipment during future development and use of the project site. The type of heavy equipment typically used during construction would only generate localized groundborne vibration and groundborne noise that could be perceptible at residences or other sensitive uses in the immediate vicinity of the construction site. However, since the duration of impact would be infrequent and would occur during less sensitive daytime hours (i.e., between 7:00 a.m. and 7:00 p.m.), the impact from construction-related groundborne vibration and groundborne noise would be less than significant. . Impacts would be **less than significant**.

C The project is located approximately 1,250 feet from Westover Field, a general aviation facility owned and operated by Amador County. A portion of the project site (approximately 4,500 combined square feet) is located within the airport's 60-decibel noise contour, as identified in the 1990 Airport Land Use Compatibility Plan (ALUCP) shown in Figure 6, therefore the project will not expose people working in the project area to excessive noise levels and impacts will be **less than significant**. Additionally, the proposed project has been evaluated by the Airport Land Use Commission.

**Source:** Planning Department, 1990 Airport Land Use Plan for Westover Field, Amador County.

<b>Chapter 14. POPULATION AND HOUSING –</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion:**

- A & B This project would change zoning from Single Family Residential to Heavy Commercial. The project site previously contained two single family homes that have since been demolished by the property owner. Future development activity would not involve construction of additional public roadways or infrastructure such as wastewater treatment facilities so as to indirectly induce population growth. Since housing is not planned nor would population generated by the proposed rezone exceed local and regional growth projections described in General Plan 2030, growth generated by the proposed project would not be substantial. The proposed project would not result in the loss of existing housing, or cause a significant increase in the local population that would displace existing residents, necessitating the construction of additional housing which results in a **less than significant impact**.

Chapter 15. PUBLIC SERVICES – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

- A. Fire protection services in Amador County are provided by CalFire/Amador Fire Protection District. The nearest fire station is Station 2 located in the City limits of Jackson at 10600 Argonaut Drive, Jackson, approximately 4,000 feet south (driving distance) of the project site. The Fire Department, through agreements with the Amador County Fire Protection District (AFPD) and other entities, provides automatic and mutual aid response to areas outside Jackson City limits. Additional commercial development may incrementally increase the demand for fire protection services. Additionally, Amador County Code requires the payment of fire protection impact fees to help offset the impacts for the new development has on the fire protection services. Such fees would be used to fund capital costs associated with acquiring land for new fire stations, constructing new fire stations, purchasing fire equipment, and providing for additional staff as needed. Fire protection impact fees would be paid at the time of building permit issuance resulting in a **less than significant impact**.
- B. The Amador County Sheriff's Office provides law enforcement service to the site. Implementation of the proposed project could increase service calls if additional commercial structures are built. It is anticipated that project implementation would not require any new law enforcement facilities or the alteration of existing facilities to maintain acceptable performance objectives. The project's increase in demand for law enforcement services would be partially offset through project-related impact fees resulting in a **less than significant impact**.
- C. The project site is located within the Amador County Unified School District. Commercial development at the site would not result in an incremental demand for school facilities in the area. A development impact fee for school facilities will be assessed at the time of additional development on the project site. Impact fees would partially offset any potential impact to area school facilities resulting in a **less than significant impact**.
- D-E. The proposed rezone project would not increase the number of residents in the County, as the project does not include residential units. Because the demand for schools, parks, and other public facilities is driven by population, the proposed project would not increase demand for those services. As such, the proposed project would result in **no impacts** on these public services.

**Source:** Amador Fire Protection District, Sheriff's Office, Amador County Unified School District, Recreation Agency, Planning Department



Chapter 16. RECREATION – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion:**

A&B      Increase in the demand for recreational facilities is typically associated with substantial increases in population. As discussed in Chapter 14 - Population and Housing, the proposed project would not generate growth in the local population nor does it require the expansion of existing recreational facilities. Therefore, the project would not increase use of existing parks and recreational facilities in the surrounding area and the parks and recreation district servicing the area. Therefore, the proposed rezone would have **no impact** on recreational facilities.

