ANGELS CREEK TRAIL AND TRANSIT HUB FACILITY PROJECT

Draft Initial Study and Proposed Mitigated Negative Declaration

MAY 2023

PREPARED BY
City of Angels
P.O. Box 667
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WITH ASSISTANCE FROM
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List of Appendices

Initial Study

1. **Project Title:** Angels Creek Trail and Transit Hub Facility Project
2. **Lead Agency Name and Address:**
   City of Angels
   P.O. Box 667
   Angels Camp, CA 95222
3. **Contact Person and Phone Number:**
   Amy Augustine
   Contract City Planner
   (209) 736-1346
4. **Project Location:** City of Angels, Calaveras County, from Kurt Drive to Angel Oaks/Greenhorn Creek Road, adjacent to Angels Creek and along Finnegan Lane
5. **Project Sponsor's Name and Address:**
   City of Angels
   P.O. Box 667
   Angels Camp, CA 95222
6. **General Plan Designation(s):**
   City: Community Commercial, Parks and Recreation, High Density Residential, Single Family Residential, Public, Historic Commercial, Residential Estate, and Special Planning
   County: Rural Residential
7. **Zoning Designation(s):**
   City - R3, R3-PD, and R3/MH (Multiple-Family Residential); SC (Shopping Center Commercial); R1 and R1-PD (Single Family Residential District); I (Industrial District); REC (Recreation); PS (Public Service); HC (Historical Commercial); CC (Community Commercial); and RE (Residential Estate)
   County: RR (Rural Residential)

1. Introduction

The City of Angels (City) proposes to construct a new Class I bicycle and pedestrian path adjacent to Angels Creek, starting at Kurt Drive and ending at Main Street (State Route [SR] 49), a Class III bicycle facility along Finnegan Lane from Main Street (SR 49) south to Angel Oaks/Greenhorn Creek Road, a new connection (Class I trail) along the Angel Oaks/Greenhorn Creek Road alignment to connect Greenhorn Creek subdivision to Finnegan Lane, and a transit hub on Vallecito Road (proposed project). The proposed project would be designed to meet current applicable City, California Department of Transportation (Caltrans), American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

This proposed project is a joint effort between the City and Caltrans. The City is the lead agency under the California Environmental Quality Act (CEQA). Caltrans, on behalf of the Federal Highway Administration (FHWA), is the lead agency under the assignment of federal responsibilities by the FHWA, effective October 1, 2012, and pursuant to 23 USC 326.

1.1 Circulation Information

The Draft Initial Study/Mitigated Negative Declaration (IS/MND) was submitted to the State Clearinghouse on May 4, 2023 for a 30-day public review period that will end on June 5, 2024. During the public review period, the Draft IS/MND will be available for review at the following locations:

- City of Angels City Hall: 200 Monte Verde, Suite B
- Calaveras County Public Library – Angels Camp Branch: 358 N. Main Street
- City Website: www.angelscamp.gov

Comments can be submitted via email, subject line: Angels Creek Trail, to Christa Redd, Associate, Senior Environmental Scientist, at credd@dewberry.com. Comments can be sent by mail to City of Angels – City Hall, Attention: Planning – Angels Creek Trail, P.O. Box 667 Angels Camp, CA 95222. Comments will be accepted by the City until 5 PM on June 5, 2023.

1.2 Summary of Findings

The Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of this IS/MND, the proposed project would not have significant impacts on the environment once mitigation measures are implemented. This IS/MND supports the following findings:

- The proposed project would have no impact on agriculture and forestry resources, land use and planning, mineral resources, and population and housing.
- The proposed project would have a less-than-significant impact on air quality, energy, greenhouse gas emissions, geology and soils, hazards and hazardous

materials, hydrology and water quality, land use and planning, noise, recreation, and utilities and service systems.
- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on aesthetics, biological resources, cultural resources, public services, transportation, tribal cultural resources, and wildfire.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

1.3 Background

The Angels Creek Trail is a planned 5.1-mile pathway network that the City has approved with the *Angels Creek Master Plan and Trail* (City of Angels 2012). The Angels Creek Trail would ultimately extend from Murphys Grade Road to New Melones Reservoir and would consist of Class I and Class III segments. The City has divided the Angels Creek Trail into three phases prioritizing construction. The proposed project is the first phase of the ultimate Angels Creek Trail, and would connect the Stelte Park subdivision, Greenhorn Creek subdivision, and historic downtown Angels Camp. The second phase would connect Kurt Drive to Murphys Grade Road, and the third phase would connect Finnegan Lane to New Melones Reservoir. Phases II and III would be completed at an undetermined time following the completion of the proposed project (Phase I) and would be treated as independent projects. The phases of the ultimate Angels Creek Trail are independent because they have defined end points and can function and operate separately (i.e., any one phase can be constructed without the other phases).

2. Project Description

2.1 Location

The proposed project is located in southwestern Calaveras County, near the eastern limits of the City (Figure 2-1 and Figure 2-2). The proposed project would extend from Kurt Drive to Angel Oaks/Greenhorn Creek Road, following Angels Creek, Vallecito Road, and Finnegan Lane (Figure 2-3).

2.2 Existing Conditions

Currently, pedestrians and bicyclists are forced to utilize roadways and roadway shoulders to traverse the proposed project site. Existing pedestrian and bicyclist travel within the proposed project area, north of Main Street (SR 49), occurs along the western shoulder of Vallecito Road and within the travel lanes along Booster Way. The western shoulder of Vallecito Road is characterized by its narrow width, steep slope along Angels Creek, and encroachment by vegetation. Booster Way is characterized by its absence of shoulders and limited site lines. Existing pedestrian and bicyclist travel within the proposed project area, south of Main Street (SR 49), occurs within the travel lanes along Finnegan Lane. Finnegan Lane is characterized by its narrow width, restricted to absent shoulders, limited site lines, and encroachment by vegetation.

The City General Plan land use designations along the proposed project alignment include: Community Commercial, Parks and Recreation, High Density Residential, Single Family Residential, Public, Historic Commercial, Residential Estate, and Special Planning. The City zoning classifications along the proposed project alignment include:

R3, R3-PD, and R3/MH (Multiple-Family Residential); SC (Shopping Center Commercial); R1 and R1-PD (Single Family Residential District); I (Industrial District); REC (Recreation); PS (Public Service); HC (Historical Commercial); CC (Community Commercial); and RE (Residential Estate). The City is currently undertaking a citywide rezoning for compatibility with the General Plan. The County General Plan land use designation is rural residential and zoning classification is RR (Rural Residential) along the south side of Finnegan Lane.

2.3 Purpose and Need and Project Objectives

The purpose of the proposed project is to create a more livable community by improving pedestrian and bicyclist safety and interconnectivity within the City. When complete, the proposed project would provide a safe route for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would provide direct access to key destinations, be a critical component of an overall low-stress bicycling network within the City, and address the needs of some of the City's oldest neighborhoods.

The proposed project is needed because much of the City was developed before the advent of the automobile and thus many of the streets are narrow with little to no pedestrian or bicycle facilities. Currently, the only existing bicycle facility in the City is a Class II bicycle lane located on Stanislaus Avenue, and there are no designated Class I or Class III facilities serving the City. The proposed project would connect the Greenhorn Creek and Stelte Park subdivisions to commercial areas in historic downtown Angels Camp while establishing a recreational use bicycle and pedestrian path located along Angels Creek.

The proposed project objectives would:

- Improve pedestrian and bicyclist safety and interconnectivity within the City;
- Establish a Class I bicycle and pedestrian path along Angels Creek between Kurt Drive and historic downtown Angels Camp;
- Establish a Class III bicycle and pedestrian path with neighborhood electric vehicle (NEV) capacity along Finnegan Lane between Angel Oaks/Greenhorn Creek Road and historic downtown Angels Camp; and
- Minimize potential right-of-way take and work with property owners to avoid encroachment on private property.

2.4 Proposed Project

The proposed project site consists of approximately 2,900 feet (approximately 0.6 mile) of Class I facilities and approximately 5,200 feet (1 mile) of Class III facilities, for a total of approximately 1.5 miles. The proposed project would also consist of an approximately 0.1-acre transit hub facility located approximately 350 feet south of the Vallecito Road/Booster Way intersection. All aspects of the proposed project would be designed to meet current applicable City, Caltrans, American Association of State Highway and Transportation Officials (AASHTO), and Americans with Disabilities Act (ADA) standards.

The Class I facility between Kurt Drive and Main Street (SR 49) would be hard-paved surface of asphalt concrete that is approximately 10 feet in width and a maximum of approximately 5 feet in depth. The edge of the paved surface would be lined with a 2-foot-wide compacted soft surface of decomposed granite or aggregate base. The proposed Class I facility would be protected from traffic along Vallecito Road and Booster Way by a concrete barrier or minimum 10-foot separation between Vallecito Road travel lanes and the proposed project. A maximum of 600 feet on Vallecito Road, between Tryon Road and Depot Road, would be realigned a maximum of 10 feet to the east. This would provide separation between Angels Creek and the trail, as well as the trail and vehicular traffic on Vallecito Road. The Vallecito Road realignment and related effects would be contained within the existing roadway right-of-way.

In areas where the proposed project is adjacent to Angels Creek or private property, fencing would be installed, with posts a maximum of 3 feet in depth, to prevent trespassing into these areas. Where Vallecito Road crosses over Angels Creek, a pre-fabricated bicycle and pedestrian bridge would be constructed to allow for pedestrian and bicycle traffic to connect with the sidewalk and intersection Vallecito Road and Main Street (SR 49).

The Class III bicycle facility would be located along Finnegan Lane, between Main Street (SR 49) and Angel Oaks/Greenhorn Creek Road. The Class III facility would utilize the existing 15-foot-wide roadway along Finnegan Lane, adding roadway markings and signage indicating that traffic must share the roadway with bicyclists, pedestrians, and neighborhood electric vehicles (NEVs). The Class III facility would require the installation of crosswalk improvements and pedestrian beacons at the intersection of Finnegan Lane, Vallecito Road, and Main Street (SR 49).

The Class I facility between Finnegan Lane and Angel Oaks/Greenhorn Creek Road would be a hard-paved surface of asphalt concrete that would be approximately 15 feet wide and a maximum of 3 feet in depth. The proposed project would accommodate the appropriate signage and allow for use by pedestrians, cyclists, and NEVs.

Wayfinding signs would be installed along the length of the proposed project to assist users in navigating the bicycle and pedestrian facilities system. Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space.

The proposed project would also construct a transit hub facility located on Vallecito Road. The transit hub would be located on the west side of Vallecito Road, approximately 350 feet south of the Vallecito Road/Booster Way intersection. The transit hub would include approximately 6 parking spaces and a bus dropoff/pickup area. The maximum depth of disturbance would be up to 5 feet in order to accommodate the infrastructure of the facility.

The locations of staging and material storage areas for the proposed project are anticipated at the location of the proposed transit hub and at the existing park and ride on Vallecito Road.

2.4.1 Utility Relocations

The following public service utilities are located in the immediate vicinity of the proposed project:

- Overhead electrical (OHE) and telephone/communication (OHTC) distribution lines are located on wooden poles placed parallel to Vallecito Road, Booster Way, and Finnegan Lane within the proposed project area. OHE and OHTC lines are observed to run perpendicular to these roadways at multiple locations.
- Surface utilities include electrical facilities, irrigation facilities, sewer vents, and buried sewer accesses.
- Underground utilities include storm drainage utilities, sewer utilities, water utilities, and electrical utilities.

The relocation of overhead and underground utilities would be required in areas where the utilities are identified to be in conflict with the proposed project improvements. The utility relocations would occur within the proposed project study area.

2.4.2 Right-of-Way

The proposed project would be located along Angels Creek between Kurt Drive and Tryon Park. The proposed project continues south from Tryon Park, primarily within the existing right-of-way along Vallecito Road, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. It would require permanent or temporary easements from the following 11 parcels along Vallecito Road (refer to Figures 2-4a, 2-4b, and 2-4c).

- APN 062-004-043
- APN 062-004-054
- APN 062-004-088
- APN 062-003-067
- APN 062-017-014
- APN 062-017-016
- APN 058-030-016
- APN 058-030-018
- APN 058-048-002
- APN 064-011-019
- APN 064-011-031

2.4.3 Traffic Control

Single lane closures during construction of the Vallecito Road realignment would be required. Lane closures would also be required along Main Street (SR 49), Booster Way, Angel Oaks/Greenhorn Creek Road, Finnegan Lane, and Kurt Drive to accommodate the construction activities. Lane closures would be allowed between 7 AM and 7 PM. Access to adjacent properties throughout the proposed project site would remain open during construction.

2.4.4 Construction Activities

Construction would consist of the following activities in this general order:

Installing Construction Area

No less than 30 days in advance of construction operations, necessary construction signage would be installed along Booster Way, Vallecito Road, and Finnegan Lane. Signage would remain in place throughout the duration of construction activities and would change to reflect the needs of each stage of construction.

Relocating Utilities

Existing utilities which conflict with proposed improvements and equipment would be relocated to accommodate the proposed project.

Clearing, Grubbing, and Tree Removals

Minor ground disturbances and vegetation removal would occur between Vallecito Road and Angels Creek. Approximately 30 trees would be removed to accommodate the proposed project. The maximum depth of excavation is expected to be up to 5 feet for the construction of the Class I facility, roadway improvements, and transit hub, up to 15 feet for a Type 1 wall, and up to 7 feet for a type 5 wall.

New Retaining Wall Construction

Approximately six retaining walls, ranging from approximately 25 to 280 feet in length, would be constructed along Angels Creek at areas that are severely constrained by the creek and Vallecito Road. It is anticipated that a mechanically stabilized embankment with precast concrete panels or Caltrans cast-in-place concrete type 1 or type 5 walls would be used to retain the approach fill.

New Trail Construction

Construction of the proposed Class I facilities and the proposed transit hub facility would require excavation for the placement of aggregate base and an asphalt surface. Construction of the Class III facility would require minimal ground disturbance and installation of shared lane signage and markings.

New Bridge Construction

Where Vallecito Road crosses over Angels Creek, a pre-fabricated bicycle and pedestrian bridge would be constructed parallel to Vallecito Road. The pre-fabricated bridge would clear span Angels Creek.

New Transit Hub Facility

The proposed project would involve ground disturbances and vegetation removal to accommodate the transit hub facility. The maximum depth of excavation is expected to be up to 5 feet deep in order to accommodate the infrastructure for the transit hub facility. The proposed project would require up to five lights for the transit hub.

Construction Equipment

Table 2-1 provides a description of the type of equipment likely to be used during the construction of the proposed project.

TABLE 2-1. CONSTRUCTION EQUIPMENT

Equipment	Construction Purpose
Air compressor	Finishing work
Backhoe	Soil manipulation, drainage work
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing
Compaction equipment	Earthwork
Concrete truck and pump	Concrete placement

Equipment	Construction Purpose
Crane	Placement of pre-fabricated bridge, pile installation, concrete placement
Drill rig	Pile construction
Dump truck	Fill material delivery
Excavator	Soil manipulation
Flatbed truck	Material handling and delivery
Front-end loader	Dirt or gravel manipulation
Generators	Power hand tools
Haul truck	Earthwork construction, clearing
Hoe ram	Demolition
Holding tanks	Slurry storage and suspended solid water settling
Hydraulic hammer	Demolition, concrete removal
Jack Hammer	Demolition, concrete removal
Paver	Asphalt concrete construction
Roller/compactor	Earthwork and asphalt concrete construction
Rubber tired boom truck	Lifting
Truck with seed sprayer	Landscaping

2.4.5 Construction Schedule and Timing

Construction of the proposed project would last for approximately eight months and is anticipated to commence in 2024.

2.5 Permits and Approvals Needed

The following permits, reviews, and approvals are required for proposed project construction.

TABLE 2-2. PERMITS AND APPROVALS NEEDED

Agency	Permit/Approval	Status
Caltrans/FHWA	Approval of Categorical Exclusion (CE)	Follows approval of technical studies.
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Prepared after CEQA and NEPA clearance and during final design.
Regional Water Quality Control	Waste Discharge Requirement	Prepared after CEQA and NEPA clearance and during final design.
City of Angels	Approval of CEQA IS/MND	Follows approval of technical studies and public circulation.
City of Angels	Tree Removal Permit	Prepared after CEQA and NEPA clearance and during final design.

3. Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

3.1 Determination: (To be completed by Lead Agency)

On the basis of this initial study:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature	Date
Printed Name	For

4. Environmental Checklist

This section of the IS/MND evaluates the potential effects on the physical environment from the implementation of the proposed project. This analysis has been prepared to determine whether any of the conditions in CEQA Guidelines Section 15162 would occur as a result of the proposed project.

The proposed project would result in negligible physical effects and would not cause significant impacts to the following resources. These resources are not discussed further in this IS/MND.

- Agriculture and Forestry Resources: The land surrounding the proposed project does not contain land use designations or zone classifications for agricultural for either the City of the County. The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program (FMMP) identifies only Grazing Land and Urban and Built-Up Land within and adjacent to the proposed project boundaries (CDOC 2022). There are no lands operating under Williamson Act contracts within or adjacent to the proposed project site. The City General Plan and the County General Plan do not identify commercially significant timberlands within or adjacent to the proposed project boundaries. Therefore, the proposed project would have no impact regarding agriculture and forestry resources.
- Land Use and Planning: The proposed project is consistent with the City General Plan, the Angels Creek Master Plan and Trail, and the County General Plan. The proposed project is identified in both the City General Plan and the Angels Creek Master Plan and Trail. It would connect the Stelte Park subdivision, Greenhorn Creek subdivision, and historic downtown Angels Camp with facilities that encourage alternative modes of transportation. The proposed project would provide direct access to key destinations, be a critical component of an overall low-stress bicycling network within the City, and address the needs of some of the City's oldest neighborhoods. The proposed project improvements would be consistent with existing and future land use designations and zoning classifications in the proposed project area. Therefore, the proposed project would have no impact regarding land use and planning.
- Mineral Resources: The closest mineral resource area (MRA), MRA-2A, is located approximately 0.5 miles southwest of the southwestern end of the proposed project. The proposed project site is not adjacent to a designated MRA nor is it adjacent to a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan. While the City is historically known for minerals and mining, there are no known current mineral resources, mineral extraction areas, mineral extraction facilities, or mineral recovery sites within, or adjacent to, the proposed project site, except for the existing remnants of mines abandoned in the late 1800s and early 1900s. Therefore, the proposed project would have no impact to mineral resources.
- Population and Housing: The proposed project is included in the Angels Creek Master Plan and Trail and the City General Plan. The proposed project would not change the land use patterns surrounding the project site. Instead, it is intended to

improve pedestrian and bicyclist safety and interconnectivity within the City, and encourage alternative modes of transportation. The proposed project would not increase the capacity of the roadways, nor would it displace people or housing units. Therefore, the proposed project would have no impact on population and housing.

4.1 Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Aesthetics – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Setting

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen. Information in this section is summarized from the *Visual Impact Assessment (Minor Level)* (Dewberry | Drake Haglan 2021).

The City General Plan considers a scenic resource to include heritage trees, hillsides, hilltops, scenic corridors, creeks, cultural resources, recreational resources and similar resources (City of Angels 2009a and 2009b). The County General Plan considers scenic resources to include forests, rolling hills, ranches, agricultural land, historic landscapes, oak woodlands, rock formations, and unique topographical features (Calaveras County 2019). The City Municipal Code, Chapter 17.64, Oak Tree and Heritage Tree Preservation, defines an oak tree as any oak tree with a trunk diameter at breast height (TDBH) of nine inches or more and in good or fair health (City of Angels 2022). The ordinance defines a heritage tree as "…any tree with TDBH of twenty-four

inches or more; which is of good or fair quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species; and which includes the following species: manzanita (*Arctostaphylos manzanita*), ponderosa pine (*Pinus ponderosa*), Incense Cedar (*Calocedrus decurrens*), California buckeye (*Aesculus californica*), western redbud (*Cercis occidentalis*), arroyo willow (*Salix lasiolepsis*)" (City of Angels 2022). There are approximately 6 heritage trees and approximately 15 oaks trees within the proposed project boundaries.

The proposed project is generally flat, with localized steeper slopes, particularly along the banks of Angels Creek. The proposed project is at an elevation of approximately 1,400 feet above mean sea level and the proposed project area is characterized by the dense riparian vegetation along Angels Creek, urban uses along Main Street (SR 49) and portions of Vallecito Road, and rural uses along Finnegan Lane.

Scenic Highways and Byways

There are no officially designated National Scenic Byways or State Scenic Highways located within the proposed project vicinity (Dewberry | Drake Haglan 2021). The nearest National Scenic Byway to the proposed project area is Ebbetts Pass National Scenic Byway, located approximately 16 miles northeast of the proposed project. The nearest officially designated State Scenic Highway is SR 4 from post mile (PM) 41.6 to PM 65.9, approximately 16 miles northeast of the proposed project site. SR 49 is an Eligible State Scenic Highway and intersects the proposed project site at Finnegan Lane and Vallecito Road. SR 4 is also an Eligible State Scenic Highway located north of the proposed project, intersecting Vallecito Road approximately 0.5 mile north/northeast of the proposed project site (Dewberry | Drake Haglan 2021; Caltrans 2022).