Chapter 17. TRANSPORTATION / TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion/Conclusion/Mitigation:**

- A. The General Plan Mitigation Measure 4.14.1 requires the County to evaluate discretionary development proposals for their impact on traffic and transportation infrastructure and provision of alternative transportation, and requires applicants/ developments to pay into the traffic mitigation fee program(s) to mitigate impacts to roadways. The County will require future projects to conduct traffic studies (following Amador County Transportation Commission guidance). The purpose of these traffic studies will be to identify and mitigate any cumulative or project impacts (roadways below the County's standard of Level of Service "C", or LOS C, for rural roadways and LOS D for roadways in urban and developing areas) beyond the limits of the mitigation fee program(s). Projects will be required to pay a "fair share" of those improvements that would be required to mitigate impacts outside the established mitigation fee program(s). The objective of this program(s) is to substantially reduce or avoid traffic impacts, including cumulative impacts, of development which would occur to implement the General Plan. Measurement of Circulation System effectiveness: The effectiveness of the County Circulation Element is measured by a project's impact to LOS criteria adopted for roadways within Amador County. The project does not conflict with any plan, ordinance, or policy establishing measure of effectiveness for the performance of the circulation system. Level of Service Standards: The LOS Standard criteria as established in the Circulation Element is the established congestion management program in effect for the County. The proposed project would not cause a substantial increase in traffic, reduce the existing level of service, or create any additional congestion at any intersections. As such, level of service standards would not be exceeded and the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Impacts would be **less than significant**.
- B. The proposed project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). **No impact** would result.
- C. The proposed project does not include any design features that would create a hazard, such as sharp turns in the access road. The proposed project would be consistent with surrounding uses. Therefore, **no impact** would result.
- D. There is no development proposed at this time. Future development would be reviewed for consistency with County's General Plan policies and design guidelines during the planning permit phase. Impacts would be **less than significant**.

Chapter 18. TRIBAL CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

Tribal cultural resources” are defined as (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 California Register of Historical Resources.
- (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

These may include non-unique archaeological resources previously subject to limited review under CEQA. Assembly Bill 52, which became effective in July 2015, requires the lead agency (in this case, Amador County) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report if: (1) 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, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[b]).

- A. As defined by Public Resources Code section 21074 (a) there were no tribal cultural resources identified in the project area therefore the project would not cause a substantial adverse change in any identified tribal cultural resources. Additionally, the Ione Band of Miwok Indians, the Buena Vista Band of Me-Wuk Indians, the Shingle Springs Band of Miwok Indians, and the Washoe Tribe of Nevada and California were notified of this project proposal and did not submit any materials referencing tribal cultural resources affected by this project

For a previous wetland removal project and prior to the archeological survey, Patrick GIS and Foothill Resources met on-site with the Client and members of the Jackson Rancheria Band of Me-Wuk and the Ione Band of Miwok Indians on November 29, 2016. Those in attendance included: Melinda and Ian Patrick (Patrick GIS); Judith Marvin (Foothill); Ron Regan (RTR);Rollie Fillmore, Larry White and Orval Flannery (Jackson Rancheria); and Randy Yonemura (Ione Band). The purpose of the meeting was to discuss the project impacts, known sites in the vicinity, and tribal participation. No archaeological resources were encountered during survey or Extended Phase I investigations, nor were any prehistoric resources identified in the area. . If during the AB 52 consultation process information is provided that identifies tribal cultural resources, an additional Cultural Resources Study or EIR may be required. Impacts are **less than significant**.

**Sources:** Amador County Planning Department, California Public Resources Code; National Park Service National Register of Historic Places.

<b>Chapter 19. UTILITIES AND SERVICE SYSTEMS –</b> Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

- A The project will not demand substantially more water, treatment or storm water drainage, electric power, natural gas, or telecommunications facilities than uses allowed by right. The impact is **less than significant**.
- B & C The project would not entail substantial increase in the use of water supplies or wastewater treatment and therefore no new or expanded entitlements or services are potentially needed for the project or its long-term operation. The impact is **less than significant**
- D The project will not introduce an increase in solid waste disposal needs therefore, there is **a less than significant impact**, on landfills and solid waste disposal or solid waste reduction goals.
- E Future potential construction will be required to comply with California Building Codes (Cal Green) that mandate construction and demolition recycling requirements and Chapter 7.27 of the Amador County Municipal Code which mandates recycling and diversion of construction and demolition debris. Compliance with these regulations will bring **impacts to less than significant** levels.