Viewers

Neighbors (people with views to the proposed project site from adjacent areas) and roadway users (people with views of the project from adjacent roadways) tend to have heightened interest of a project site. Views of the proposed project from neighboring properties vary greatly, with some properties experiencing unobstructed views of the proposed project site, Vallecito Road, and Finnegan Lane, while other neighboring properties' views are completely obstructed by existing vegetation, topography, or privacy fencing. Views of the proposed transit hub location from neighboring properties are mostly unobstructed as residences across Vallecito Road from the proposed site are located on raised topography and look down at the facility and neighboring Tryon Park. Some neighbors have partially obstructed views due to existing landscaping. Neighbors have a moderate to high viewer exposure but low viewer sensitivity.

Roadway users experience the views of the proposed project site while traveling on local roadways. Therefore, while they may have a direct view of areas adjacent to roadways, the time allotted with any given view is short in duration. Thus, roadway users tend to have moderately low viewer exposure and low viewer sensitivity (Dewberry | Drake Haglan 2021).

4.1.2 Discussion

a) Would the proposed project have a substantial adverse effect on a scenic vista?

There are no officially designated scenic vistas within or near the proposed project. There is vegetation within and adjacent to the proposed project, including trees. The trees include City-defined heritage trees and oak trees, which are considered a visual resource, but not specifically a scenic vista. Vallecito Road, Finnegan Lane, Main Street (SR 49), and Angels Creek are currently the prominent visual features within the proposed project area.

Neighbors often experience long durations of exposure to the views of the proposed project; however, because neighbors are also active in day-to-day activities such as household chores or shopping, viewer sensitivity is considered low (Dewberry | Drake Haglan 2021). Roadway users would pass through the proposed project relatively quickly and have a short duration of exposure, resulting in a low viewer sensitivity (Dewberry | Drake Haglan 2021). General views for neighbors and roadway users are of residential and commercial areas, with views of trees lining Angels Creek. Neighbor and roadway user viewer sensitivity would be temporarily increased due to the presence of construction equipment and traffic control measures along roadways. Construction equipment could block views of vegetation along Angels Creek, as well as surrounding residential and commercial facilities. The construction equipment and signs would not obstruct a scenic vista. In addition, construction equipment and construction signs would be removed upon construction completion; thus, it is considered temporary. Impacts would be less than significant in this regard.

The proposed project would be consistent with the existing visual character of the surrounding neighborhoods and of historic downtown Angels Camp. The proposed project would be reviewed by the Planning Commission in order to ensure that the design is consistent with the City's architectural heritage and historic visual character. Upon review, the Planning Commission would make its recommendations to the City Council.

The proposed project would allow access to natural vistas, such as Angels Creek. Tree and vegetation removal associated with proposed project could be of potential concern for neighbors and roadway users, with approximately 30 trees being removed. Of these trees, 15 are oak trees and 6 are heritage trees, as defined by the City's Oak and Tree Preservation Ordinance (Ordinance Number 462, City of Angels 2022). Trees and vegetation would be replanted following the completion of construction, consistent with the City's Oak Tree and Heritage Tree Preservation Ordinance (Ordinance Number 462, Municipal Code Chapter 17.64). In addition, mitigation measures associated with biological resources, including Mitigation Measure BIO-7 and BIO-8, would be implemented to provide additional guidance regarding tree and vegetation replacement, including trees not subject to the City's Oak Tree and Heritage Tree Preservation Ordinance. With the implementation of Mitigation Measures BIO-7 and BIO-8, the proposed project would have a less than significant impact.

Mitigation Measures
Implement Mitigation Measures BIO-7 and BIO-8, found in Section 4.3, Biological Resources.

b) Would the proposed project substantially damage scenic resources, including but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?

No visually unique features or outcroppings, including rocks, are located within or in the vicinity of the proposed project site. No officially designated State Scenic Highways or National Scenic Byways are located within the project vicinity (Caltrans 2022). The proposed project is not visible from the Ebbetts Pass National Scenic Byway. SR 49 is not officially designated; thus, SR 49 has no corridor protection program established.

Vallecito Road, Finnegan Lane, Main Street (SR 49), and Angels Creek are currently the prominent visual features within the proposed project area. The design of the proposed project would be reviewed by the Planning Commission, which would make its recommendations to the City Council. The Planning Commission review would result in the proposed project being consistent with the City's architectural heritage as well as the historic downtown Angels Camp character.

The City has historic buildings along Main Street (SR 49), Vallecito Road, and Finnegan Lane. The proposed project would be consistent with existing roadway facilities and cohesive with the existing environment. The transit hub would be consistent with current use of the area, as the location is currently used as a larger road shoulder and between two existing parking areas. In addition, the Planning Commission would review the transit hub design based on the City's architectural heritage. The Planning Commission would then make its recommendations to the City Council.

Construction of the proposed project would allow access to natural vistas, such as Angels Creek; however, it would also require the trimming and removal of approximately 30 trees within the proposed project area. Tree removal has the potential to result in substantial visual changes for neighbors and roadway users; however, trees and vegetation would be replanted after construction to restore the visual character of the proposed project site consistent with the City's Oak Tree and Heritage Tree Preservation Ordinance (Ordinance Number 462, Municipal Code Chapter 17.64). In addition, mitigation measures associated with biological resources, including Mitigation Measure BIO-7 and BIO-8, would be implemented to provide additional guidance regarding tree and vegetation replacement, including trees not subject to the City's Oak Tree and Heritage Tree Preservation Ordinance. Additionally, the removal of exotic plant species, such as Himalayan blackberry, and revegetation with appropriate native plant species would help to restore the site to more natural conditions, making it more consistent with the indigenous aesthetic of the area. Impacts to scenic resources as a result of the proposed project would be less than significant with the implementation of mitigation measures.

Mitigation Measures
Implement Mitigation Measures BIO-7 and BIO-8, found in Section 4.3, Biological Resources.

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

Vallecito Road, Finnegan Lane, Main Street (SR 49), and Angels Creek are currently the prominent visual features within the proposed project area. Approximately 30 trees would be removed as a result of the proposed project.

The proposed project would be consistent with the existing visual character of the corridor. The existing visual character of the area would experience minimal changes as a result of the proposed Class I and Class III trail improvements and moderate changes as a result of the proposed Class I trail alignment along Angels Creek and the proposed transit hub facility. The overall visual character of the proposed project area would remain a mix of residential and commercial developments, roadway corridors, and vegetation, including riparian habitat, upon the completion of the proposed project. Form, line, color and texture would experience low to moderate changes due to the implementation of the proposed project. Visual characteristics such as diversity and scale of the proposed project site would be moderately increased upon completion of the proposed project. Continuity of views within the proposed project area may be slightly to moderately decreased, specifically where the trail alignment diverges from the Vallecito Road and in the vicinity of the proposed transit hub facility.

The urban, arterial corridor developments north of Main Street (SR 49) do not contain particularly vivid views and are lacking in distinct features or landforms. Angels Creek runs parallel to the proposed trail alignment north of Main Street (SR 49) and adds to the vividness and overall quality of the proposed project area; however, the waterway is surrounded by urban developments, and is largely obscured from view by existing vegetation and topography, which detracts from the intactness of the views. While the proposed project would remove trees and vegetation, it would also allow for more direct views of natural vistas, such as Angels Creek, and also allow access to these natural vistas. The wooded, rural estate areas south of Main Street (SR 49) contain a moderate level of intactness and vividness due to the sparse nature of developments in the area; however, this portion of the proposed project area does not contain distinct features or landforms that make the area particularly memorable compare to other rural foothill communities in the area.

Overall, the visual character and quality of the proposed project would be consistent with the existing transportation, urban, and rural uses in the proposed project area and would be consistent with the City General Plan, the Angels Creek Master Plan and Trail, and the City Oak Tree and Heritage Tree Preservation Ordinance (Ordinance 462). The design of the proposed project would be reviewed by the Planning Commission in order to ensure that the design is consistent with the City's architectural heritage and the

historic downtown Angels Camp character. Upon review, the Planning Commission would make its recommendations to the City Council. This review and approval process would occur prior to construction of the proposed project. In addition, mitigation measures associated with biological resources, including Mitigation Measure BIO-7 and BIO-8, would be implemented to provide additional guidance regarding tree and vegetation replacement, including trees not subject to the City's Oak Tree and Heritage Tree Preservation Ordinance. Therefore, the proposed project would have a less than significant impact with the implementation of mitigation measures.

Mitigation Measures

Implement Mitigation Measures BIO-7 and BIO-8, found in Section 4.3, Biological Resources.

d) Would the proposed project create a new source of substantial light of glare which would adversely affect daytime or nighttime views in the area?

The proposed project would not include the installation of new lighting along the trail. Lighting may be included at the transit hub; however, lighting already exists along Vallecito Road and Booster Way. Therefore, the proposed project would not create a new source of substantial light. The proposed project would not include elements that would result in added glare (i.e., glass, metal facades, or other large reflective surfaces). The proposed project would require up to five lights for the proposed transit hub. This new lighting, along Vallecito Road, would be aimed downward and would be designed to avoid glare that might conflict with motorists traveling along Vallecito Road. Therefore, the proposed project would not create a new source of glare. Impacts are considered less than significant in this regard.

4.1.3 References

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California Department of Conservation (CDOC). 2022. Farmland Monitoring and Mapping Program (FMMP), California Important Farmland Finder. Online: https://maps.conservation.ca.gov/DLRP/CIFF/. Date Accessed: November 16, 2022.

California Department of Transportation (Caltrans). 2022. California State Scenic Highway System Map. Online: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Date Accessed: November 4, 2022.

City of Angels. 2009a. Angels Camp 2020 General Plan Volume 1. Online: http://angelscamp.gov/planning-development/. Date Accessed: July 20, 2021.

City of Angels. 2009b. Angels Camp 2020 General Plan Volume 2. Online: http://angelscamp.gov/planning-development/. Date Accessed: July 20, 2021.

City of Angels. 2020. Angels Camp Municipal Code. Online: https://www.codepublishing.com/CA/Angels/#!/Angels17/Angels1715.html#17.15. Date Accessed: May 19, 2021.

City of Angels. 2022. Angels Camp Municipal Code. Current through Ordinance 523, passed on March 15, 2022. Online: https://www.codepublishing.com/CA/Angels/. Date Accessed: November 4, 2022.

Dewberry | Drake Haglan. 2021. Angels Creek Trail Project: Community Impact Assessment.

Dewberry | Drake Haglan. 2021. Visual Impact Assessment for the Angels Creek Trail Project. Prepared by Dewberry. July 2021.

4.2 Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Air Quality – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project?				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.2.1 Setting

The proposed project is located in the Mountain Counties Air Basin (MCAB), which encompasses Amador, Calaveras, Mariposa, Nevada, Plumas, Sierra, and Tuolumne Counties. It is governed by the Calaveras County Air Pollution Control District (CCAPCD). Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The CCAPCD promulgates and enforces rules and regulations and enforces the California Air Resources Board's (CARB's) Air Toxic Control Measures.

Ambient Air Quality Standards

The federal Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient

Air Quality Standards (CAAQS) are the California state equivalent of the NAAQS. Table 4.2-1 provides information on the NAAQS and Table 4.2-2 provides information on the CAAQS.

TABLE 1.2-1: NAAQS

Pollutant		Standard type	Averaging time	Concentration threshold	Form
Carbon monoxide (CO)		Primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)		Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_3)		Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate matter (PM)	$PM_{2.5}$	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: U.S. EPA 2022a

TABLE 4.2-2: CAAQS

Pollutant	Averaging Time	Concentration Threshold
Carbon monoxide (CO)	8 hours	0.09 ppm
	1 hour	0.070 ppm
Lead (Pb)	1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)	1 hour	0.18 ppm
	Annual arithmetic mean	0.030 ppm

Pollutant		Averaging Time	Concentration Threshold
Ozone (O_2)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Particulate matter (PM)	$PM_{2.5}$	Annual arithmetic mean	12.0 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual arithmetic mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Visibility reducing particles		9 hours	Extinction of 0.23 per kilometer
Sulfates		24 hours	25 µg/m3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: CARB 2016

An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below the NAAQS or CAAQS. Calaveras County is currently listed as federal non-attainment (marginal) for Ozone (O_3) (U.S. EPA 2022b; CARB 2022); however, the U.S. EPA recently ruled that Calaveras County has achieved attainment status[1]. Calaveras County is in state non-attainment for O_3 and particulate matter 10 microns or less in diameter (PM_{10}) (CARB 2022). The primary contributors to degraded air quality in the City, and the County, are pollutants transported from the San Joaquin Valley and the Bay Area. Sources of air pollution in and around the City include vehicles, traffic congestion, open burning, wood-burning stoves, grading/heavy construction equipment, control/prescriptive burns, and wildland fires (City of Angels 2009).

CCAPCD Thresholds for Development

The CCAPCD established land use significance thresholds for emissions of reactive organic gas (ROG), nitrogen oxides (NO_X), and PM_{10}. The significance thresholds, expressed in pounds per day (lbs/day), serve as air quality standards in the evaluation of air quality impacts associated with proposed development projects. Thus, if a project's emissions exceed the CCAPCD thresholds, a project could have a significant effect on regional air quality and attainment status for NAAQS or CAAQS. Table 4.2-3 lists the CCAPCD's significance thresholds for use in the evaluation of air quality impacts associated with proposed development projects. The thresholds of significance presented in Table 4.2-3 are project-level thresholds that are designed for use in analysis of individual development projects.

[1] On October 10, 2022, the U.S. EPA issued a final ruling in the Federal Register, effective November 21, 2022, stating that Calaveras County, classified as marginal for 2015 ozone NAAQS, attained the 2015 NAAQS by the August 31, 2021 attainment date (U.S. EPA 2022c).

Sensitive Receptors

Calaveras County defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Land uses considered more sensitive to air pollution than others include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics (Calaveras County 2019). The nearest sensitive receptors to the proposed project include Tryon Park and residences immediately adjacent to the proposed project boundary on Kurt Drive, Suzanne Court, Suzanne Drive, Vallecito Road, Finnegan Lane, and Angel Oaks/Greenhorn Creek.

4.2.2 Discussion

a) Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

The primary source of air pollution would occur during construction of the proposed project. The construction air emissions for priority pollutants and a summary of model results are provided in Table 4.2-3, below, under question b, and in Appendix B. Construction air quality thresholds would not be exceeded during proposed project construction. The proposed project would implement applicable construction best management practices (BMPs), as discussed under question b, and CCAPCD-specific requirements. This would further minimize construction-related emissions. Therefore, the proposed project construction would not conflict with, or obstruct implementation of, an air quality management plan or air quality attainment plan. This impact is considered less than significant.

Upon construction completion, the proposed project would improve pedestrian and bicyclist safety and interconnectivity within the City, allowing for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. This is consistent with the City General Plan Air Quality Element, specifically Policy 9.A.3[2], which includes the need to encourage walking and the use of bicycles, and helps to comply with Implementation Measure 9.A.g[3]. The proposed project would also implement the Angels Creek Trail Master Plan. The proposed project would not conflict with or obstruct implementation of the City General Plan or County General Plan air quality goals and policies. Operations would not result in new sources of emissions of criteria pollutants over time. Therefore, the proposed project's long-term operational impacts would be less than significant.

b) Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

[2] Policy 9.A.3. Encourage and promote the development of walkable communities that incorporate the use of non-motorized methods of transportation, reduce traffic congestion, and reduce vehicle trips.
[3] Implementation Measure 9.A.g. Implement the City's Low-Impact Modes of Transportation Plan.

Calaveras County is designated in State nonattainment for O_3 and PM_{10}. As mentioned above, the U.S. EPA issued a change in attainment status from federal nonattainment (marginal) to attainment for O_3 for Calaveras County effective November 21, 2022 (U.S. EPA 2022c). Temporary impacts resulting from the proposed project on air quality would be construction related. The proposed project would contribute temporary incremental increases in emissions; however, the construction emissions would not exceed the CCAPCD thresholds as identified in Table 4.2-3.

Under the guidance of the City and Caltrans, construction emissions were modelled using the Road Construction Emissions Model (RCEM), Version 9.0.0, which was developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD). While the model was developed for Sacramento conditions in terms of fleet emission factors, silt loading, and other model assumptions, it is considered adequate for estimating construction emissions by the other air districts. The model used for the proposed project included the following assumptions: 1) the types and quantities of construction equipment typical of bicycle trail projects would be used; 2) all on-road equipment used for the proposed project would be year 2010 or newer models; and 3) all construction equipment would meet CARB Tier 4 requirements. Specific to the proposed project, model assumptions included: 1) a construction period of 8 months; 2) the total project area of approximately 12.12 acres; and 3) the maximum area disturbed per day of approximately 12.12 acres. The results of the emission modeling for the proposed project are provided in Table 4.2-3; refer to Appendix B for the model output. The proposed project would not exceed the CCAPCD thresholds for emissions during construction.

TABLE 4.2-3. PROPOSED PROJECT CONSTRUCTION EMISSIONS PREDICTIONS

Emissions	CCAPCD Threshold (lbs/day)[1]	Project Emissions[2]
CO_2e/GHGs	n/a[3]	1,239.48 tons for construction 20,983.82 lbs/day
ROG	<150 lbs/day	9.92 lbs/day
NO_x	<150 lbs/day	99.76 lbs/day
PM_{10}	<150 lbs/day	125.35 lbs/day
$PM_{2.5}$	n/a	28.93 lbs/day
CO	n/a	86.97 lbs/day
SO_x	n/a	0.21 lbs/day

Source: Calaveras County 2019; SMAQMD 2018.
[1] Thresholds are for development projects. Thresholds are the same for construction and operations of development projects.
[2] Model output is available in Appendix B. Project construction assumptions included the use of Tier 4 equipment.
[3] CCAPCD does not have an adopted threshold for CO_2e for construction activities, nor does it have adopted thresholds of $PM_{2.5}$, CO, and SO_x for construction activities.

Use of equipment and ground disturbing activities would be temporary and would cease upon construction completion. Therefore, construction related impacts are considered less than significant. In addition, construction BMPs would be implemented to further

minimize construction emissions. These BMPs would be implemented by the lead contractor and would include the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All areas to be paved shall be completed as soon as possible.
6. Vehicle idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]).
7. Clear signage shall be provided for construction workers at all access points.
8. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
9. A publicly visible sign shall be posted with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to the City and take immediate corrective action as soon as practical but not more than 48 hours after the complaint is received. The CCAPCD's phone number shall also be visible to ensure compliance with applicable regulations.

Upon construction completion, the proposed project would provide a link in the regional active transportation network to encourage non-vehicular travel. The proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or Vehicle Miles Traveled (VMT), or induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over time. Impacts are less than significant in this regard.

c) Would the proposed project expose sensitive receptors to substantial pollutant concentrations?

Tryon park is located within the proposed project boundary and there are residences located adjacent to the proposed project site. During construction, sensitive receptors would be subject to temporary dust and vehicle emissions. As discussed above, under question b, the proposed project construction-related air pollutant emissions would be below the established CCAPCD thresholds. The sensitive receptors in the vicinity of the proposed project site would experience a brief exposure period, approximately eight months. This exposure period is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and less than the three-

year exposure period assumed for PM_{10} and CO hotspot analysis (Caltrans 2020). BMPs, as discussed under question b, would be implemented in order to minimize potential impacts to sensitive receptors during construction. Therefore, this impact is considered less than significant.

Upon construction completion, sensitive receptors would not experience a permanent increase in air pollutant emissions because the proposed project would provide a link in the regional active transportation network for non-vehicular modes of transportation. The proposed project would not result in capacity increases for vehicles, increase ADT, increase VMT, or induce changes in the surrounding land uses. Therefore, operations of the proposed project would not result in new sources of emissions of criteria pollutants over time. Impacts to sensitive receptors would be less than significant.

d) Would the proposed project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and air districts. Project-related odor emissions would be predominately limited to the construction period. Odors would be generated from vehicles and/or equipment exhaust emissions during construction, and may be unpleasant in the immediately surrounding areas. Odors emitted during the paving activities while pavement is still warm would also be evident in the immediately surrounding area. Such odors are temporary and would cease at the end of each workday (i.e., equipment exhaust), or upon completion of a construction phase (i.e., paving). For the types of construction activities anticipated for proposed project, odors generated would generally occur at magnitudes that would not affect substantial numbers of people. This impact is considered less than significant.

The proposed project would not change land uses or the operations on surrounding roadways, thus, odors and other emissions during operation of the proposed project would be similar to existing conditions. Therefore, operational impacts would be less than significant.

4.2.3 References

Calaveras County. 2019. General Plan Environmental Impact Report. Online: https://planning.calaverasgov.us/General-Plan. Date Accessed: May 19, 2021.

California Air Resources Board (CARB). 2022. Ambient Air Quality Standards Designation Tool. Last Updated 2022. Online: https://ww2.arb.ca.gov/aaqs-designation-tool. Date Accessed: November 23, 2022.

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City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: July 20, 2021.

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United States Environmental Protection Agency (U.S. EPA). 2022a. Online: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Date Accessed: November 23, 2022.

United States Environmental Protection Agency (U.S. EPA). 2022b. Current Nonattainment Counties for All Criteria Pollutants. Updated October 31, 2022. Online: https://www3.epa.gov/airquality/greenbook/ancl.html. Date Accessed: November 23, 2022.

United States Environmental Protection Agency (U.S. EPA). 2022c. Federal Register. *Determinations of Attainment by the Attainment Date, California Areas Classified as Serious for the 2008 Ozone National Ambient Air Quality Standards and Marginal for the 2015 Ozone National Ambient Air Quality Standards*. A Rule by the Environmental Protection Agency on October 20, 2022. Effective Date: November 21, 2022. Online: https://www.federalregister.gov/documents/2022/10/20/2022-22192/determinations-of-attainment-by-the-attainment-date-california-areas-classified-as-serious-for-the. Date Accessed: November 23, 2022.

4.3 Biological Resources

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

4.3.1 Setting

This section incorporates the analysis, findings, and recommendations in the Natural Environment Study (NES) prepared for the proposed project (Dewberry | Drake Haglan 2021). For the purposes of this chapter, the project impact area (PIA) refers to the areas that would be temporarily or permanently impacted by the proposed project (i.e., construction-related activities). The biological study area (BSA) includes the PIA and a 50-foot radius around the proposed project limits.

Habitats

The BSA contains both upland and aquatic habitats. Table 4.3-1 summarizes the habitat types by acreages within the BSA. Figure 4.3-1 provides a habitat map of the proposed project. The majority of the BSA is urban (developed) and non-native grassland.

TABLE 4.3-1. HABITAT TYPES WITHIN THE BIOLOGICAL STUDY AREA

Habitat Type	Total Acres
Upland Communities	
Blue Oak-Foothill Pine	2.025
Montane Riparian	3.471
Non-Native Grassland	9.071
Urban (Developed)	15.583
Aquatic Communities	
Riverine – Upper Perennial	0.831
Total	**30.981**

Source: Dewberry | Drake Haglan 2021

Blue Oak-Foothill Pine

Blue oak-foothill pine is one of the dominant habitats within the BSA and occurs in association with non-native grassland; it intergrades with montane riparian habitat. Blue oak-foothill pine is typically comprised of blue oak *(Quercus douglasii)* and foothill pine *(Pinus sabiniana)* in the overstory and snowberry *(Symphoricarpos albus),* poison oak *(Toxicodendron diversilobum),* buckbrush *(Ceanothus cuneatus),* and annual grasses and forbs in the understory. Blue oak-foothill pine forests provide breeding habitats for wildlife species. Species observed in this habitat during the site visit included acorn woodpecker *(Melanerpes formicivorus),* California quail *(Callipepla californica),* turkey vulture *(Cathartes aura),* western scrub jay *(Aphelocoma californica)*, and spotted towhee *(Pipilo maculatus).*

Montane Riparian

Montane riparian habitat occurs along Angels Creek as a relatively dense, narrow corridor. Characteristic species that comprise the upper story of riparian habitat within the BSA include white alder *(Alnus rhombifolia),* cottonwood *(Populus balsamifera),* sycamore *(Platanus racemose),* and black willow *(Salix gooddingii).* The understory consists of dense shrubs and herbaceous species consistent with those found in the non-native grassland habitat and also includes Himalayan blackberry *(Rubus armeniacus),* field mint *(Mentha arvensis),* and English ivy *(Hedera helix).* These species occur in riparian habitat at the transition zone between riparian and riverine habitat.

Non-Native Grassland

Non-native grassland habitat occurs in areas associated with ground disturbance, including grading, vehicle use, and/or intensive vegetation management. Due to the disturbance regime, these areas remain sparsely vegetated and are dominated by assemblages of introduced weedy species. Non-native grassland habitat occurs south of Booster Way and along Vallecito Road. Common species represented in this habitat include Italian ryegrass *(Festuca perennis),* ripgut brome *(Bromus diandrus),* soft chess brome *(Bromus hordeaceus),* and wild oats *(Avena* spp.). Additional plant species observed in this area include black mustard *(Brassica nigra),* spring vetch *(Vicia sativa),* smooth cat's-ear *(Hypochaeris glabra),* geranium *(Geranium dissectum),* and filaree *(Erodium botrys).*

Non-native grassland may provide habitat for common species that also occur in urban (developed) habitat, such as rock pigeon *(Columba livia),* house sparrow *(Passer domesticus),* house finch *(Carpodacus mexicanus),* and mourning dove *(Zenaida macroura).* Species observed in these habitats during the site visit included western scrub jay, house sparrow, American robin *(Turdus migratorius),* American crow *(Corvus brachyrhynchos),* turkey vulture, starling *(Sturnus vulgaris),* and northern mockingbird *(Mimus polyglottus).* This habitat type is unlikely to support special-status species.

Urban (Developed)

Within the BSA, urban areas are landscaped with ornamental species, paved, or otherwise developed and generally lack natural vegetation. Habitats associated with urban areas include non-native grassland. Urban areas within the BSA include Kurt Drive, Booster Way, Vallecito Road, Main Street (SR 49), Finnegan Lane, and Angel Oaks/Greenhorn Creek Road, as well as the residential and commercial development buildings and parking lots. Urban environments generally provide limited habitat for common wildlife species such as rock pigeon, house sparrow, American crow, house mouse *(Mus musculus),* and opossum *(Didelphis virginiana).*

Riverine (Angels Creek)

Riverine habitats are distinguished by intermittent or continually running water and occur in association with a variety of terrestrial habitats. Within the BSA, Angels Creek comprises the riverine habitat. Riverine habitat provides water and a migration corridor for a variety of amphibians, reptiles, and fish species.

Angels Creek has a well-defined bed and bank. The slopes of the banks are steep and high and primarily vegetated with species occurring within the montane riparian zones. Substrate within Angels Creek consists primarily of various sizes of cobbles to large boulders interspersed with sandy silt. At the time of the wetland delineation, conducted in May 2018, the creek appeared to be slightly above the ordinary high water mark (OHWM). Within the BSA, Angels Creek is primarily characterized by turbulent riffles, with one shallow pool located approximately 250 feet downstream of Tryon Park.

Special-Status Plant Species

Plants are considered to be of special concern based on: (1) federal, state, or local laws regulating their development; (2) limited distributions; and/or (3) the presence of habitat required by the special-status plants occurring on a site. After completion of the May 2018 field survey and review of existing information on special-status plant species in the proposed project region, it was determined that one special-status plant species has the potential to occur within the BSA based on the presence of suitable habitat. While protocol-level botanical surveys were not conducted, the surveys determined the presence of suitable habitat, and therefore the species was assumed to be present.

Red Hills Soaproot

Red Hills soaproot is a perennial bulbiferous herb found in serpentinite, gabbroic, and other soils in chaparral, cismontane woodland, and lower montane coniferous forests from 800 to 4,070 feet in elevation. This species blooms May through June. Red Hills soaproot is threatened by development, mining, road construction, vehicles, and

possible logging (Dewberry | Drake Haglan 2021). This species is known from Amador, Butte, Calaveras, El Dorado, Placer, and Tuolumne counties (Dewberry | Drake Haglan 2021).

There are no recorded occurrences for Red Hills soaproot within five miles of the BSA and no special-status plant species were observed during the botanical survey conducted in May 2018. Blue oak-foothill pine provides potential habitat for Red Hills soaproot. Protocol-level botanical surveys were not deemed necessary for the proposed project as suitable habitat for this species is not present.

Special-Status Wildlife Species

After completion of the May 2018 field survey and review of existing information on special-status wildlife in the proposed project region, it was determined that five special-status wildlife species have the potential to occur within the BSA.

Foothill Yellow-Legged Frog

Foothill yellow-legged frog (FYLF) is designated as State listed endangered, proposed federally endangered, and is a species of special concern by the California Department of Fish and Wildlife (CDFW). This species occurs in or near rocky streams in a variety of habitats. There is one recorded occurrence of FYLF within five miles of the BSA; FYLF were not observed in the BSA during the May 2018 field survey. Angels Creek in the BSA provides marginal breeding habitat for FYLF due to the high levels of human disturbance and the rainbow trout and bullfrogs, which feed on frogs' eggs, that are abundant throughout the creek. However, Angels Creek could provide low quality dispersal habitat for FYLF (Dewberry | Drake Haglan 2021).

Western Pond Turtle

Western pond turtles, including both the northwestern (ssp. *marmorata)* and southwestern (ssp. *pallida)* subspecies, are listed as a California species of special concern by CDFW. Western pond turtles range throughout the state of California, from southern coastal California and the Central Valley, east to the Cascade Range and the Sierra Nevada. There are no recorded occurrences of western pond turtles within five miles of the BSA; no western pond turtles were observed during the May 2018 field survey. Angels Creek provides marginally suitable habitat for this species most of the year due to the relatively swift flows, heavy canopy shading, and urban setting. Although Angels Creek provides marginal habitat, it does provide a potential movement corridor for western pond turtles (Dewberry | Drake Haglan 2021).

Special-Status Bat Species

There are three species of bats that could occur in the BSA. The pallid bat, Townsend's big-eared bat, and western red bat, all designated as species of special concern by CDFW. The pallid bat is a locally common species of low elevations and is a yearlong resident through most of its range. It uses a wide variety of habitats from sea level up through mixed conifer forests, but is most common in open, dry habitats with rocky areas for roosting. Townsend's big-eared bat is widely distributed in North America and occurs in a variety of habitats from sea level to approximately 10,000 feet in elevation. This species is found throughout California, and is most abundant in mesic habitat;

however, specific details of its distribution are not well known. The western red bat is locally common in some areas of California, occurring from Shasta County to the Mexican border, west of the Sierra Nevada/Cascade crest and deserts. Western red bats roost primarily in trees such as Fremont cottonwood, Goodding's willow, and sycamore.

There is one recorded occurrence for pallid bat and for Townsend's big-eared bat within five miles of the BSA. No bats or signs of bats (i.e., guano or urine staining) were observed during the May 2018 field survey. The large trees and snags within the BSA could provide suitable roosting habitat for pallid bat.

Other Migratory Birds and Raptors

Fish and Game Code 3503.5 protects all birds in the orders Accipitriformes, Falconiformes, and Strigiformes (collectively known as raptors or birds of prey) and include hawks, eagles, falcons, and owls. All other migratory bird species, with the exception of non-native and invasive bird species, are protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711).

Swallows, such as the barn swallow *(Hirundo rustica)* and cliff swallow *(Petrochelidon pyrrhonota),* and black phoebes commonly nest on the undersides of bridges that cross over, or are in close proximity to, aquatic habitats such as rivers, streams, and lakes. Common raptors, such as red-shouldered hawk *(Buteo lineatus)* and red-tailed hawk *(Buteo jamaicensis),* and birds, such as tree swallows *(Tachycineta bicolor)* and sparrows, commonly nest in large trees that overhang, or are in close proximity (within 0.25-mile) to, aquatic habitat such as rivers, streams, and lakes, as well as in close proximity to non-native grasslands and agricultural fields. The existing Vallecito Road bridge, as well as the montane riparian habitat, provide potential nesting and foraging habitat for birds listed by the MBTA. No active bird nests were observed within the BSA during the May 2018 field survey. Remnant pieces of old swallow nests were observed underneath the bridge.

Jurisdictional Aquatic Resources

The proposed project area contains aquatic resources that fall under the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and CDFW jurisdictions. Table 4.3-2 summarizes potentially jurisdictional areas within the BSA by acreages. Waters of the U.S. and State delineated within the BSA include a total of 0.831 acres (upper perennial stream). Waters of the State within the BSA includes waters of the U.S., as well as a total of 3.471 acres of riparian habitat (montane riparian). The montane riparian habitat occurs above the OHWM.

TABLE 4.3-2. POTENTIALLY JURISDICTIONAL AREAS WITHIN THE PROPOSED PROJECT

Agency	Jurisdictional Areas	Area in Square Feet (ft^2)	Area in Acres
USACE	Other Waters (Upper Perennial Stream)[1]	36,198	0.831
Total USACE Jurisdiction		**36,198**	**0.831**

Agency	Jurisdictional Areas	Area in Square Feet (ft²)	Area in Acres
RWQCB and CDFW	Upper Perennial Stream	36,198	0.831
	Riparian[2]	151,197	3.471
Total RWQCB and CDFW Jurisdiction[3]		**187,395**	**4.302**

[1] USACE waters of the U. S. are considered "Other Waters". located at or below the OHWM and lack one or more of the three wetland parameters (i.e., hydrophytic vegetation, hydric soils, and/or wetland hydrology).
[2] Montane riparian habitat along banks above OHWM
[3] RWQCB and CDFW jurisdiction extends from the channel bed to the tops of banks or outer edge of riparian canopy (whichever is greater). This includes any wetlands that have a hydrologic connection to a stream (i.e., ephemeral drainage within BSA)
Source: Dewberry | Drake Haglan 2021

Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated "islands" of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations. Angels Creek provides a very limited movement corridor through the BSA, especially through the section located within the City. Within the City, Angels Creek provides a low-quality migration and dispersal corridor; however, along Finnegan Lane, Angels Creek is relatively undisturbed and provides a suitable migration and dispersal corridor. (Dewberry | Drake Haglan 2021).

4.3.2 Discussion

a) Would the project have a substantial adverse effect, either directly or indirectly, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The following analyzes potential impacts to special-status species. Impacts to riparian habitat are discussed in detail under question b. Impacts to wetlands are discussed in detail under question c.

Special-Status Plant Species

The May 2018 field survey conducted for the BSA is considered sufficient for determining potential presence of special-status plant species. One special-status plant species, Red Hills soaproot, has the potential to occur within the BSA based on the presence of suitable habitat. Construction activities could result in impacts within the PIA if plant species are located within the proposed trail alignment. Mitigation Measures BIO-1 would require preconstruction surveys and relocation of plants, in coordination

with CDFW. Thus, the proposed project would result in a less than significant impact to special-status plant species.

Special-Status Wildlife Species

Foothill yellow-legged frog

A lack of quality breeding habitat, a high level of human disturbance, and an abundance of predators results in the low probability that FYLF are present within the BSA. If FYLF are present in the BSA, impacts could occur through crushing by construction equipment or if frogs are displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap frogs moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult FYLF dispersing between breeding areas and summer refugia sites. With implementation of Mitigation Measure BIO-2, impacts to FYLF are considered less than significant.

Western pond turtle

Mortality or injury of western pond turtle in suitable upland habitat could occur through crushing by construction equipment or if displaced from cover, exposing them to predators and desiccation. Trenches left open during the night could trap turtles moving through the construction area. Moreover, construction activities could temporarily impede the movement of juvenile and adult life stages of turtles moving through the construction site during normal dispersal activities. With implementation of the Mitigation Measure BIO-3, impacts to western pond turtle are considered less than significant.

Special-Status Bat Species

The proposed project would not result in the loss of foraging habitat or the interruption of foraging activities for special-status bat species, because bats forage at night, and often over water. Tree removal would remove potentially suitable bat roosting habitat. If bats are roosting in trees identified for removal, or in trees adjacent to grubbing and clearing activities, there is the potential to result in mortality to individual bats. If bats are roosting in nearby trees, they would be disturbed by construction activity and would move to another suitable roost site, which would potentially expose them to increased stress and chance of predation. Implementation of Mitigation Measure BIO-4 would reduce impacts to special-status bat species to a less than significant level.

Other Migratory Birds and Raptors

Construction activities, including tree removal, within or in the vicinity of montane riparian habitat begins during the breeding season (February 1 to August 31), could result in disturbance of migratory birds and raptors. Construction activities could result forced fledging of young birds or could force nest abandonment by adult birds, both of which could be fatal to young birds. However, construction of the proposed bicycle and pedestrian bridge parallel to Vallecito Road could ultimately result in a net increase of potential nesting habitat for swallows, black phoebes, and other structure nesting birds. Implementation of Mitigation Measures BIO-5 and BIO-6 would reduce proposed project construction impacts to a less than significant level.

Operational Impacts

Upon construction completion, the proposed project would provide a link in the regional active transportation network for non-vehicular travel. The proposed project could increase pedestrian and bicycle use in the area; however, the proximity of the proposed project to existing residential and commercial land use, existing roadways, and park facilities would not increase the potential to impact special-status plants and wildlife species beyond what currently exists. Impacts from the operation of the proposed project would be less than significant.

Mitigation Measures

BIO-1. A qualified biologist shall conduct a preconstruction survey for special-status plant species within 30 days prior to construction, during the appropriate blooming period. If Red Hills soaproot or any other special-status plant species are not found, then no further measures are necessary. If Red Hills soaproot or other special-status plant species is observed during the preconstruction surveys, CDFW shall be notified at least 10 days prior to construction activities, in accordance with the California Native Plant Protection Act of 1977 (CFGC Section 1900-1913) to allow sufficient time to transplant the individuals to a suitable location.

BIO-2. The following shall be implemented for FYLF:

- A qualified biologist will conduct a preconstruction survey within 24 hours prior to the start of construction activities within the riparian and aquatic habitat in the BSA.
- A qualified biologist will monitor any vegetation removal in or adjacent to Angels Creek.
- The upstream and downstream limits of the project will be flagged and/or signed to prevent the encroachment of construction personnel and equipment into any sensitive areas during project construction work.
- Prior to construction, environmental awareness training will be conducted for construction personnel to brief them on how to recognize FYLF. Construction personnel shall be informed that if a FYLF is encountered in the work area, construction will stop and CDFW will be contacted for guidance. A training log sign-in sheet will be maintained.
- If frogs are found at any time during project work, construction will stop and CDFW will be contacted immediately for further guidance.
- The project proponent shall submit the name and credentials of the project's biologist(s) to CDFW for review and approval no less than 15 days prior to the onset of construction activities.
- Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from riparian or aquatic habitats. Staging areas less than 100 feet from Angels Creek will only be allowed with CDFW and RWQCB authorization. The project proponent will prepare a spill prevention and clean-up plan.
- The project proponent and contractor will prepare an erosion control plan. The erosion control plan shall be prepared and submitted to the City for review and

approval by the City Engineer prior to commencing construction. The City will inspect the control measures to verify they are complete.

- If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than five millimeters.
- Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.

BIO-3. The following shall be implemented for western pond turtle:

- No more than two weeks (14 days) prior to the commencement of ground-disturbing activities, the City, or project proponent, shall retain a qualified biologist to perform surveys for western pond turtle within suitable aquatic and upland habitat within the BSA. Surveys will include western pond turtle nests as well as individuals. The biologist (with the appropriate agency permits) will temporarily move any identified western pond turtles upstream of the construction area, and temporary barriers will be placed around the construction area to prevent ingress. Construction will not proceed until the work area is determined to be free of turtles. The results of these surveys will be documented in a technical memorandum that will be submitted to CDFW (if turtles are identified and relocated).
- Environmental awareness training, as described in BIO-2, will be conducted for construction personnel to brief them on how to recognize western pond turtle.
- Standard construction BMPs, as described under BIO-2, shall be implemented throughout construction to avoid and minimize adverse effects to the water quality within the BSA.

BIO-4. The following shall be implemented for special-status bat species:

- A bat survey shall be conducted by a qualified biologist in suitable habitat prior to May 1st, or no less than 14 days prior to the start of construction. If no roosting bats, maternity roosts, or nurseries are found, no further mitigation will be necessary.
- If bats are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities and the roost is not a maternity-related roost or nursery. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats while taking into account project schedule. Exclusionary devices, such as plastic sheeting, and plastic or wire mesh, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts.
- Day-time construction activities (between approximately 8:00 AM and 5:00 PM) will not affect bats foraging at night. Though bats could roost in the trees in the PIA, there is no feasible method of preventing bats from roosting in them; therefore, a preconstruction survey shall be conducted an hour prior to sunrise the day of scheduled tree removal activities. If bats are identified roosting in a tree that will be removed, or are roosting immediately adjacent to trees being removed, work will not

begin until an appropriate no-work buffer zone has been established. The size of the no-work buffer zone will be determined in consultation with the CDFW. The no-work buffer zone will be delineated by highly visible temporary construction fencing. No tree removal would commence within the no-work buffer zone until a qualified biologist determines bats are no longer roosting in the trees.

BIO-5. The following shall be used when tree removal and grubbing and clearing activities take place:

- The following shall be implemented for tree and shrub nesting species:
  - Conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through January 31).
  - If grading and tree removal activities are scheduled to occur during the breeding and nesting season (February 1 through August 31), pre-construction surveys shall be performed prior to the start of project construction activities, generally no less than 14 days and no more than 30 days prior to the start of activities.
- If construction, grading or other project-related activities are scheduled during the nesting season (February 1 to August 31), preconstruction surveys for other migratory bird species shall take place no less than 14 days.
  - If the pre-construction surveys do not identify any nesting migratory bird species within areas potentially affected by construction activities, no further mitigation shall be required.
  - If the pre-construction surveys identify nesting bird species within areas that are within 250 feet of construction activities, the following shall be implemented:
    - Project-related construction impacts shall be avoided by establishment of appropriate no-work buffer zones to limit construction activities near the nest site. The no-work buffer zone shall be delineated by highly visible temporary construction fencing and shall be a minimum of 75 feet from non-raptor nests and 300 feet from raptor nests, unless a qualified biologist, in consultation with CDFW, determines that alternative buffers are required. Alternative buffers shall be established for special status non-raptor nests in consultation with CDFW.
    - In consultation with CDFW, monitoring of nest activity by a qualified biologist shall be required if the construction activity has potential to adversely affect the nest or nesting behavior of the bird.
    - No construction activity shall commence within the no-work buffer zone until a qualified biologist and CDFW confirm that the nest is no longer active (e.g., young have fledged).