<b>Chapter 20. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Substantially 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"/>

**Discussion:**

- A. There would be no lane closures involved in the proposed project that would constrict emergency access or interfere with an emergency evacuation plan. Additionally, the project site is not located near a state responsibility area, nor is it located in or near a very high fire hazard severity zone. There is **no impact**.
- B. The project does not exacerbate wildfire risks through change in slope, prevailing winds, or other factors. In 2017, the state of California adopted an Emergency Plan, which outlines how the state would respond in an event of natural or man-made disaster. The project would not interfere with this plan. All new development under the plan would be required to comply with County standards for the provision and maintenance of emergency access. Therefore, there is a **less than significant impact**.
- C. The project site is located between the Cities of Jackson and Sutter Creek. The project site is located in the Martel urban area and outside of a fire hazard severity zone or a state responsibility area. No associated infrastructure that may exacerbate wildfire risk is proposed. Therefore, there is a **less than significant impact**.
- D. The project will not expose people or structures to any new significant risks regarding flooding, landslides, or wildland fire risk. The project site is not located near a state responsibility area, nor is it located in or near a very high fire hazard severity zone and shall conform to all standard Fire Safety Regulations as determined by Amador County Fire Department and California Building Codes. Compliance with said codes shall cause for **impacts to be less than significant**.

Source: Amador County Planning, Amador County Office of Emergency Services.

Chapter 21. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Discussion:

- A As discussed in the individual sections, there is no development proposed with the proposed rezone; therefore, the project would not degrade the quality of the environment with the implementation of measures in accordance with the County's General Plan and Municipal Code and other applicable plans, policies, regulations, and ordinances. Subsequent project specific environmental review will be required for future discretionary development. Implementation of the standard permit conditions, and adherence to the Amador County General Plan, Municipal Code, and state and federal regulations described in these sections of the report, result in a **less than significant cumulative impact**.
- B Pursuant to Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant impact on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

As discussed in the individual sections, no development is proposed with the rezone; therefore, the project would not generate significant dust and other particulate matter emissions with the implementation of Amador Air District standard measures. Future development, i.e. commercial construction, would be required to identify and mitigate any air quality impacts from Toxic Air Contaminants (TAC) emitted during construction. Implementation of standard measures in accordance with the County's General Plan and Municipal Code, and other applicable plans, policies, regulation, and ordinances, for future development allowed by the rezone would not result in significant air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use, noise, population & housing, public services impacts, transportation/traffic, tribal cultural resources, or wildfire impacts, and would not contribute to cumulative impacts to these resources. The project would not impact aesthetics, agricultural and forestry resources or biological resources, hydrology and water quality, mineral resources, or recreation and therefore, it would not contribute to a significant cumulative impact on these resources resulting in a **less than significant cumulative impact**

- C Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Pursuant to this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effect particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, and noise. Implementation of the standard permit conditions and adherence to the Amador County General Plan, Municipal Code, and state and federal regulations described in these sections of the report, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified resulting in a **less than significant cumulative impact**.

**SOURCE:** Chapters 1 through 20 of this Initial Study.

**REFERENCES** Amador County General Plan; Amador County General Plan EIR; Amador Air District; Amador County Municipal Codes; Fish & Wildlife's IPAC and BIOS databases; Migratory Bird Treaty Act; California Air Resources Board; California Department of Conservation; California Department of Forestry and Fire Protection; California Geologic Survey; Alquist-Priolo Earthquake Fault Zones; State Department of Mines & Geology; Amador County GIS; Amador County Zoning Map; Amador County Municipal Codes; Amador County Soil Survey; Amador Fire Protection District; Caltrans District 10 Office of Rural Planning; Commenting Department and Agencies. All sources cited herein are available in the public domain, and are hereby incorporated by reference.