BIO-6. The following shall be incorporated for bridge-nesting birds if construction of the new bicycle and pedestrian bridge parallel to existing Vallecito Road bridge occurs during the nesting season (February 1 to August 31):

- Remove all existing unoccupied nests and partial nests on the existing Vallecito Road bridge during the non-nesting season (September 1 to January 31) of the construction year.
- Exclusionary netting shall be installed around the undersides of the existing Vallecito Road bridge before February 1 of the construction year to prevent new nests from being formed.
- During the construction year, prior to construction, a qualified biologist shall monitor the Vallecito Road bridge during the active nesting season (February 1 to August 31) in order to determine the extent of nesting. If nesting is limited, a qualified biologist shall monitor construction activities adjacent to the existing bridge. Monitoring shall occur on a daily basis until all birds have fledged or it is determined that construction is not disturbing the nesting birds. If nesting is extensive, the following measure will be implemented.
  - Exclusionary netting shall be installed around the undersides of the existing bridge before February 1 of the construction year to prevent new nests from being formed.

b) Would the proposed project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?

As shown in Figures 4.3-2a through c, approximately 0.442 acres of montane riparian habitat would be permanently impacted due to the proposed project. Impacts include the removal of approximately 30 riparian trees, as well as understory shrubs and herbaceous species. The montane riparian habitat falls within the upper limits of waters of the State and the top of bank would be regulated by CDFW and the RWQCB (Dewberry | Drake Haglan 2021), thus the proposed project would obtain a Streambed Alteration Agreement (Section 1602 permit) from CDFW and a Waste Discharge Requirement (WDR) from the RWQCB. Implementation of Mitigation Measures BIO-7 and BIO-8 would reduce impacts to riparian habitat to less than significant.

Mitigation Measures

BIO-7. The following will be implemented prior to and during construction within and adjacent to riparian habitat.

- Prior ground disturbing activities above the ordinary high water mark and within the riparian area, the City will obtain the required permits for construction activities. The City will obtain a Streambed Alteration Agreement (Section 1602 permit) from CDFW and a Waste Discharge Requirement (WDR) from the RWQCB.
- Riparian habitat located in the vicinity of the project will be protected by installing high-visibility construction fencing. Fencing will be installed along the edge of construction areas, including temporary and permanent access roads, as determined by a qualified biologist. The location of fencing will be marked in the field with stakes and flags and shown on the construction drawings. The construction

specifications will contain clear language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: “This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment.” The signs will be clearly readable at a distance of 20 feet and will be maintained for the duration of construction activities in the area.

- Where riparian vegetation occurs along the edge of the construction easement, the City will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a qualified biologist and/or Certified Arborist.
- Replacement habitat shall be in accordance with the project’s Streambed Alteration Agreement (Section 1602 permit) and WDR consistent with the agencies’ no net loss habitat standards unless alternative standards have been adopted by the agencies prior to commencing construction. Replacement habitat may be through replanting or purchasing credits from an approved bank, or any combination of the two.
- A riparian revegetation plan shall be prepared for review and approval by CDFW in conjunction with securing the project’s Streambed Alteration Agreement (Section 1602 permit), if mitigation credits are not secured from an approved bank.
- A riparian revegetation plan will include, but is not limited to, plant salvage, seeds, and seedlings obtained from local native sources and irrigation. Vegetation shall have no less than 80 percent survival rate for a period of 5 years, unless otherwise approved by CDFW.

BIO-8. During final design, the project engineer will identify the size, location and types of non-riparian trees to be removed. Tree replacement shall be in accordance with Chapter 17.64 of the Angels Municipal Code.

c) Would the proposed project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

The proposed project would not involve any temporary or permanent modification or alteration of Angels Creek, as all work would be completed above the OHWM of Angels Creek. The proposed project improvements would be within CDFW and RWQCB jurisdiction from the top of bank to the edge of the riparian area. Potential indirect impacts from the proposed project could result from increased sedimentation rates if fine sediment is discharged into Angels Creek during construction activities, as well as from an accidental spill. Increased sedimentation may adversely affect water quality and channel substrate composition. Specific rates of sedimentation are dependent upon the duration, volume, and frequency at which sediments are contributed to the surface

water flow. Impacts to Angels Creek would be considered less than significant with the implementation of Mitigation Measure BIO-9.

Mitigation Measures

BIO-9. During construction, water quality will be protected by implementation of best management practices (BMPs) of the California Stormwater Quality Association (2016). BMPs designed to address water quality (and related special-status species) impacts are described below and will be finalized in consultation with the Project Engineer, City, RWQCB, and other appropriate agencies.

- The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction.
- Standard construction BMPs will be described in full in the project's SWPPP or Water Pollution Control Plan (WPCP). These BMPs will be implemented throughout the duration of construction. Appropriate erosion control measures will be used (including, but not limited to, straw wattles, filter fences, vegetative buffer strips, or other accepted equivalents) to reduce siltation and contaminated runoff from the project site. All erosion control materials, including straw wattles and erosion control blanket material, used on-site will be biodegradable. Use of erosion control containing plastic monofilament will not be allowed because wildlife may become entrapped in this material. Wattles shall be wrapped with 100 percent biodegradable materials like burlap, jute, or coir.
- Measures will be implemented during ground-disturbing activities to reduce erosion and sedimentation. These measures can include, but are not limited to, mulches, soil binders/ erosion control blankets, silt fencing, fiber rolls, and temporary berms.
- Existing vegetation will be protected, using temporary fencing or other equivalent protection devices to reduce erosion and sedimentation.
- Exposed soils will be covered by loose bulk materials or other materials, such as visqueen, to reduce erosion and runoff during rainfall events.
- Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities.
- All erosion control measures, and storm water control measures will be properly maintained until the site has returned to a pre-construction state.
- Protective fencing will be constructed around environmentally sensitive areas, habitats of special concern, and natural communities to prevent temporary or permanent impacts to these areas.
- All disturbed areas will be restored to pre-construction conditions or better and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.

- All construction materials will be hauled off-site after completion of construction activities.

d) Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Angels Creek provides a very limited movement corridor through the BSA as well as through the City. Although there is a mature riparian corridor surrounding Angels Creek, it is highly disturbed, surrounded by roadways and residential and commercial development. Based on this, the creek provides a low-quality migration or dispersal corridor for common species and is unlikely to support special-status species. In addition, these features would likely discourage the movement of many common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats to the north and south of the BSA. However, outside of the city limits, along Finnegan Lane, Angels Creek and the riparian corridor are relatively undisturbed. This portion of Angels Creek and the riparian corridor could allow for movement of common aquatic and terrestrial wildlife species dispersing back and forth between suitable habitats outside of city limits. The proposed project would not remove, degrade, or otherwise interfere substantially with the structure or function of these wildlife movement corridors, though some temporary disruption of wildlife movement would occur during the construction period. The proposed project would implement the following BMPs:

- Pipes or similar structures will be capped if stored overnight.
- Excavated holes and trenches will have escape ramps.
- Any open holes and trenches will be closed with plywood at the end of each workday.

Construction impacts are considered less than significant, and no mitigation is required.

During operation of the proposed project, the proposed project would provide a link in the regional active transportation network for non-vehicular travel. The proposed project could increase pedestrian and bicycle use in the area; however, the proximity of the proposed project to existing residential and commercial land use, existing roadways, and park facilities would not increase the potential to impact wildlife species or disrupt migratory corridors beyond what currently exists. Impacts from the operation of the proposed project would be less than significant.

e) Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree presentation policy or ordinance?

The City has an Oak Tree and Heritage Tree Preservation Ordinance. Trees subject to this ordinance include oak trees that are 9 inches or greater diameter at breast height (DBH) or any heritage trees that are 24 inches or greater DBH that include the following

species: manzanita (*Arctostaphylos manzanita*), ponderosa pine (*Pinus ponderosa*), Incense Cedar (*Calocedrus decurrens*), California buckeye (*Aesculus californica*), western redbud (*Cercis occidentalis*), arroyo willow (*Salix lasiolepsis*) (City of Angels 2022). The proposed project would remove approximately 30 trees. Of the 30 trees, 19 are oak trees and 6 are heritage trees, as defined by the City's Oak Tree and Heritage Tree Preservation Ordinance (Ordinance Number 462) (City of Angels 2022). Table 4.3-3 summarizes the trees that would be removed by the proposed project.

TABLE 4.3-3. PROPOSED PROJECT TREE REMOVAL

Common Name	Scientific Name	DBH Range (inches)[1]	Total Tree Number	Total Protected Oak Trees[2]	Total Heritage Trees[3]
White Alder	*Alnus rhombifolia*	8-12	4	N/A	0
Valley Oak	*Quercus lovata*	6-36	11	9	4
Interior Oak	*Quercus wislizenii*	6-52	8	6	2
Arroyo Willow	*Salix lasiolepis*	6-20	7	N/A	0
		Total Number	***30***	***15***	***6***

Survey conducted by Dewberry Biologists on November 22,2022.
[1] DBH = diameter at breast height, measured in inches
[2] City Tree Ordinance includes oak trees 9 inches or greater DBH
[3] City Tree Ordinance identifies heritage trees as 24 inches or greater DBH for the following species: madrone (*Arbutus menziesii*), manzanita (*Arctostaphylos manzanita*), ponderosa pine (*Pinus ponderosa*), Incense Cedar (*Calocedrus decurrens*), California buckeye (*Aesculus californica*), western redbud (*Cercis occidentalis*), arroyo willow (*Salix lasiolepsis*)

Trees and vegetation would be replanted upon completion of construction; replanting would be consistent with the City's Oak Tree and Heritage Tree Preservation Ordinance (Ordinance Number 462, Municipal Code Chapter 17.64). In addition, mitigation measures associated with biological resources, including Mitigation Measure BIO-7 and BIO-8, would be implemented to provide additional guidance regarding tree and vegetation replacement, including riparian trees not subject to the City's Oak Tree and Heritage Tree Preservation Ordinance. This impact is considered less than significant after the implementation of mitigation.

Mitigation Measures

Implement Mitigation Measures BIO-7 and BIO-8.

f) Would the proposed project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other local, regional, or state habitat conservation plan?

The City does not currently have a habitat conservation plan or natural community conservation plan in place, nor does Calaveras County. Therefore, the proposed project is not subject to an HCP or NCCP and would result in no impact.

4.3.3 References

City of Angels. 2022. Angels Camp Municipal Code. Current through Ordinance 523, passed on March 15, 2022. Online: https://www.codepublishing.com/CA/Angels/. Date Accessed: November 4, 2022.

City of Angels. 2009. Angels Camp 2020 General Plan Volume I. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: July 20, 2021.

City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: July 20, 2021.

Dewberry | Drake Haglan. 2021. Natural Environment Study for the Angels Creek Trail and Park and Ride Facility Project. October 2021.

4.4 Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Cultural Resources - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Information in this section is summarized from the Historic Properties Survey Report (HPSR) (PAR Environmental Services, Inc. [PAR] 2023c), which includes the Historic Resources Evaluation Report (HRER) (PAR 2023b), and the Archeological Survey Report (ASR) (PAR 2023a).

4.4.1 Setting

A cultural resource is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, State, and local regulations, including the CEQA and the National Historic Preservation Act of 1966 (NHPA). Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places (NRHP) are also considered eligible for listing in the California Register of Historical Resources (CRHR).

A cultural resource that is listed, or eligible for inclusion, in the CRHR is referred to as a historical resource. A resource may be eligible for inclusion in the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

CEQA Guidelines also require consideration of unique and non-unique archaeological resources, as defined in PRC §21083.2(g). In addition to meeting the criteria for listing in the CRHR, cultural resources must retain enough of their historic character or integrity to be a recognizable historical resource and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

Cultural and historical survey reports for this proposed project were prepared in compliance with CEQA, Caltrans and FHWA, NEPA, and the NHPA and include: HPSR (PAR 2023c), HRER (PAR 2023b), and ASR (PAR 2023a). Some information from these studies is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFR) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and thus, would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

Information in this chapter is summarized from the HRER for the Angels Creek Bicycle and Pedestrian Trail Project (PAR 2023b) and the ASR for the Angels Creek Bicycle and Pedestrian Trail Project (PAR 2023a).

Environment

Geologically, the proposed project is located in an area composed of the Calaveras Complex of Paleozoic age volcanic rocks. Much of the proposed project follows the upper terrace of Angels Creek with topography consisting of gentle slopes that range from 3 to 30 percent.

Surrounding vegetation is composed mostly of native and non-native annual and perennial understory associated with blue oak-foothill pine, montane riparian, and non-native grasslands (refer to Section 4.3, Biological Resources). Grasses and herbs such as Little Rattlesnake grass (*Briza minor*), Bermuda grass (*Cynodon dactylon*), Yellow Star Thistle (*Centaurea solstitialis*), as well as several species of oak (*Quercus*) dominate the floral landscape.

The area of potential effects (APE) primarily follows along Angel's Creek, apart from where Finnegan Lane splits course from the creek at the western end of the proposed project area. The creek's immediate vicinity retains some of the only Holocene-Pleistocene aged geologic units in the project, while the rest is composed of fill from historic use. The first terrace of Angels Creek has moderate sensitivity for prehistoric resources, while the APE as a whole has moderate sensitivity for buried historical resources.

History

Regional Prehistoric Context

The cultural chronology for the region was developed by synthesizing hydration rates, radiocarbon dates, projectile point typology, and archaeological assemblages obtained from over 100 archaeological excavations in North-Central Sierra Nevada (PAR 2023a and 2023b). In general, most data compiled from archaeological investigations reflect the "hard" remains of material cultural that endure in their biogeographic setting.

Artifacts dating to the **Early Archaic** (11,500-7,000 calibrated years before present [cal. BP]) have been identified at foothill sites in Calaveras County. The Skyrocket site, located in the foothills along the Stanislaus River, was radiocarbon dated to about 10,000 years ago and contained stemmed and leaf-shaped projectile points as well as a variety of stone milling equipment. Milling stones were an important technological implement that remains in the archaeological record in the Sierra foothills until the 19th century.

During the **Middle Archaic** (7,000-3,000 cal. BP) archeological deposits found at foothill sites show a preference for expediently-flaked tools used for pounding, chopping, scraping, and mulling with most stone tools manufactured of local materials. The majority of Middle Archaic sites identified in the central Sierra are from buried stratified archaeological deposits.

During the **Late Archaic** (3,000-1,100 cal. BP) the variable projectile dart point types persisted including Corner-notch, Contracting-stem, and Side-notched types. The use of obsidian to craft the dart points in the region increases while the use of local material decreases. An increase in plant processing equipment occurred during this period. Areas were more regularly occupied, instead of seasonal habitation. Shell bead types associated with this period include Olivella Tiny Saucer, Wall Disk, Full-Saddle, and several Split types. The Olivella Square-Saddle type emerged during the end of the Late Archaic, approximately 1,500 BP.

Recent Prehistoric I (1,100-610 cal. BP) projectile point types include Desert Side-notch, Cottonwood, and Contracting-stem dart and arrow points with an increase in the use of local workable stone. Olivella shell bead-type unique to this period include the Shelved Punched type.

Recent Prehistoric II (610-100 cal. BP) dates to the Protohistoric/Ethnographic period. Artifacts dating to this period include various Olivella shell bead types and the introduction of clam shell and glass beads. Desert side-notch, Cottonwood, and Contracting-stem projectile arrow points are also associated with this time period.

Regional Archaeological Investigations

The New Melones Reservoir Project, approximately five miles south of the proposed project APE, identified 295 prehistoric sites, 68 of which were excavated, resulting in the development of a local sequence of cultural phases, spanning nearly 10,000 years (PAR 2023a and 2023b). The cultural phases were defined in terms of land use settlement, subsistence, resource procurement, and technology. In the prehistoric

record, three phases reflect intensive occupation in the region— Clarks Flat (10,000-8,000 cal. BP), Sierra (3,000-1,500 cal. BP), and Horseshoe Bend (700-150 cal. BP). The Peoria Basin Phase (150-100 cal. BP) represents historic change of Central Sierra Miwok lifeways in the study area (PAR 2023a and 2023b).

Archaeological sites CA-CAL-1722/H, -2054, and -2055 are located less than 1 mile north of the proposed project APE, adjacent to Angels Creek and near an unnamed tributary of Angels Creek. Data recovery excavations by Far Western Anthropological Group for the Angels Camp Bypass of SR 4 produced flaked stone, ground or battered stone tools, beads, pendants, soapstone vessels, modified stone and modified bone that indicate occupation from the Middle Archaic to the Recent Prehistoric II (PAR 2023a and 2023b).

- CA-CAL-2054 produced a wide variety of artifacts and ecofacts that indicate 2,000 years of periodic occupation during dry seasons– from the Late Archaic to the Recent Prehistoric II periods. Notable artifacts included 86 notched slate tabulars which may have been used to prepare the sedge roots for making basketry.
- Sixty centimeters (2 feet) of sterile overburden cover the cultural deposits at CA-CAL-2055. The site's constituents indicate that it was a small winter camp, likely a family group, dating to the Middle to Late Archaic. Of note, 25 soapstone vessel fragments, mostly rim sherds, as well as 142 pieces of unmodified soapstone were recovered, suggesting that the vessels were manufactured at the site, rather than off-site or from trading.
- Fragments of human remains (no intact burials) were identified at CA-CAL-1722/H and -2054 and were returned to the project's Most Likely Descendant.

Ethnographic Context

The proposed project APE falls within the ethnographically delineated lands between the territories of the Plains and Northern Miwok, or Mi-Wuk, of California. Specifically, the APE is at the very eastern edge of Plains Mi-Wuk and the western edge of Northern Mi-Wuk. The Mi-Wuk are speakers of a language belonging to the Penutian superfamily of North American languages, a group of languages spoken widely through western North America. Lands historically occupied by Mi-Wuk speakers in the Sierra Nevada extended approximately from the Cosumnes River southward to the Fresno River.

The Northern and Plains Mi-Wuk territory extended into the hills and mountains of the Sierra Nevada. Their neighbors included the Southern Hill Nisenan on the north, the Washo and Eastern Mono to the east, the Foothill and Northern Valley Yokuts to the southeast and south, the Central Sierran Mi-Wuk to the east, and the Bay Mi-Wuk to the west.

Mi-Wuk society was a system of territorial groups composed of primary settlements inhabited by families, from whose ranks the group leaders tended to be drawn. Chieftaincy was typically hereditary, could pass from either the father or the mother, and could settle upon both men and women. The principal villages served as ceremonial centers and the large dance house – the *hang'e* or *hange* – was maintained at these villages for use during the important annual ceremonies.

Mi-Wuk subsistence is generally termed a “hunter-gatherer” economy, indicating the dependence of the Mi-Wuk upon the natural productivity of their land for food and critical materials. The Mi-Wuk practiced various means of landscape and plant management that enhanced or desirably shaped naturally occurring products. Some of the most common items listed as appearing in Mi-Wuk subsistence and economy include pine nuts (Bull Pine, Sugar Pine), acorn (various species of oak were used), deer, bear, rabbit, jackrabbit, hare, various birds, rodents, insects, fungi, buckeye, Indian potato, manzanita berries, and numerous greens. Among ceremonially important plants are wormwood, bay laurel, and mint (PAR 2023a).

During the aftermath of contact with the historical immigrants of the Gold Rush, Mi-Wuk society underwent tragic and massive changes. Disease and war diminished and displaced populations while ancestral lands were seized by foreign settlers, cutting off the Mi-Wuk from traditional villages and resources. Moreover, missionaries attempted to systematically erase cultural knowledge through “education”. By the turn of the nineteenth century, there was an estimated 90 percent reduction of the pre-Gold Rush Mi-Wuk population (PAR 2023a).

No known village sites are within the current project area. The nearest mapped village appears to be *Wüyü*, located approximately five miles to the southeast of Angles Camp. The village of *Wüyü* was possibly one of the largest Miwok villages along the Stanislaus River. It was destroyed and its inhabitants displaced during the Gold Rush, ultimately becoming the gold mining town of Melones. The town of Melones was eventually abandoned and is now inundated by the water of New Melones Reservoir.

Local History

Angels Camp is an historic gold mining town in the Mother Lode region of northern California. The original mining camp was named for Henry Angel, a merchant from Rhode Island who set up a trading post in 1848 that became a local supply center for the bustling mining activity nearby. The population at Angels Camp exploded as an influx of fortune seekers arrived after gold was found in Angels Creek and its local tributaries.

Gold-bearing quartz was also discovered in a lode that roughly paralleled current SR 49, leading to extensive hard rock mining by 1854. During the peak of the gold rush, nearly 4,000 miners worked the region around Angels Camp, until surface gold became exhausted, leaving the more labor-intensive hard rock mining. Mining continued on a smaller scale during the 1860s and 1870s. In the late 1880s, improved hard rock mining technology made underground mining potentially profitable, leading to a resurgence of activity.

The most productive, and arguably the most important mine in Angles Camp in terms of production and innovation, the Utica, began as the “Invincible” and was briefly owned by James G. Fair in the early 1860s. Fair sold the mine to James T. Boyd and Judge Delos Lake by 1865, after which it garnered its final moniker. The Utica reached its peak gold production in the middle of the 1890s, after being sold again to the Hobart Estate, who, along with Hayward and superintendent C.D. Lane, founded the Utica Mining Company

(UMC). The UMC's acquisition of claims throughout the Angels Camp mining district from purchases and partnerships, did not occur in earnest until the end of the 19th century.

The Utica was shut down in 1915; however, the UMC carried on intermittently until the middle of the 20th century with a few intermissions for the world wars. The Angels Camp mining district yielded roughly $30 million from 1850 to 1930, with $17 million coming from the Utica alone. Angels Camp was one of the most important early mining communities in the Mother Lode, and the Utica is largely credited for that accolade.

Tourism has long been a part of Angels Camp economy. In 1850, Henry Dowd opened the Mammoth Grove Hotel, providing hospitality services for guests visiting the spectacle of a large grove of ancient Sequoia trees. His hotel brought hundreds of visitors annually to the region, many of whom passed through Angels Camp. In 1950, 6,000 acres of forest on the Stanislaus River were dedicated as the Calaveras Big Trees State Park, creating an attraction for visitors with opportunities for camping, hiking and viewing the trees. Many of these visitors pass through Angels Camp, with some stopping at local stores and gas stations.

In 1865, the American writer Mark Twain stayed in a Calaveras County cabin on nearby Jackass Hill. In later years, he wrote the famous story, "The Celebrated Jumping Frog of Calaveras County," based on a tall tale overheard in a local hotel bar at what is now known as the Angels Hotel. Angels Camp seized the opportunity to celebrate the tale and lay claim to the story in 1928, when the Angels Camp Boosters Club held a jumping frog contest to commemorate the first paving of Main Street. It remains an important local tradition to this day, with the annual Calaveras County Fair and Jumping Frog Jubilee.

Record Search and Field Survey

Record Searches

A record search of the APE and a one-sixteenth-mile radius around the APE was conducted by staff at the California Historical Resources Information System (CHRIS) Central California Information Center (CCIC) on February 26, 2019 and October 19, 2020. The record searches identified two previously recorded resources within the APE (PAR 2023c).

A Sacred Lands File search with the Native American Heritage Commission (NAHC) was requested on April 1, 2020 and a response was received on April 3, 2020. The NAHC found no known resources in or near the proposed project site (PAR 2023c). Information regarding tribal cultural resources can be found in Section 4.14, Tribal Cultural Resources, of this IS/MND.

Field Survey

The field survey of the proposed project was conducted on April 27, 2021. During the survey, all visible areas were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or

ethnographic occupation of the area. No midden soil, archaeological features, cultural constituents, or artifacts were observed in the APE during the field survey or identified as part of the background research (PAR 2023a). Information regarding tribal cultural resources can be found in Section 4.15, Tribal Cultural Resources, of this IS/MND.

No prehistoric resources were recorded during the pedestrian survey. Three historical archaeological resources were recorded during the survey: 1) ACA-01 (concrete and local rock structure foundations), 2) ACA-03 (concrete-capped rock wall foundation, earthen pad with pushed piles of earth, and two concentrations of fragmented domestic and structural artifacts), 3) ACA-0i1 (unidentified structural fragment) (PAR 2023a, 2023b, and 2023c).

Four previously unrecorded architectural resources and a defined historic district were located within the proposed project APE. The Angels Camp Commercial Historic District includes 30 parcels located on either side of Main Street (SR 49) and was evaluated as part of a Community Development Block Grant Program in 2011 (PAR 2023b).

4.4.2 Discussion

a) Would the proposed project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Substantial adverse change in the significance of an historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance would be materially impaired.

Four previously unrecorded architectural resources and a defined historic district were located within the proposed project APE. The four previously unrecorded resources are located on Vallecito Road and include a storage yard at 1246 Booster Way, Tryon Park, Angels Creek Bridge, ACA-02 (retaining walls on Angels Creek near the bridge), and Utica Mine Assay and Over (ACA-03). The Booster Way resource has been recorded and evaluated for inclusion in the NRHP/CRHR and is recommended as not eligible for inclusion in the NRHP/CRHR. The Angels Creek Bridge was previously determined not eligible for inclusion in the HRHP/CRHR (PAR 2023b). The other resources are exempt from evaluation under *January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA) Attachment 4, and are therefore not considered historical resource pursuant to CEQA Guidelines §15064.5. Additionally, both the bridge and ACA-02 are considered non-contributing resources within the Angels Camp Commercial Historic District and the proposed project would have no impact (PAR 2023a, 2023b, and 2023c).

The Angels Camp Commercial Historic District includes 30 parcels located on either side of Main Street (SR 49) and was evaluated as part of a Community Development Block Grant Program in 2011. Construction activities within the historic district boundary

related to the proposed pedestrian/bicycle bridge over Angels Creek would be within approximately 40 feet from the nearest building (Angels Camp Trading Post [APN# 62-004-054]) on the north side of Main Street, near the intersection of Main Street (SR 49), Vallecito Road, and Finnegan Lane. This building is not listed as a contributor to the historic district but is located within the district boundary. Four buildings that are listed contributors to the Angels Camp Commercial Historic District (Lake's Hotel [APN# 62-004-030, Carley's Garage [APN# 60-012-013], Carley's Storage Garage [APN# 62-009-024, and Bazinett Hotel [APN# 60-012-011]) range from 118 to 200 feet from the proposed bridge location. None of these parcels are within the area of direct impact defined for the proposed project. Potential impacts to the Angels Camp Commercial Historic District from heavy equipment-use and pile driving during construction could result in physical destruction or damage to historic buildings through vibration. Damage to historic buildings would be considered a potentially significant impact; therefore, in order to ensure acceptable vibrational thresholds and protect contributing elements of the Angels Camp Commercial Historic District closest to the construction activity, Mitigation Measure CUL-1 through CUL-4 were developed to include vibrational monitoring.

With implementation of mitigation measures below, the proposed project would result in a less-than-significant impact on historical resources.

Mitigation Measures

CUL-1: Prior to construction, the City will incorporate specific construction methods recommended by Caltrans in its Transportation and Construction Vibration Guidance Manual into the project construction contract to protect historic buildings surrounding the intersection of Main Street (SR 49), Vallecito Road, and Finnegan Lane, including Angels Camp Trading Post [APN# 62-004-054], Lake's Hotel [APN# 62-004-030, Carley's Garage [APN# 60-012-013], Carley's Storage Garage [APN# 62-009-024, and Bazinett Hotel [APN# 60-012-011]. The selected construction methods will demonstrate that the construction will not exceed the Caltrans-identified risk of structural damage to historical buildings of 0.1 inch per second peak particle velocity (PPV), or other protective threshold as identified in the analysis. The project Plans, Specification and Estimates (PS&E) will include all required conditions and vibrational restrictions to avoid an adverse vibratory effect to historic buildings.

CUL-2: The requirements of vibration monitors and the selected construction methods identified in the PS&E package will be discussed with the Contractor and construction personnel during the preconstruction meeting by the Consulting Cultural Resource Specialist, and Resident Engineer or Project Manager (See also Biology, environmental awareness training described in BIO-2).

CUL-3: Prior to beginning any construction activity within the Angels Camp Historic District, the vibration monitors will be installed. The installation of the vibration monitors shall take place under the direction of the Resident Engineer, Project Manager, Consulting Cultural Resource Specialist, Contractor, and the City. The Contractor shall notify the Resident Engineer, the City, and the Consulting Cultural Resource Specialist ten (10) working days in advance of vibration monitor installation to allow the Consulting

Cultural Resource Specialist to monitor the vibration monitor installation. The vibration monitors shall be installed as a first order of work as described in the PS&E package.

CUL-4: When no longer required for the work, as determined by the Resident Engineer in consultation with the Project Manager, the City, and the Consulting Cultural Resources Specialist, the vibration monitors shall be removed by the Contractor. The Resident Engineer will inform the Project Manager and Consulting Cultural Resource Specialist when construction is completed.

b) Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The HPSR and ASR were completed in order to identify potentially significant archaeological resources in the project area (PAR 2023a and 2023c). As mentioned above, the record search by staff at the CCIC on February 26, 2018 and October 19, 2020 identified two previously recorded resources within the proposed project APE. One of these resources was destroyed during the construction of the Gold Cliff Golf Course and Country Club, and the other resource was found to be located outside of the proposed project APE during fieldwork (PAR 2023a and 2023c).

No prehistoric resources were recorded during the pedestrian survey. Three historical archaeological resources were recorded during the survey: 1) ACA-01 (concrete and local rock structure foundations), 2) ACA-03 (concrete-capped rock wall foundation, earthen pad with pushed piles of earth, and two concentrations of fragmented domestic and structural artifacts), 3) ACA-0i1 (unidentified structural fragment).

ACA-01 and ACA-0i1 are both exempt from evaluation under the *January 2014 First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA) Attachment 4. ACA-03 is located outside of the project area of direct impact and would not be impacted by project construction activities, thus it is considered exempt from evaluation under the Section 106 PA. Additionally, these historical sites would not be impacted by the proposed project and remain unevaluated for inclusion in the NRHP or CRHR.

Based on the background research, history of the area, field survey, the topography, soil profile, and the underlying landform, project area still has moderate sensitivity for buried historical remains. Therefore, despite the negative results of the archaeological survey, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources. With implementation of Mitigation Measure CUL-5, the proposed project would result in a less-than-significant impact on archaeological resources.

Mitigation Measures

CUL-5: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work will halt within a 100-foot radius of the discovery.

Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the qualified professional archaeologist determines that the find does not represent a cultural resource, work can resume immediately, and no agency notifications are required.
- If the qualified professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City. If the find is determined to be eligible for inclusion in the NRHP or CRHR, the City shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.
- If the find includes human remains, or remains that are potentially human, the qualified professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The qualified professional archaeologist shall notify the Calaveras County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.
- If the Calaveras County Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the CCIC; working with the City and County to provide an open space or conservation zoning designation or easement; or recording a reinternment document with the City, or County, in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

c) Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

No formal cemeteries or human remains were identified during the field investigation and no burial sites are likely to be encountered during construction activities. However, in the event of an unanticipated discovery of human remains, implementation of

Mitigation Measure CUL-5 would reduce this potential impact to less than significant. Therefore, the proposed project impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implement Mitigation Measure CUL-5.

4.4.3 References

PAR Environmental Services, Inc. (PAR) 2023a. Archaeological Survey Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

PAR Environmental Services, Inc. (PAR) 2023b. Historic Resources Evaluation Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

PAR Environmental Services, Inc. (PAR) 2023c. Historic Property Survey Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

4.5 Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy –Would the project:				
a) Results in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

4.5.1 Setting

In 1975, the California State Legislature adopted Assembly Bill (AB) 1575 in response to the oil crisis of the 1970s. Public Resources Code (PRC) Section 21100(b)(3) and CEQA Guidelines Appendices F and G require a description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. CEQA Guidelines Appendix F provides guidance for assessing potential impacts within Environmental Impact Reports (EIRs) that a project could have on energy supplies. Appendix G provides guidance related to energy resources within the context of the Initial Study (IS). Both aim to focus on conservation of energy by ensuring projects consider efficiency of energy use.

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals

(for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and in depletion of these renewable and nonrenewable resources. The proposed project site does not currently produce energy. The use of energy in the vicinity of the proposed project is currently caused by street lighting, residential and commercial land uses, and vehicles traveling along Vallecito Road, Main Street (SR 49), Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. Energy use in the vicinity of the proposed project is also caused by maintenance vehicles and crews conducting upkeep activities such as pavement overlay, restriping, bridge painting, and other such maintenance along roadways.

Pacific Gas & Electric Company (PG&E) provides electrical service to the City. In Calaveras County, the California Energy Commission (CEC) reported an annual electrical consumption of approximately 363 million kilowatt hours (kWh) in 2021, with approximately 128 million kWh for non-residential uses and approximately 234 million kWh for residential use (CEC 2022). The CEC does not provide data for the City. PG&E provides natural gas service to Calaveras County (Calaveras County 2019); however, the majority of the businesses and residences in the City use their own propane as most buildings do not have gas lines.

4.5.2 Discussion

a) Would the proposed project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Temporary increases in energy use may occur as traffic control and proposed lane closures during construction may increase travel time for the motor vehicle traffic on Vallecito Road, Main Street (SR 49), Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. These lane closures are considered to have a minimal effect on vehicle miles traveled (VMT) during project construction because the roadways would remain open, and no detours would be required. Energy in the form of gasoline and diesel fuel would be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers would commute to the construction site; however, workers are anticipated to commute from the nearby communities. Diesel equipment would be used during construction; however, compliance with federal, State, and local regulations (e.g., limit engine idling times, require the recycling of construction debris) would reduce short-term energy demand during the proposed project's construction. Standard best management practices (BMPs) would be implemented to limit idling times and require equipment to meet current standards as described in Section 4.2, Air Quality. These BMPs would also reduce excess energy consumption, as these BMPs allow the equipment to be more fuel efficient and does not waste fuel while idling. Therefore, the construction of the proposed project would not result in a wasteful or inefficient use of energy. Construction impacts are considered less than significant, and no mitigation would be required.

The proposed project would implement Phase I identified in the Angels Creek Master Plan and Trail, creating a connection opportunity for alternative modes of transportation

within the City. The proposed project would not result in new energy consumption because the proposed project would not require additional electrical facilities in order to operate. The proposed transit hub could result in the need for additional lighting; however, existing street lighting exists along Vallecito Road and the proposed project's transit hub would not result in the need for more than five lights. These lights would meet current energy standards and would not substantially increase the energy use within the proposed project site. In addition, the proposed project would not result in capacity increases for vehicles, increase Average Daily Travel (ADT) or VMT, or induce changes in the surrounding land uses, thus increased energy consumption would not occur. The proposed project would provide access for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project could potentially reduce ADT and VMT through conversion of some vehicular traffic to alternative modes of transportation. Therefore, the proposed project would not create new energy demand beyond the construction period. The proposed project would not require the creation of new energy sources. Impacts would be less than significant in this regard.

b) Would the proposed project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed project would implement phase I of the Angels Creek Master Plan and Trail. Construction of the proposed project would not increase the consumption of energy as discussed in question a, BMPs would be implemented to reduce impacts to energy use during construction. Therefore, the construction activities would not conflict with or obstruct State or local plans for renewable energy or energy efficiency.

Upon construction completion, the proposed project would provide access for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. As discussed under question a, the proposed project would not result in new demands on energy. The proposed project does not conflict with any local, State, or federal regulations regarding energy use, energy efficiency, or construction regulations. All BMPs would be implemented to reduce impacts to energy use during construction. The proposed project would have no impact.

4.5.3 References

Calaveras County. 2019. General Plan Environmental Impact Report. Online: https://planning.calaverasgov.us/General-Plan. Date Accessed: May 19, 2021.

California Energy Commission (CEC). 2022. Electrical Consumption by County. Online: https://ecdms.energy.ca.gov/elecbycounty.aspx. Date Accessed: November 17, 2022.

4.6 Geology and Soils

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Geology and Soils –Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

4.6.1 Setting

Geology and Seismicity

The proposed project lies within the Sierra Nevada geomorphic zone, also known as the Sierra Block. The Sierra Block is a tilted fault block nearly 400 miles long. The Sierra Block stretches from the Plumas County area in the north to the Kern County area in the south. Its eastern face is a high, rugged multiple scarp, contrasting with the gentle western slope that disappears under sediments of the Great Valley geomorphic zone. The proposed project lies in the geologic map unit mv (metavolcanic rock). This unit includes latite, dacite, tuff, and greenstone; commonly schistose (CGS 2022b).

The potential for seismic ground shaking in California is expected. As a result, the State requires special design considerations for all structural improvements in accordance

with the seismic design provisions in the California Building Code. Seismic hazards within Calaveras County include potential ground rupture, ground shaking, and ground failure during earthquakes (City of Angels 2009). The proposed project site is not located in an Alquist-Priolo Fault Zone.

The fault system closest to the proposed project, beginning immediately west of the southern end of the proposed project site is the Foothills Fault System, which includes the Bear Mountain Fault Zone and the Melones Fault Zone (City of Angels 2009; Calaveras County 2019; CGS 2022a). The Melones Fault Zone is located immediately west of the proposed project site, and the Bear Mountain Fault Zone is farther west. East of the proposed project site, between the City and Arnold, is the Calaveras Shoo Fly Thrust Fault (CGS 2022a). The Foothills Fault System contains several faults within 11 miles of the proposed project. The faults within the system are Late Quaternary and include the following: Rawhide Flat East Fault and the Rawhide Flat West Fault (7 miles south of the proposed project); Bowie Flat Fault (8 miles southwest of the proposed project); Poorman Gulch Fault (10.5 miles northwest of the proposed project); and Haupt Creek Fault (11 miles northwest of the proposed project) (CGS 2015).

Soils

Soils within the City generally range between 12 and 100 inches deep, are well drained, display moderately slow to moderately rapid permeability, and have a slight to moderate erosion hazard. The potential for erosion of soils increases with the steepness of a slope. Generally, slopes in excess of 30% present a high potential for slope failure/erosion.

Soils in the proposed project area generally consist of sandy silt with gravel, and are not listed as hydric or as having hydric inclusions. Within the proposed project site and immediate vicinity, slopes of 30% or greater are located along the banks of Angels Creek. Table 4.6-1 summarizes the Natural Resource Conservation Center (NRCS) classified soils in the proposed project area.

Table 4.6-1. Soil Types Within the Proposed Project Area

Map Unit Symbol	Map Unit Name	Source Material	Drainage	Slopes	Acres in Project Area	Percent of Project Area
7074	Loafercreek-Bonanza complex	Colluvium over residuum derived from metavolcanics; Residuum weathered from metavolcanics	Well drained	3-15%	1.7	13.8%
7086	Loafercreek-Gopheridge complex	Colluvium over residuum derived from metavolcanics; Colluvium over residuum derived from metavolcanics	Well drained	15-30%	0.3	2.7%
8110	Cumulic Humixerepts-Riverwash complex	Mixed alluvium	Well drained	0-8%	1.6	13.6%
9015	Urban land-Loafercreek-Dunstone complex	Colluvium over residuum derived from metavolcanics; Residuum weathered from metavolcanics	Well drained	3-15%	8.4	69.9%

Source: NRCS 2022

Paleontology

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, State, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have the potential to yield significant fossiliferous deposits. The paleontological importance of an area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off a rock unit's potential for having significant paleontological resources, the following standard assessments are applied:

- *High Potential.* Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.
- *Low Potential.* Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.
- *No Potential.* Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.
- *Undetermined Potential.* Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently studied or lacks good exposures to warrant a definitive rating (Society of Vertebrate Paleontology 2010).

The University of California Museum of Paleontology (UCMP) identified 190 paleontological specimens and 31 paleontological localities within Calaveras County (UCMP 2021). The specimens identified are from the Cenozoic Era, with 188 from the Quaternary Period and Pleistocene Epoch, and 2 from the Tertiary Period (one from the Oligocene Epoch and one from the Miocene Epoch). Geologic conditions in the proposed project site generally consist of residual soil overlying weathered bedrock comprised of metamorphic rock identified as the Calaveras Complex. This complex is the younger of two Paleozoic metamorphic complexes that lie east of Melones Fault Zone (Dewberry | Drake Haglan 2021; PAR 2023a). Available evidence (fossils and stratigraphic) suggests Calaveras Complex formed between Carboniferous to Permian and Early Jurassic time (Dewberry | Drake Haglan 2021; PAR 2023a). As mentioned above, the proposed project is within the geologic map unit mv (metavolcanic rock), which is pre-Cenozoic Era. The proposed project site can be divided into four lithologic units: volcanic, argillite, chert, and quartzite units.

4.6.2 Discussion

a) i-iv: Would the proposed project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides?

Seismic Rupture, Shaking, or Failure

The proposed project is not located within an Alquist-Priolo Fault-Rupture Hazard Zone and is not located on a known fault; therefore, fault rupture would not occur within the proposed project site.

The nearest fault to the proposed project area is located approximately seven miles south, the Rawhide Flat East Fault and the Rawhide Flat West Fault. Due to the location of the City in relation to the fault systems nearby, moderate earthquakes are more likely to occur than devastating earthquakes (City of Angels 2009). The potential for seismic ground shaking is expected in the State of California. The proposed project would

comply with seismic design provisions in the California Building Standards Code to reduce seismic ground shaking impacts. The proposed project would introduce construction workers to the site; however, it is anticipated that these workers would come from the City and surround areas. Therefore, construction of the proposed project would not increase the number of people exposed to seismic events. Upon construction completion, the proposed project would provide Class I and Class III facilities and a transit hub. These facilities are planned for in the City General Plan and the Angels Creek Master Plan and Trail. Therefore, the proposed project would not increase the risk of loss, injury, or death beyond what already exists. Impacts would be less than significant.

Liquefaction or Landslide

Ground shaking can result in liquefaction, lateral spreading, lurching and differential settlement, and landslides which may occur in unconsolidated, fine grained, water-saturated sediments typically found in valleys. The proposed project site is underlain by well drained soils and groundwater depth is such that the potential for liquefaction is low. In addition, Calaveras County is not considered to be at risk from liquefaction hazards (Calaveras County 2019). Within the proposed project area, steep slopes occur at the banks of Angels Creek. The banks of Angels Creek could slide into the creek bed; however, these slides would not be large in nature and would not result in risk of loss, injury, or death beyond what already exists along the creek. No other areas within or adjacent to the proposed project site have slopes that could result in landslides. Therefore, the proposed project would not increase the risk of loss, injury, or death beyond what already exists regarding liquefaction and landslides in the City beyond what currently exists. Impacts would be less than significant.

b) Would the proposed project result in substantial soil erosion or the loss of topsoil?

The soils within the proposed project area have a soil-erodibility factor (K factor) of 0.32, which means that the soils are moderately susceptible to erosion (Dewberry | Drake Haglan 2021). Construction of the proposed project has the potential to expose bare soil. Construction activities including excavating, removing trees and vegetation, cutting/filling, and grading could result in increased erosion. Additionally, the use of large construction equipment may compress soil within staging areas, which could lead to an increase in erosion. The proposed project would comply with City, RWQCB, and CDFW rules, regulations, and requirements. The proposed project would implement BMPs pertaining to erosion control prevention. BMPs could include the use of temporary large sediment barriers and fiber rolls to prevent the loss of topsoil. The proposed project would develop a Stormwater Pollution Prevention Plan (SWPPP). The proposed project SWPPP would comply with the National Pollutant Discharge Elimination System (NPDES) General Construction permit. Any temporary construction areas would be revegetated, as required through Mitigation Measures BIO-5, BIO-7, and BIO-8.

Upon construction completion, the proposed project would include paved Class I facilities at the northeast and southwest ends of the proposed project, a Class III bicycle

facility, and a transit hub. The operation of the proposed project would not increase the potential for erosion or loss of topsoil beyond what currently exists in the City.

Based on adherence to, and implementation of, permitting requirements, building/grading standards, site-specific BMPs, and mitigation measures, the proposed project would result in less than significant impacts to erosion during construction. In addition, the proposed project operations would not result in the loss of topsoil and substantial erosion during operations. Refer to Section 4.10, Hydrology and Water Quality, for more detail.

Mitigation Measures
Implement Mitigation Measure BIO-5, BIO-7, and BIO-8.

c) Would the proposed project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

As stated above, the proposed project site is underlain by the geologic map unit mv (metavolcanic rock) and contains well drained soils. The area surrounding the proposed project includes developed lands with both structures (residential and commercial) as well as roadways and sidewalks. The proposed project site is generally stable in nature. The proposed project would connect neighborhoods within the City with Class I and Class III facilities. In addition, the proposed project would provide a transit hub on Vallecito Road. The construction of the proposed project would not result in a geologic unit or soil becoming unstable as a result of implementing the proposed project. The proposed project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. These impacts are less than significant.

d) Would the proposed project be located on expansive soil, creating substantial direct or indirect risks to life or property?

The extent of shrinking and swelling is influenced by the environment, such as the extent of wet or dry cycles, and by the amount of clay in the soil. This physical change in the soils can react unfavorably with building foundations, concrete walkways, swimming pools, roadways, and masonry walls. The proposed project site contains soils that are generally sandy silt and gravel; therefore, they have low expansive potential. The proposed project is within an area of existing roadways and structures (buildings and bridges over Angels Creek); thus, it would not increase the risk of life or property beyond what already existing. This impact is considered less than significant. No mitigation is required.

e) Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems?

The proposed project would construct Class I and Class III facilities, and a transit hub. No water or wastewater systems would be included as part of the proposed project. The

proposed project does not involve the construction of septic tanks or alternative wastewater disposal systems. The proposed project would have no impact.

f) Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As discussed above, geologic conditions in the proposed project site generally consist of residual soil overlying weathered bedrock comprised of metamorphic rock identified as the Calaveras Complex (Dewberry | Drake Haglan 2021; PAR 2023a). There are 190 known paleontological specimens and 31 paleontological localities within Calaveras County (UCMPS 2021). The proposed project area is generally within an urban setting with highly disturbed areas such as residential and commercial areas, roadways, and sidewalks. The subsurface material is heavily disturbed due to the area's history of surface and hard rock mining activities. Thus, the presence of unique geologic features within the proposed project are not anticipated. There is always a possibility of inadvertent discovery of fossils and or other artifacts during grading and deep excavation construction activities. For these reasons, this impact is considered potentially significant. Therefore, Mitigation Measure GEO-1 would reduce impacts to less than significant if unknown paleontological resources are encountered during construction.

Mitigation Measures

GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The project contractor or City shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City, based on the resources identified, will be implemented before construction activities can resume at the site where the paleontological resources were discovered.

4.6.3 References

Calaveras County. 2019. General Plan Environmental Impact Report. Online: https://planning.calaverasgov.us/General-Plan. Date Accessed: May 19, 2021.

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Natural Resources Conservation Service (NRCS). 2022. Custom Soil Resource Report for Central Sierra Foothills Area, California, Parts of Calaveras and Tuolumne Counties: Angels Creek Trail. Date Accessed: November 18, 2022.

PAR Environmental Services, Inc. (PAR). 2023a. Archaeological Survey Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

University of California Museum of Paleontology Specimens (UCMPS). 2021. Online: https://ucmpdb.berkeley.edu/cgi-bin/ucmp_query2. Date Accessed: June 1, 2021.

4.7 Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Greenhouse Gas Emissions –Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.7.1 Setting

Parts of the earth's atmosphere acts as an insulation "blanket" for the planet. This "blanket" of various gases traps solar energy, which keeps the global average temperature in a range suitable for life. The collection of atmospheric gases that comprise this "blanket" are called greenhouse gases (GHGs) based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), N_2O, ozone (O_3), and chlorofluorocarbons

(CFCs), act as effective global insulators, reflecting visible light and infrared radiation back to earth. California law defines GHGs to include the following: CO_2, CH_4, N_2O, CFCs, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (Health and Safety Code, Section 38 505(g)). GHG emissions are typically measured in terms of pounds or tons of carbon dioxide equivalents (CO_2e). The common unit of measurement for CO_2e is metric tons ($MTCO_2e$).

GHGs are vital to life on earth; however, increasing GHG concentrations are warming the planet. In general, CH_4 has 21 times the warming potential of CO_2 and N_2O has 310 times the warming potential of CO_2. As the average temperature of the earth increases, weather may be affected, including changes in precipitation patterns, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as increased intensity in low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32), which set a goal for the State to reduce GHG emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board (CARB), among other State agencies, has enacted regulation in order to achieve these targets. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. California's primary legislation for reducing greenhouse gas emission is the California Global Warming Solutions Act (Assembly Bill [AB] 32).

The CCAPCD permits and inspects stationary sources of air pollution. Stationary sources subject to CCAPCD regulation include gasoline dispensing facilities (gas stations), rock quarries, paint spray booths, and diesel generators greater than 50 break horsepower. The CCAPCD disseminates burn day information from the CARB and issues burn permits for areas greater than five acres. The CCAPCD has not adopted thresholds of significance for the analysis of GHG emissions related to implementation of a proposed project. However, it states that if a plan results in annual per capita emissions of no more than 6 $MTCO_2e$ by the year 2030 and no more than 2 $MTCO_2e$ by the year 2050, the proposed plan would be considered in compliance with all adopted State requirements for the reduction of GHG emissions (Calaveras County 2019).

4.7.2 Discussion

a) Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Temporary impacts resulting from the proposed project on GHG emissions would be construction related. During project construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. Exhaust emissions

from onsite construction activities would vary daily as construction activity levels change.

Under the guidance of the City and Caltrans, construction emissions were modelled using the Road Construction Emissions Model (RCEM), Version 9.0.0, which was developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD); refer to Section 4.2, Air Quality, above for further discussion on the RCEM modeling. For the purpose of this analysis, it was assumed that proposed project construction would last 8 months, the total project area would be approximately 12.12 acres, and the maximum area disturbed/day would be approximately 12.12 acres.

As summarized in Table 4.3-4, Proposed Project Construction Emissions Predictions (Section 4.2, Air Quality), the proposed project would result in 20,983.82 pounds per day (lbs/day) of CO2e, totaling 1,239.48 MTCO2e over the 8-month construction period (refer to Appendix B). The CCAPCD does not have specific thresholds for GHG emissions from construction. The proposed project would implement best management practices (BMPs) as outlined in Section 4.2, Air Quality, that would further minimize construction emissions generated from diesel engines. The use of construction equipment would be temporary and would cease upon construction completion. Therefore, construction-related impacts would be less than significant.

The proposed project includes new Class I and Class III facilities and a transit hub on Vallecito Road. The proposed project would not increase capacity along Vallecito Road, Main Street (SR 49), Finnegan Lane, or Angel Oaks/Greenhorn Creek Road. The proposed project would provide a link in the regional active transportation network to encourage non-vehicular travel.

The County General Plan states that if a project results in annual per capita emissions of no more than 6 $MTCO_2e$ by the year 2030 and no more than 2 $MTCO_2e$ by the year 2050, the proposed project would be considered in compliance with all adopted State requirements for the reduction of GHG emissions. The proposed project would provide a link in the regional active transportation network to encourage non-vehicular travel and would not emit GHGs during operation. Therefore, the proposed project would not exceed the annual per capita emissions identified by Calaveras County. The proposed project would not exceed the State requirements for GHG emissions. Therefore, the operations of the proposed project would be similar to existing conditions. The proposed project would not create any new demand for energy, significantly alter any surrounding land use, or create any other permanent source of GHG emissions. GHG impacts associated with the proposed project operations are less than significant.

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

As discussed in Section 4.2, Air Quality, above, the proposed project would not increase automobile capacity or create other permanent new sources of GHG emissions. The proposed project would construct new Class I and Class III facilities and a transit hub on

Vallecito Road. The primary source of GHG emissions would occur during construction of the proposed project. The GHG construction emissions, as summarized in Table 4.2-4, and discussed in question a, above, would result in a maximum of 20,983.82 lbs/day of CO_2e, totaling 1,239.48 $MTCO_2e$ over the 8-month construction period. The proposed project would implement applicable construction BMPs and CCAPCD-specific requirements. This would further minimize construction-related emissions. Therefore, the proposed project would not conflict with identified plans adopted for the reduction of GHG emissions. Impacts are less than significant.

Upon construction completion, the proposed project would improve pedestrian and bicyclist safety and interconnectivity within the City, allowing for alternate modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would enhance bicycle and pedestrian access, which is consistent with the City General Plan Policy 9.A.3[4] and Implementation Program 9.A.g[5] (City of Angels 2009). The proposed project would also implement the Angels Creek Trail Master Plan. The proposed project would not conflict with or obstruct implementation of the City General Plan or County General Plan air quality or GHG goals and policies. Operations would not result in new sources of GHG emissions over time. Therefore, the proposed project's long-term operational impacts would be less than significant.

4.7.3 References

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City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: July 20, 2021.

[4] Policy 9.A.3. Encourage and promote the development of walkable communities that incorporate the use of non-motorized methods of transportation, reduce traffic congestion, and reduce vehicle trips.
[5] Implementation Measure 9.A.g. Implement the City's Low-Impact Modes of Transportation Plan.

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4.8 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Hazards and Hazardous Materials –Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☒	☐	☐

4.8.1 Setting

Information in this chapter is summarized from the Initial Site Assessment (ISA) prepared for the proposed project by WRECO (WRECO 2021).

Project Site Conditions

The proposed project site is relatively flat and generally follows the north-south alignment of Angels Creek, north of Main Street (SR 49), and the northeast-southwest alignment of Finnegan Lane, south of Main Street (SR 49). The subsurface conditions in the vicinity of the proposed project area consists of sandy fill material and sandy silt that grades to weathered schist at a depth of approximately 7 feet below ground surface

(bgs). Depth to groundwater in the vicinity of the proposed project ranges from 50 to 170 feet bgs; however, shallow groundwater (4- 17 feet bgs) occurs in areas closer to Angels Creek (WRECO 2021).

Naturally Occurring Asbestos (NOA) can occur in serpentine rock and its parent material, ultramafic rock, both of which are abundant in the Sierra Nevada foothills. NOA has been identified in the southwestern portion of Calaveras County and ultramafic rocks have been generally mapped along the eastern side of the Sierra Nevada Foothills. NOA has been mapped approximately 5.6 miles southwest of the proposed project site (WRECO 2021).

Site Reconnaissance

Site reconnaissance was conducted on September 30 and December 10, 2020. The proposed project site was surveyed, and photographs were taken of specific features within and adjacent to the proposed project site. The following potential recognized environmental conditions (RECs) were identified from the site reconnaissance and database review (WRECO 2021):

- Potential for aerially deposited lead (ADL) in exposed soil along Vallecito Road and Main Street (SR 49) from historical vehicle emissions during the leaded gasoline era;
- Potential polychlorinated biphenyls (PCB) from utility poles with mounted transformers along Vallecito Road and Finnegan Lane, and treated wood contains metals and polyaromatic hydrocarbons (PAH), along the proposed project alignment;
- Potential heavy metals (cyanide and arsenic) from mining industries in the north segment of the proposed project area along Vallecito Road and in the south segment of the proposed project area along Finnegan Lane; and
- Potential petroleum hydrocarbons (total petroleum hydrocarbons as gasoline [TPHg], diesel [TPHd], and motor oil [TPHmo]); and benzene, toluene, ethylbenzene, and xylenes (BTEX) near the intersection of Main Street (SR 49) and Finnegan Lane; and metals west of Vallecito Road from GeoTracker and Envirostor database review.

Historical Use Information

The ISA reviewed information related to the historical use of this property and surrounding area was obtained from a review of aerial photographs, historical topographic maps, fire insurance maps, and city directory (WRECO 2021).

Aerial Photographs

Aerial photographs of the proposed project area and surrounding area were reviewed. Between 1945 and 1959 the area experienced increases in residential/commercial development along Main Street (SR 49). Expansion of Bret Harte Union High School, more housing development, and construction of a Pacific Gas and Electric (PG&E) station was done between 1969 and 1984. By 1998, Greenhorn Creek Golf Course and Road had been developed, and Bret Harte Union High School was expanded. The Bret

Harte Union High School's baseball field expansion and residential property development west of Murphy's Grade Road began around 2006. By 2009, the baseball field expansion was completed, SR 4 was expanded, and the SR 4 Bypass was built (WRECO 2021).

Historical Topographic Maps

A collection of public and private topographic maps was reviewed. Railroad tracks were built between 1897 and 1902. By 1948, the railroad is no longer shown, but large clusters of buildings along roadways and several labelled mines are shown in the map. The mines include Calaveras Central Mine, Angels Mine, Sultana Mine, Lightner Mine, Utica Mine, and Gold Cliff Mine. Between 1948 and 1973, SR 4, SR 49, and Main Street are labelled, an aqueduct extending from the City to a reservoir up north was built, and additional buildings have been developed along Main Street (SR 49). By 2012, the proposed project area appears mostly the same, besides the addition of multiple roads and road labels, the addition of three cemeteries, and the addition of the SR 4 Bypass (WRECO 2021).

Sanborn Fire Insurance Maps

Sanborn fire insurance maps (Sanborn Maps) were reviewed as part of the ISA (WRECO 2021). In 1890, the map showed seven 2-inch fire hydrants along Main Street, seven fire hydrants along Bush Street, and a 6-inch water pipe along Main Street. By 1895, additional fire hydrants have been added to Main Street and Bush Street. A 3-inch water pipeline parallel to Bush Street has been added that connects to the water pipeline along Main Street. Buildings/properties were constructed throughout town, a bridge was built over Angels Creek, a commercial dining room/hotel was constructed on Main Street, Bryan's Livery and Feed and Masonic Hall buildings were expanded, and the water pipeline running perpendicular to Bush Street was removed around 1898. By 1905, more buildings/properties were developed on Main Street and Bush Street, the Angels Opera was constructed where the drug store, gas station, and grocery store used to be. In addition, fire hydrants are added to South Main Street and the water pipeline along Mainstreet now continues on to South Main Street and is expanded to a 9-inch water pipeline. Between 1905 and 1929, an 8-inch water pipeline was added parallel to Office Street (now Utica Lane), fire hydrants are placed over 150 feet from each other, and the Mill building was demolished/removed from the map (WRECO 2021).

City Directory Review

The Haines Criss-Cross Directory and the EDR Digital Archive were researched for the years 1975 to 2017 as part of the ISA (WRECO 2021). The review found a number of historical city directory records, all of which were located on Vallecito Road or South Main Street (SR 49).

Records Review

WRECO reviewed the California State Water Resources Control Board's (SWRCB) GeoTracker database, the Department of Toxic Substances Control's (DTSC) EnviroStor database, Mining Database, and the EDR databases and historic maps for

information relevant to the potential presence of pollution in the proposed project area (WRECO 2021). A summary of the findings of the records review is provided below.

- The online GeoTracker database identified 12 records for individual locations within a one-mile radius of the proposed project that coincide with some of the sites identified in the EDR data base. According to the SWRCB, there are no known hazardous materials or hazardous waste sites in proximity to the proposed project area.
- The online EnviroStor database listed one site, Brown-Utica Mine, within a one-mile radius of the proposed project area. The Brown-Utica Mine is a former gold and silver hard-rock mine that consists of approximately 10.5 acres of residential and commercially developed land within the downtown historic portions of the City.
- Angels Camp was one of the earliest mining communities along the Mother Lode region of California. The Mining Database found three mines located within the proposed project area, which include Brown and Drake Properties and Utica Mine. Data was reviewed from California Geologic Energy Management Division (CalGEM), formerly Division of Oil, Gas, and Geothermal Resources (DOGGR) for any nearby oil/gas fields and/or wells (WRECO 2021). There were no oil/gas fields mapped within three miles of the proposed project site.
- The EDR database listings were reviewed for properties located within a one-mile radius of the proposed project area. The proposed project area was not listed in any of the federal, state, and local databases searched by EDR. Multiple federal and state agency database listings were identified within the ASTM-specified search distances from the Project area. A total of 179 sites were plotted in the EDR Database, with 158 sites located within a 0.125-mile radius from the proposed project site.

4.8.2 Discussion

a) Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the proposed project would potentially require the use of various types and quantities of hazardous materials. Hazardous materials that are typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although, equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with the manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, if accidental, of hazardous materials into the environment is regulated through existing federal, State, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, State, and local laws, including California OSHA (CalOSHA) requirements. Implementation of construction BMPs, compliance with vehicle

manufacturer's specifications, and compliance with applicable regulations would result in impacts that are less than significant.

The proposed project would construct Class I and Class III facilities and a transit hub. The proposed project would be used for bicycle and pedestrian traffic and would provide a safe route for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials. There would be no increased likelihood of the "routine" transport, use, or disposal of hazardous materials once the proposed project is complete. Impacts are less than significant.

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

Construction Impacts

Construction of the proposed project could result in the disturbance of hazardous materials.

Aerially Deposited Lead (ADL)

There is potential for elevated levels of ADL in exposed soil from historical vehicle emissions because leaded gasoline was used through the 1970s. The shoulders of roadways such as Vallecito Road, Main Street (SR 49), and Finnegan Lane may contain ADL. Implementation of Mitigation Measure HAZ-1 and HAZ-2 would reduce impacts to less than significant levels.

Polychlorinated biphenyls (PCB) and Treated Wood Waste (TWW)

There are potential PCBs in pole-mounted electrical transformers near the proposed project site along Vallecito Road and Finnegan Lane. Utility poles are known to be treated with various chemicals including metals (e.g., arsenic, chromium, copper) and polycyclic aromatic hydrocarbons (PAHs) (e.g., creosote and pentachlorophenol) which are known to be toxic or carcinogenic. If utility poles are to be removed or relocated, the poles would be considered TWW, and would need to be managed as hazardous waste. The proposed project would not result in the need to relocate these utilities; however, there is the potential that the utilities would need to be adjusted to conform to the new grade and/or alignment of the proposed project. Implementation of Mitigation Measures HAZ-1 and HAZ-3 would reduce impacts to less than significant in the case of any utility relocation.

Heavy Metals

The proposed project site has the potential to contain heavy metals, cyanide and arsenic, from historic gold and silver mining industries. These metals could be encountered during ground disturbing activities. The area between Kurt Drive and Main Street (SR 49), and the area connecting Finnegan Land with Angel Oaks/Greenhorn Creek have the greatest potential. Ground disturbing activities during construction would result in the disturbance of soils that contain these heavy metals. Implementation of

Mitigation Measures HAZ-1 and HAZ-2 would reduce the impacts to less than significant levels.

Operational Impacts

The proposed project would not change the use of any surrounding roadways, nor would it increase the number of vehicles using the roadway. The proposed project would be used for bicycle and pedestrian traffic and would provide a safe route for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. Operations of the proposed project would not be used by motor vehicles that often carry hazardous material. The potential for release of hazardous materials into the environment would be similar to existing conditions and impacts would be less than significant.

Mitigation Measures

HAZ-1: *Asbestos and Lead Containing Materials.* A California-licensed abatement contractor will conduct a survey for lead containing materials prior to construction activities (including and demolition of concrete or asphalt elements). The contractor will submit a National Emission Standard for Hazardous Air Pollutants (NESHAP) notification. Per Section 14-9.02 of the asbestos NESHAP regulation, all “demolition activity” requires written notification even if there is no asbestos present. This notification should be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity. If lead containing materials are found, the following will be required:

- Building materials associated with paint on structures, and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with SSP 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially-deposited lead: SSP 7-1.02K (6)(j)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the Project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with SSP 14-11.12.

HAZ-2: *Aerially Deposited Lead and Other Heavy Metals.* The following actions are recommended for handling and disposal of soils that contain an elevated level of ADL or other heavy metals prior to ground disturbing activities:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead and

other heavy metals. Representative samples of exposed shallow soils shall be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.

- If hazardous levels of aerially deposited lead or other heavy metals are found in the soils at the project site, the following will be required:
  - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially-deposited lead or other heavy metals shall be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, CDFW permit requirements for contaminated soil, and all requirements of the applicable Air Quality Management District and/or the Air Pollution Control District.
  - Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially-deposited lead or other heavy metals shall be performed in compliance with the Soil Management Agreement for Aerially-deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substance Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project.

HAZ-3: *Treated Wood.* The timber associated with utility poles with mounted transformers or containing metals and polyaromatic hydrocarbons (PAH) will be removed and disposed at a Regional Water Quality Control Board certified TWW landfill.

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

The proposed project is not located within 0.25 miles of a school. The nearest schools include Mark Twain Elementary School located at 646 Stanislaus Avenue, approximately 3,800 feet northwest of the proposed project site and Bret Harte Union High School located at 364 Murphys Grade Road, approximately 4,500 feet northwest of the proposed project site. Construction activities would not emit hazardous emissions that would impact these schools. Upon construction completion, the proposed project would provide and safe option for alternative transportation and would not emit or use hazardous materials. Therefore, there is no impact in this regard.

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

The proposed project is not located on a site included in the Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5. Two ENVIROSTOR sites occur within approximately one mile of the proposed project

(WRECO 2021); however, these sites are not anticipated to have contaminated the soils or groundwater of the proposed project site (WRECO 2021). Therefore, the proposed project would have no impact.

e) Would the proposed project 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?

The nearest airport to the proposed project area is the Columbia Airport, located in Tuolumne County approximately 7.5 miles southeast of the proposed project site. Within Calaveras County, the nearest airport is the Calaveras County Airport/Maury Rasmussen Field, located approximately 7.75 miles northwest of the proposed project site. The proposed project is not located within an airport land use plan. Construction and operation of the proposed project would not result in a safety hazard or excessive noise for people residing or working within an airport land use plan or within two miles of an airport. No impact would occur as a result of the proposed project.

f) Would the proposed project Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

During construction, no roadway closures are anticipated and access to properties and roadways adjacent to the proposed project site would be maintained throughout construction. Lane closures would be required along Vallecito Road, Main Street (SR 49), Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. These lane closures would be temporary in nature and would take place during work hours. Traffic control would be required during construction and lane closures. These temporary lane closures have the potential to temporarily disrupt operations of the Angels Camp Fire Department (ACFD) station located at 1404 Vallecito Road and traffic patterns in the proposed project area. The proposed project would be coordinated with the ACFD, Angels Camp Police Department, and other law enforcement or emergency service providers within the area. Vallecito Road serves as a major access roadway for emergency medical and police response for the eastern portions of the City. Emergency access at the proposed project site and along all roadways within the proposed project area would be maintained at all times, and implementation of Mitigation Measure PUB-1 would ensure that the proposed project would minimize potential impacts to emergency access within the proposed project area. In addition, Mitigation Measure PUB-1 would ensure that the proposed project would not impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant with the implementation of mitigation.

The proposed project would construct Class I and Class III facilities, and a transit hub facility. The proposed project would provide a safe route for active modes of transportation between the Greenhorn subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would not increase capacity along any of the adjacent roadways that could increase traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency

evacuation plan, as operations on nearby roadways would remain the same as existing conditions. Therefore, the proposed project would have no impact to emergency response plan or emergency evacuation plans upon the completion of construction.

Mitigation Measures
Implement Mitigation Measure PUB-1, as describe in Section 4.11, Public Services.

g) Would the proposed project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The proposed project is located within a Local Responsibility area (LRA). The southern end of the proposed project site is located in a Very High Hazard Severity Zone (VHFHSZ), while the rest of the proposed project is in a non-VHFHSZ. The north end of the proposed project is in the vicinity of a VHFHSZ (Figure 4.16-1). The proposed project would be used for bicycle and pedestrian traffic and would provide a safe route for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would not expose people or structures to a significant risk from wildland fires, beyond what is currently present. Impacts would be less than significant.

During construction, workers would be present on site; however, this increase in workers would be temporary in nature. The proposed project would be coordinated with the ACFD, Angels Camp Police Department, and other law enforcement or emergency service providers within the area. In addition, Mitigation Measure FIRE-1 requires the preparation of a Construction Fire Safety Plan prior to the start of construction. With the implementation of mitigation measures, impacts would remain less than significant regarding wildland fire threat.

Mitigation Measures
Implement Mitigation Measure PUB-1, as describe in Section 4.15, Public Services and Mitigation Measure FIRE-1, as described in Section 4.16, Wildfire.

4.8.3 References

WRECO. 2021. Initial Site Assessment (ISA) for the Angels Creek Pedestrian and Bicycle Improvement Project. June 2021.

4.10 Hydrology and Water Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Hydrology and Water Quality – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of a site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

This section incorporates the analysis, findings, and recommendations in the Natural Environment Study (NES) prepared for the proposed project as they relate to water quality and hydrology (Dewberry | Drake Haglan 2021).

4.10.1 Setting

Hydrology

The proposed project is located within the Stanislaus hydrologic unit (HU), Copperopolis hydrologic area (HA), Angels Camp hydrologic subarea (HSA), the Upper Stanislaus watershed, and the Angels Creek subwatershed (Figure 4.9-1).

Surface Waters

The entire proposed project site drains to Angels Creek, which flows south southwest through the proposed project site. Angels Creek is a 19-mile tributary that drains into the Stanislaus River, which is a tributary to the San Joaquin River. It flows generally southwest from Forest Meadows, through the foothills of the Sierra Nevada, to join the Stanislaus River in New Melones Lake. There are two hydroelectric plants, one in

Murphys and one in Angels Camp, operated by the Utica Water and Power Authority that are connected to Angels Creek (Utica Water and Power Authority 2023).

Floodplains

The Federal Emergency Management Agency (FEMA) provides information on flood hazards and frequency on its Flood Insurance Rate Maps (FIRMs) for cities and counties and identifies designated zones of flood hazard potential. The proposed project study area is within three FEMA flood zones, including A (areas inundated by 100-year flooding, for which no Base Flood Elevations [BFE] have been established), AE (areas inundated by 100-year flooding, for which BFEs have been determined), and X (areas determined to be outside of the 100- and 500-year floodplains). Figure 4.9-2, FEMA Flood Zones, depicts the flood zones in relation to the proposed project site.

Groundwater

The proposed project site is located within the foothills where the subsurface material consists primarily of impermeable granitic and greenstone bedrock which can result in a low groundwater yield. The California Department of Water Resources (DWR) Bulletin 118 provides a detailed description of groundwater basins in California, but the DWR Bulletin does not identify or describe any groundwater basins in the proposed project site. The closest groundwater basin is the San Joaquin Valley basin located in the northwestern portion of Calaveras County (Dewberry | Drake Haglan 2021).

Water Quality

Land uses within the Upper Stanislaus River watershed heavily influence water quality in Angels Creek. Surface water quality in the Upper Stanislaus River watershed is generally considered very good and compatible with most intended beneficial uses. The Upper Stanislaus River watershed is relatively undeveloped, and land use in the watershed is dominated by rural residential and agricultural operations. Pollutants associated with agriculture in the watershed include pesticides, herbicides, nutrients from fertilizers, salts leached from soils, and animal waste.

Existing residential and commercial development, and existing roadways (Kurt Drive, Vallecito Road, SR 49 (Main Street), Finnegan Lane, and Angel Oaks/Greenhorn Creek Road) influence water quality in Angels Creek. Vehicle roadway traffic is a source of oil, grease, gasoline, heavy metals, and combustion byproducts. Water pollutants associated with residential land uses include fertilizers, herbicides, and pesticides used in landscaping, pollutants from vehicles, animal waste, and improperly disposed of household chemicals.

Angels Creek is not included in the 2014 to 2016 California 303(d) list of impaired waters, nor is it a waterbody with a total maximum daily load (TMDL) (Dewberry | Drake Haglan 2021).

Beneficial Uses and Water Quality Objectives/Standards

Beneficial uses are not set in the Basin Plan explicitly for Angels Creek, but standards are established for the Stanislaus River, which Angels Creek is a tributary to. The Basin Plan states that the beneficial uses of any specifically identified water body generally apply to its tributary streams. Therefore, beneficial uses applied to the Stanislaus River

also apply to Angels Creek. Beneficial uses for the Stanislaus River includes municipal and domestic supply; agricultural irrigation and stock watering; industry process, service, and power; water contact recreation, and other noncontact recreation; freshwater and wildlife habitat (Dewberry | Drake Haglan 2021).

Water quality objectives for surface waters in the region have been set for bacteria, bioaccumulation, biostimulatory substances, mercury and methylmercury, chemical components, color, dissolved oxygen (DO), floating material, oil and grease, pH, pesticides, radioactivity, salinity, sediment, settleable material, suspended material, sulfide, tastes and odors, temperature, toxicity, and turbidity (Dewberry | Drake Haglan 2021).

4.10.2 Discussion

a) Would the proposed project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Construction activities would result in ground disturbance adjacent to Angels Creek. Proposed ground disturbance and vegetation and tree removal could result in a temporary increase in turbidity if sediments were to be transported from the proposed project site into Angels Creek. Large pieces of construction equipment could compress soils within the proposed project work area, which could lead to a reduction in permeability and an increase in site runoff. Indirect impacts could result from increased sedimentation rates if fine sediment is discharged into Angels Creek during construction as well as from an accidental spill. Increased sedimentation may adversely affect water quality and channel substrate composition. Specific rates of sedimentation are dependent upon the duration, flow, and frequency at which sediments are contributed to the surface water flow. Sediment would have to travel through the installed sediment controls implemented with best management practices (BMPs) and in compliance with the National Pollutant Discharge Elimination System (NPDES) permit and associated Stormwater Pollution Prevention Plan (SWPPP).

The proposed project would implement construction BMPs, as discussed in Section 4.3, Biological Resources, and Section 4.8, Hazards and Hazardous Materials. The proposed project would also be required to obtain and comply with the necessary permits, including NPDES Construction General Permit and California Department of Fish and Wildlife (CDFW) 1602 permit. Construction impacts to water quality would be less than significant.

The proposed project would not involve temporary or permanent modification or alteration of Angels Creek. All work would be completed outside the ordinary high watermark (OHWM) of Angels Creek. Where Vallecito Road crosses over Angels Creek, a pre-fabricated bridge would be constructed parallel to Vallecito Road. The pre-fabricated bridge would clear span Angels Creek, providing bicycle and pedestrian access across Angels Creek. Vehicles traveling on Vallecito Road would remain the primary sources of water pollutants in the proposed project area. The proposed project

would not result in an increase in the number of vehicles traveling on Vallecito Road. Therefore, the proposed project, once completed, would not result in any violations of water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.

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

Construction activities may require the use of water for dust control or other activities. Water used during construction would be trucked to the proposed project site, thus no groundwater would be used. Water use at the proposed project site would cease upon construction completion. Therefore, the proposed project would not substantially decrease water supply or reduce groundwater recharge. Impacts would be less than significant.

The proposed project is not actively used for groundwater recharge. The proposed project includes the construction of Class I and Class III facilities and a transit hub. No groundwater wells would be constructed nor would new connections to existing water facilities be required. Construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions, as the proposed project would replace the existing bridge. Any increase in impervious surface as a result of the proposed project would be negligible in association with groundwater recharge. Impacts would be less than significant.

c) Would the proposed project substantially alter the existing drainage pattern of a 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 that would result in:
   i. Substantial erosion or siltation on-or off-site?
   ii. Substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site?
   iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff?
   iv. Impeded or redirect flood flows?

The proposed project would provide Class I facilities along Angels Creek from Kurt Drive to Main Street (SR 49) and from Finnegan Lane to Angel Oaks/Greenhorn Creek Road. The proposed project would also provide a transit hub on Vallecito Road. The proposed project would not alter the course of Angels Creek nor would it alter the existing drainage pattern of the site.

Construction

Construction activities involving soil disturbance and excavation, including cutting/filling and grading activities, could result in increased erosion and sedimentation into Angels Creek. The proposed project would comply with City and State requirements and would

implement BMPs pertaining to erosion control prevention, such as the use of silt fencing and fiber rolls, through the development of a SWPPP. The SWPPP would also comply with NPDES Construction General Permit as well as CDFW and RWQCB permitting requirements for preventing erosion and siltation at the construction site. Any temporary construction areas would be revegetated, as required through Mitigation Measure BIO-9. Therefore, after implementation of construction BMPs and Mitigation Measure BIO-9, impacts related to erosion or siltation on- or off-site would be less than significant.

Operations

All work would be completed outside the OHWM of Angels Creek. There would be an increase in impervious surfaces, when compared to existing conditions. The proposed project would increase impervious surfaces, which could cause an increase in surface water runoff leaving the proposed project site. Stormwater runoff currently drains to roadside drainages along Vallecito Road, Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road, and along vegetated areas along Angels Creek.

The proposed project would construct additional impervious surfaces, as compared to the existing conditions. However, the increase in impervious surface would cause a negligible increase in surface water runoff leaving the project site. The proposed project does not include features that would contribute to flooding on- or off-site, nor would it exceed the capacity of existing or planned stormwater drainage systems. The proposed project would not substantially increase additional sources of polluted runoff. Operational impacts related to runoff would be considered less than significant.

Mitigation Measures

Implement Mitigation Measure BIO-9, as discussed in Section 4.4, Biological Resources.

d) Would the proposed project be located in a flood hazard, tsunami, or seiche zone, thus risking release of pollutants due to project inundation?

The proposed project site is not located within a tsunami or seiche zone; therefore, no impacts would occur during construction or operation.

The proposed project is located within FEMA areas A, AE, and X. Construction of the proposed project has the potential to expose bare soil and potentially generate other water quality pollutants that could be released into Angels Creek during a flood event. Construction materials, such as asphalt and concrete, and equipment fluids could be exposed during a flood event. A flood event could result in the release of pollutants due to project inundation. The proposed project would implement construction BMPs, as discussed in Section 4, Biological Resources, and Section 9, Hazards and Hazardous Materials, above. The proposed project would also be required to obtain and comply with the necessary permits. Adherence to these permitting requirements and building/grading standards would include incorporation of appropriate, site-specific BMPs. Therefore, the proposed project would not result in the release of pollutants due to inundation. Impacts would be less than significant.

e) Would the proposed project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Beneficial uses are not set in the Basin Plan explicitly for Angels Creek, but standards are established for the Stanislaus River, which Angels Creek is a tributary to. The Basin Plan states that the beneficial uses of any specifically identified water body generally apply to its tributary streams. Therefore, beneficial uses applied to the Stanislaus River also apply to Angels Creek. The proposed project does not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Through the use of BMPs, impacts would be less than significant.

4.10.3 References

Dewberry | Drake Haglan. 2021. Natural Environment Study for the Angels Creek Trail and Park and Ride Facility Project. October 2021.

Utica Water and Power Authority. 2023. About Utica Water and Power. Online: https://www.uticawater.com/about/. Accessed on March 9, 2023.

4.11 Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Noise – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or airport land use plan area, 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 area to excessive noise levels?	☐	☐	☐	☒

Information in this section is summarized from the Community Impact Assessment as it relates to noise (Dewberry | Drake Haglan 2021).

4.11.1 Setting

Noise is defined as unwanted sound, and thus is a subjective reaction to characteristics of a physical phenomenon. A frequency weighting measure that simulates human perception is commonly used to describe noise environments and to assess impacts on noise-sensitive areas. It has been found that A-weighting of sound levels best reflects the human ear's reduced sensitivity to low frequencies, and correlates well with human perceptions of the annoying aspects of noise. The A-weighted decibel scale (dBA) is

cited in most noise criteria. The decibel notation used for sound levels describes a logarithmic relationship of acoustical energy, for example, a doubling of acoustical energy results in an increase of three dB, which is considered barely perceptible. A ten-fold increase in acoustical energy equals a ten dB change, which is subjectively like a doubling of loudness. Table 4.10-1, Typical Noise Levels, identifies decibel levels for common sounds heard in the environment.

TABLE 4.10-1: TYPICAL NOISE LEVELS

Common outdoor activity	Noise level (dBA)	Common indoor activity
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet Commercial area	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime Quiet suburban nighttime	40	Theater, large conference room (background)
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 2013

Several time-averaged scales represent noise environments and consequences of human activities. The most commonly used noise descriptors are equivalent A-weighted sound level over a given time period (Leq); average day-night 24-hour average sound level with a nighttime increase of ten dBA to account for sensitivity to noise during the nighttime; and community noise equivalent level (CNEL), also a 24-hour average that includes both an evening and a nighttime weighting. Noise levels are generally considered low when ambient levels are below 45 dBA, moderate in the 45 to 60 dBA range, and high above 60 dBA. Although people often accept the higher levels associated with very noisy urban residential and residential-commercial zones, they nevertheless are considered to be adverse levels of noise with respect to public health because of sleep interference.

Existing Noise Sources

The existing roadway noise sources include Kurt Drive, Booster Way, Main Street (SR 49), Finnegan Lane, Vallecito Road, Main Street (SR 49), and Angel Oaks/Greenhorn Creek Road. The fire station located at 1404 Vallecito Road can produce intermittent noise when vehicle sirens are turned on during emergency calls.

Sensitive Receptors

Neighboring properties are anticipated to be considerably more sensitive to noise levels from construction at the proposed park-and-ride facility, compared to noise levels from construction at the proposed trail improvements. Sensitive receptors are shown in Figure 4.10-1 and include residences immediately adjacent to the proposed project on

Kurt Drive, Suzanne Court, Suzanne Drive, Vallecito Road, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. In addition, Tryon Park and Veterans Park would also be considered sensitive receptors.

4.11.2 Discussion

a) Would the proposed project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise from construction activities is anticipated to temporarily increase ambient noise levels in the vicinity of the proposed project. Noise at the construction site may intermittently dominate the noise environment with varying levels of intensity. The degree of construction noise impacts may vary for different areas along the proposed project corridor. Noise levels, at a distance of 50 feet, would also differ between construction phases (Table 4.10-2) and construction activities (Table 4.10-3).

TABLE 4.10-2: TYPICAL CONSTRUCTION PHASES AND NOISE LEVELS

Construction phase	Noise level (dBA, Leq) 50 feet from Centerline of Linear Projec
Ground clearing	84
Excavation	88/78
Foundations	88
Erection	79/78
Finishing	84

Source: U.S. EPA 1971.

TABLE 4.10-3: TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Construction equipment	Noise level (dBA, Leq at 50 feet)
Pile Driving	100
Scrapers	85
Bulldozers	85
Heavy trucks	85
Pneumatic tools	85
Concrete pump	82
Backhoe	80

Source: Federal Transit Administration 2015

Noise from construction activities generally attenuates at a rate of 6 dBA per doubling distance. As shown in Figure 4.10-1, the closest sensitive receptors are located within 50-100 feet from the proposed project. The loudest construction activity for the proposed project would be the pile riving, which would produce approximately 100 dBA at 50 feet. The proposed project would require driving pile foundations as part of the proposed bicycle and pedestrian bridge over Angels Creek. Noise from the construction

site would be intermittent because noise intensity would vary depending on the construction phase and the equipment being used. Any increase in ambient noise level in the vicinity of the proposed project would be temporary and would cease upon construction completion.

The City General Plan Noise Element includes noise goals, policies and implementation programs. The City General Plan includes limiting construction hours to Monday through Friday between 7 AM and sunset and Saturdays 8 AM to sunset. In addition, Implementation Program 5.A.d states that noise management standards should include acoustic muffling of construction equipment and locating staging areas away from sensitive receptors. The proposed project would comply with the City General Plan. In addition, Mitigation Measure NOI-1 would be implemented to reduce construction impacts. Thus, the proposed project construction would noise impacts would be less than significant.

The proposed project would not increase vehicle capacity on adjacent roadways and would not induce land changes in the surrounding properties. The proposed project would be consistent with the City and County noise regulations. Specifically, the proposed project would comply with City General Plan Noise Element Policy 5.A.4, which supports alternative modes of transportation and their routes. Pedestrian and bicycle use along a trail or multipurpose path generally do not increase noise levels above the level of normal speech, approximately 5 dBA and do not generate vibration. Therefore, the proposed project operations would have similar noise levels to existing conditions Impacts are less than significant.

Mitigation Measures

NO-1: The following control measures shall be implemented during construction:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact.
- Turn off idling equipment.

b) Would the proposed project result in the generation of excessive groundborne vibration or groundborne noise levels?

The majority of construction noise would be from clearing of the project site. Construction of the proposed project would include the use of pile drivers which could be a significant source of groundborne vibration levels. Any groundborne noise and vibration levels would be temporary in nature, ceasing upon construction completion.

Pile driving would occur as part of the construction of the proposed bicycle and pedestrian bridge over Angels Creek. Pile driving could result in an increase in groundborne vibration; however, vibration monitoring would occur during construction per Mitigation Measure CUL-1. With the implementation of CUL-1, as well as BMPs, and with compliance of City, County, and Caltrans policies, regulations, and standards, the proposed project would have a less than significant impact with respect to groundborne vibration and noise levels.

Mitigation Measures

Implement Mitigation Measure CUL-1, as discussed in Section 4.4, Cultural Resources.

c) For a project located within the vicinity of a private airstrip or airport land use plan area, or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the area to excessive noise levels?

The closest airports to the proposed project site are the Columbia Airport and the Calaveras County Airport/Maury Rasmussen Field which are located approximately 7.35 miles southeast and 7.75 miles northwest, respectively. No airport, airstrip, or helipad is located within a mile from the proposed project site. No impacts would occur in this regard.

4.11.3 References

City of Angels. 2009. Angels Camp 2020 General Plan Volume I. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: July 20, 2021.

City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: July 20, 2021.

Dewberry | Drake Haglan. 2021. Community Impact Assessment.

4.12 Public Services

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Public Services —				
a) Would the project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☒	☐	☐
ii) Police protection?	☐	☒	☐	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☐	☒

4.12.1 Setting

The Angels Camp Fire Department (ACFD) Station #1 is located adjacent to the proposed project at 1404 Vallecito Road. The ACFD provides emergency fire services to the City and surrounding areas. ACFD operates two fire stations within the City, has 30 firefighters on staff, and houses three fire engines (City of Angels 2020). Additional fire services are provided by Altaville Melones Fire District and California Department of Forestry and Fire Protection (Calfire).

ACFD provides emergency medical response within the City. The closest emergency medical facility to the proposed project site is Adventist Health Sonora – Angels Camp Rapid Care located approximately 1.5 miles northwest of the proposed project site at 23 North Main Street. The James B. Dalton Mark Twain/Dignity Health Family Medical Center is located approximately 350 feet northwest of the Adventist Health Sonora – Angels Camp Rapid Care, making it the next closest emergency medical facility to the proposed project site.

The Angels Camp Police Department (ACPD) consists of nine police officers and provides police services to the City. The nearest police station to the proposed project area is located approximately 1.4 miles northwest of the proposed project site at 200 Monte Verda Street.

Two schools, Mark Twain Union Elementary School and Bret Harte Union High School, are located approximately 0.7 and 1.0 miles northwest of the proposed project site, respectively. Additional community facilities in the immediate proposed project vicinity include the Angels Camp Post Office and Angels Camp and Foothill Village Senior Living Center. Three public parks are located within the proposed project vicinity, Tryon Park and Utica Park. Tryon Park is located within the proposed project area and is approximately 350 feet north of the proposed transit hub. Utica Park is approximately 1,000 feet northwest of the proposed project, within downtown historic Angels Camp.

The downtown district Angels Camp is also located immediately north of the proposed project and consists primarily of commercial properties.

4.12.2 Discussion

a) Would the proposed project result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:
   i. Fire protection
   ii. Police protection
   iii. Schools
   iv. Parks
   v. Other public facilities

Construction of the proposed project could temporarily disrupt circulation within the proposed project area due to lane closures. Lane closures and traffic control would be required along Vallecito Road, Main Street (SR 49), Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road during construction activities. These temporary closures have the potential to disrupt operations of the ACFD Station #1 and traffic patterns in the proposed project area. Additionally, Vallecito Road serves as a major access roadway for emergency medical and police response for the eastern portions of the City. Access to ACFD Station #1 would be maintained at all times during construction along Vallecito Road. Emergency access at the proposed project area would be maintained at all times.

The proposed project would be coordinated with the ACFD, ACPD, Altaville Melones Fire District, Calfire, and local school districts through a standard Construction Period Emergency and School Access Plan, as required under Mitigation Measure PUB-1. The implementation of Mitigation Measure PUB-1 would ensure that the proposed project would reduce impacts to emergency and school services as much as possible.

Construction workers are anticipated to come from the surrounding area and would not relocate to the project vicinity. Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities would be short in duration, approximately eight months. Any increase in fire or law enforcement services due to construction activities would be temporary, ceasing upon completion of the proposed project. In addition, standard construction safety measures and best management practices (BMPs) would be implemented. Impacts would be less than significant.

Construction workers are anticipated to come from the surrounding area and would not relocate to the project vicinity. Therefore, population increases during construction would not occur. Thus, the construction activities of the proposed project would not

result in a change performance objectives or performance levels for parks or other public services. Impacts would be less than significant.

The proposed project would construct new Class I and Class III facilities, and a transit hub. Long-term operational demands of the proposed project would be minimal, as the proposed project would have service needs similar to existing conditions. The proposed project would not increase population, and thus, would not generate additional demand for public services. Operational impacts would be less than significant.

Mitigation Measures

PUB-1: Prior to the start of construction, the contractor shall coordinate with the ACFD, ACPD, Altaville Melones Fire District, Calfire, local public and private ambulance and paramedic providers in the area, and local school districts to prepare a Construction Period Emergency and School Access Plan. The Construction Period Emergency and School Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes. The Construction Period Emergency and School Access Plan shall be approved by the City prior to the start of construction.

4.12.3 References

City of Angels. 2016. Fire Department Information. Online: http://angelscamp.gov/fire/. Date Accessed: June 19, 2021 and April 14, 2021.

City of Angels. 2012. Police Department Information. Online: https://angelscamp.gov/police/. Date Accessed: June 19, 2021.

City of Angels. 2009. Angels Camp 2020 General Plan Volume I. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: June 12, 2021.

City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: June 15, 2021.

Dewberry | Drake Haglan. 2021. Community Impact Assessment.

4.13 Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Recreation —				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
a) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

4.13.1 Setting

The proposed project is located approximately 1.5 miles north of the Calaveras County Fair Grounds and approximately 3.5 miles north of the New Melones Lake area. Tryon Park is located on the west side of Booster Way, extending from Angels Creek to Vallecito Road, within the proposed project area. Utica Park is located west of Main Street (SR 49), near the intersection of Main Street (SR 49) and Bret Harte Drive, west of the proposed project site. The City's Angels Creek Master Plan and Trail is a regional plan to ultimately provide a 5.1-mile pathway network from Murphys Grade Road to New Melones Reservoir.

4.13.2 Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

The proposed project would construct new Class I and Class III facilities, and a transit hub on Vallecito Road. This would improve pedestrian and bicyclist safety and interconnectivity within the City, allowing for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project would also implement the Angels Creek Trail Master Plan.

The primary use of this proposed project would be both recreation as well as active transportation. The proposed project would provide increased non-vehicular access to recreational facilities within the City and the County, as outlined in the City General Plan, the Angels Creek Trail Master Plan, and Calaveras County General Plan. Therefore, while the proposed project would provide non-vehicular access to recreational facilities, it would not increase the use of these facilities beyond what the City has already planned.

It is anticipated that construction crews would come from surrounding areas to the construction site and would not relocate to the City as a result of the proposed project.

Therefore, no new population or jobs would be created by this proposed project that would contribute to exceeding the use capacities of existing neighborhood or regional parks and lead to, or contribute to, their physical deterioration. The proposed project would have a less than significant impact on community recreation facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

As stated above, the proposed project would serve both recreation as well as active transportation. The proposed project would help to implement the Angels Creek Trail Master Plan, which identifies a proposed 5.1-mile pathway network between the City and New Melones Reservoir.

Construction workers brought to the area for the temporary construction period are anticipated to come from the surrounding area and would not relocate. Therefore, no new or expanded recreational facilities would be required as a result of the proposed project during construction. No impact would occur in this regard.

Due to the nature of the proposed project, no new population or jobs would be created by this proposed project that would require the need for new or expanded recreational facilities. No impact would occur in this regard.

Because the proposed project could be used as a recreational facility, this Initial Study/Mitigated Negative Declaration identifies the physical impacts of the proposed project on the environment and provides mitigation measures to reduce impacts to less than significant levels, as discussed in Sections 4.1 through 4.18. The proposed project would implement mitigation measures identified in Sections 4.1 through 4.18 that would reduce impacts to less than significant levels.

4.13.3 References

Calaveras County. 2019. Calaveras County General Plan. Online: https://planning.calaverasgov.us/General-Plan. Date Accessed: June 16,2022.

City of Angels. 2009. 2020 General Plan Volume I. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: June 12, 2021.

City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: June 15, 2021.

4.14 Transportation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Transportation – Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☒	☐	☐

4.14.1 Setting

Roadways

Roadways within the proposed project site include Kurt Drive, Booster Way, Vallecito Road, Main Street (SR 49), Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. Kurt Drive is a striped two-lane collector roadway and Booster Way is an unstriped two-lane collector roadway. Vallecito Road is a striped two-lane local roadway, and the western shoulder of Vallecito Road is characterized by its narrow width, steep slope along Angels Creek and encroachment by vegetation. The intersection of Vallecito Road, Main Street (SR 49), and Finnegan Lane is an unaligned 4-way stop. Main Street (SR 49) is a striped two-lane arterial roadway. Finnegan Lane is an unstriped two-lane collector roadway with on-street parking, no shoulders, and limited site lines. Finnegan Court is a private one-lane road that is not a through street for vehicles. Angel Oaks/Greenhorn Creek Road is a striped two-lane collector roadway with sidewalks and a landscaped median. Angel Oaks/Greenhorn Creek Road dead ends at Finnegan Lane.

Bicycle and Pedestrian Facilities

The only existing bike facility within the City is a Class II Bicycle Lane located on Stanislaus Avenue. At the northeast end of the proposed project, Vallecito Road has a narrow shoulder that is currently available for pedestrian and bicycle use. The narrow shoulder has a number of cracks in the pavement, encroaching vegetation, and steep slopes along Angels Creek. Existing pedestrian and bicycle facilities south of SR 49 are non-existent. Finnegan Lane is a narrow road with little to no shoulders and encroachment of vegetation There are sidewalks within the proposed project area that are located along Main Street (SR 49).

4.14.2 Discussion

a) Would the proposed project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The proposed project would construct new Class I and Class III facilities, and a transit hub facility. The proposed project intends to create a more livable community by improving pedestrian and bicyclist safety and interconnectivity within the City. The proposed project would construct Phase I of the Angels Creek Master Plan and Trail Project as identified in the Angels Creek Master Plan and Trail (City of Angels 2012). In addition, the Angels Camp 2020 General Plan also defines the Angels Creek Master Plan and Trail Project (City of Angels 2009a and 2009b). The proposed project would not conflict with an adopted plan, policy, or ordinance, and, therefore, the proposed project would have no impact in this regard.

b) Would the proposed project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Transportation projects that can be presumed to lower vehicle miles traveled (VMT) or have no effect on VMT, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research (OPR) Technical Advisory (OPR 2018), should be expected to cause a less than significant impact and would not require further VMT analysis. Specifically, projects that would not lead to a substantial or measurable increase in VMT, include:

- Addition of Class I bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel

The proposed project would construct new Class I and Class III facilities, and a transit hub facility. This would provide a safe route for alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. Thus, the proposed project would implement Phase I of the Angels Creek Master Plan and Trail Project that is identified in the Angels Creek Master Plan and Trail and the City General Plan. The proposed project is consistent with the City General Plan Circulation Element's goal of encouraging the use bicycling and walking to decrease travel by single-occupant motor vehicles. Therefore, the proposed project's impacts to VMT would be less than significant.

During construction, the surrounding roadways would remain open. Lane closures would be necessary along Vallecito Road, Main Street (SR 49), Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road. Roadway access would remain open during the duration of construction and lane closures would be temporary in nature. These lane closures are considered to have a minimal effect on VMT during project

construction. Circulation would return to existing conditions upon the completion of construction. Construction related impacts are considered less than significant.

c) Would the proposed project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would construct new Class I and Class III facilities, and a transit hub facility. The proposed project would be constructed adjacent to existing roadways. During construction, there could be conflict with construction equipment and adjacent land uses; however, construction equipment would be confined to the project site and staging areas and would not conflict with other vehicles moving through the project site. Potential conflicts in movement of construction equipment and other roadway vehicles would cease upon construction completion. Impacts are less than significant in this regard.

The proposed project would improve pedestrian and bicyclist safety and interconnectivity within the City, which would ultimately reduce existing conflicts between vehicles and pedestrians and cyclists on the roadway. This occurs by providing Class I facilities which separate vehicular and non-vehicular traffic. Where Class III facilities would be provided, the signs and striping/pavement markings alert vehicular traffic to share the road with non-vehicular traffic along for safer travel. A maximum of 600 feet on Vallecito Road between Tryon Road and Depot Road, would be shifted a maximum of 10 feet to the east, in order to accommodate the proposed project Class I facilities. The proposed project would shift Vallecito Road; however, this shift would not result in hazards due to geometric design. Therefore, the proposed project would provide alternative modes of transportation between the Greenhorn Creek subdivision, Stelte Park subdivision, and historic downtown Angels Camp. The proposed project is identified within the City General Plan and the Angels Creek Master Plan and Trail. Thus, the proposed project would increase pedestrian and bicycle safety, and would ultimately be a beneficial impact.

d) Would the proposed project result in inadequate emergency access?

The proposed project would require lane closures along Vallecito Road, Main Street (SR 49), Booster Way, and Finnegan Lane during construction. Construction of the proposed project could result in accident or emergency incidents that would require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities would be short in duration, approximately eight months. Any increase in fire or law enforcement services due to construction activities would be temporary, ceasing upon completion of the proposed project. In addition, standard construction safety measures and best management practices (BMPs) would be implemented, such as construction signage alerting drivers of lane shifts or closures and the preparation of a transportation construction plan. In addition, the proposed project would implement Mitigation Measure PUB-1, regarding emergency access during construction. Impacts of the proposed project would be less than significant with implementation of mitigation.

Mitigation Measures

Implement Mitigation Measure PUB-1, as described in Section 4.11, Public Services.

4.14.3 References

California Governor's Office of Planning and Research (OPR). 2018. Technical Advisory. Online: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Date Accessed: May 28, 2021.

City of Angels. 2012. Angels Creek Master Plan and Trail. Online: http://angelscamp.gov/wp-content/uploads/2016/09/Angels-Creek-Trail-Master-Plan.pdf. Date Accessed: May 21, 2021.

City of Angels. 2009a. Angels Camp 2020 General Plan: Circulation. http://angelscamp.gov/wp-content/uploads/2016/08/3_-Circulation.pdf. Date Accessed: May 21, 2021.

City of Angels. 2009b. Angels Camp 2020 General Plan: Appendix 3: Circulation. Online: http://angelscamp.gov/wp-content/uploads/2016/08/App_3_Circulation.pdf. Date Accessed: May 24, 2021.

4.15 Tribal Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Tribal Cultural Resources — Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	☐	☒	☐	☐

Information in the discussion below is summarized from the HRER for the Angels Creek Bicycle and Pedestrian Trail Project (PAR 2023b), the ASR for the Angels Creek Bicycle and Pedestrian Trail Project (PAR 2023a), and the HPSR for the Angels Creek Bicycle and Pedestrian Trail Project (PAR 2023c).

4.15.1 Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the CRHR or is in included in a local register of historical resources. Pursuant to Public Resource Code (PRC) §2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the CRHR or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC §21074.
4. A historical resource described in PRC §21084.1, a unique archeological resource or “nonunique archaeological resource” described in PRC §21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and requests the consultation within 30 days of receipt of the formal notification of the project (PRC §21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in PCR §21084.3.

Native American Consultation

As part of the effort to identify any TCRs that may be within the proposed project area, a Sacred Lands File search was conducted by the NAHC in April 2020. The search found no known TCRs in or near the proposed project site.

Assembly Bill 52 (AB 52) went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the NAHC List for federal and non-federal tribes (13.5 PRC §§ 21073, 21074, 21080.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

The NAHC provided a list of four Native American representatives. Pursuant to PRC § 21080.3, and AB 52, formal notification, consultation letters were sent to four Native American contacts on May 14, 2021 by the City. The City has taken the lead on consultation for this project and conducted follow up with tribes (PAR 2023a).

Only one tribe (The Calaveras band of Mi-Wuk Indians) responded. A site visit was conducted by Debra Grimes of the Calaveras Mi-Wuk and Amy Augustine of the City of

Angel's Camp. Ms. Grimes expressed satisfaction with the level of coordination between the City and the Tribe for the Angel's Camp Sidewalks Project and requested a similar level of effort. She also requested ground disturbing construction be monitored by a tribal monitor, and a copy of the cultural resources report be provided to the tribe (PAR 2023a).

Follow-up consultation with Debra Grimes and Tiger Paulk occurred on September 7, 2022. No new information or concerns were identified. The request for tribal monitoring during ground disturbing activities remained the same as from the 2021 consultation (PAR 2023a and 2023c).

Record Searches

As discussed in Section 4.4, Cultural Resources, a record search of the APE and a one-sixteenth-mile radius around the APE was conducted by staff at the CCIC on February 26, 2019 and October 19, 2020. The record searches identified two previously recorded resources within the APE (PAR 2023c).

A Sacred Lands File search with the NAHC was requested on April 1, 2020 and a response was received on April 3, 2020. The NAHC found no known resources in or near the proposed project site (PAR 2023c). Information regarding cultural resources can be found in Section 4.4, Cultural Resources, of this IS/MND.

Field Survey

The field survey of the proposed project on April 27, 2021. During the survey, all visible areas were examined for the presence of shell fragments, debitage, fire cracked rock, flaked stone, and darkened soil associated with human occupation, historic glass shards, pottery, and other debris associated with non-native or ethnographic occupation of the area. No midden soil, archaeological features, cultural constituents, or artifacts were observed in the APE during the field survey or identified as part of the background research (PAR 2023a).

No prehistoric resources were recorded during the pedestrian survey. Three historical archaeological resources were recorded during the survey. Archeological and architectural resources identified during the field survey are discussed in detail in Section 4.4, Cultural Resources. Information regarding cultural resources can be found in Section 4.4, Cultural Resources, of this IS/MND.

4.15.2 Discussion

a) Would the proposed project cause a substantial change to a listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

As discussed above and in Section 4.4, Cultural Resources, a record search conducted by staff at the CCIC identified two previously recorded resources within the project APE. One of which was destroyed during the construction of the Gold Cliff Golf Course and

Country Club, and the other resource was found to be located outside of the proposed project APE during fieldwork.

No prehistoric archaeological resources were recorded during the pedestrian survey. Three historical archaeological resources were recorded during the survey. As discussed in detail in Section 4.4, Cultural Resources, these resources are exempt from evaluation under Caltrans Section 106 PA Stipulation VIII.C, or were outside of the area of direct impact for the proposed project. Based on the background research, history of the area, field survey, the topography, soil profile, and the underlying landform, the proposed project area has moderate sensitivity for buried historical remains. Therefore, despite the negative results of the archaeological survey, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological resources, and Mitigation Measure CUL-5 was developed, and the proposed project would result in a less-than-significant impact on archaeological resources, including unknown buried tribal cultural resources.

For a detailed description of historical resources, refer to Section 4.4 Cultural Resources of this document.

Mitigation Measures
Implement Mitigation Measure CUL-1 through CUL-5 as described in Section 4.4 Cultural Resources of this document.

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

As mentioned above, the NAHC contacted a search of their Sacred Lands File. The NAHC Sacred Lands File search was negative for sacred lands. The field survey conducted on April 27, 2021 did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators.

No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the City coordinated with Debra Grimes of the Calaveras band of Mi-Wuk Indians, who requested ground disturbing construction be monitored by a tribal monitor. Due to the nature of the proposed project, there is the moderate potential to encounter previously unknown tribal cultural resources. Therefore, through the implementation of Mitigation Measure TCR-1, TCR-2 and CUL-1, the proposed project would have a less than significant impact on tribal cultural resources.

Mitigation Measures
Implement Mitigation Measure CUL-1.

TCR-1: The Contractor will retain the services of a City approved Native American tribal representative to conduct project monitoring by accomplishing the following tasks:

- The City approved Native American tribal representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources and require protection and avoidance;
- A Native American monitor will observe all natural-ground disturbing construction activities; and
- There will be a Native American tribal representative during all project excavation of natural ground.

TCR-2: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

- When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
- The contractor shall implement any measures deemed by the City to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

4.15.3 References

PAR Environmental Services, Inc. (PAR) 2023a. Archaeological Survey Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

PAR Environmental Services, Inc. (PAR) 2023b. Historic Resources Evaluation Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

PAR Environmental Services, Inc. (PAR) 2023c. Historic Property Survey Report for the Angels Creek Bicycle and Pedestrian Trail Project, City of Angels Camp, California. Prepared for Caltrans District 10.

4.16 Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Utilities and Service Systems – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

4.16.1 Setting

Water

The Utica Water and Power Authority (UWPA) facility provides power and water services, which includes a 27-mile-long water conveyance system consisting of Gold-Rush-era earthen ditches, wooden flumes, and five reservoirs to move water from the unincorporated town of Avery to the City. The UWPA facility serves the residential, commercial, and agricultural needs of more than 10,000 people. The UWPA also operates two hydroelectric power plants: one in the unincorporated town of Murphys and one in the City of Angels (Calaveras County 2021). The City provides public sewer service to the majority of the City. The Angels Camp Wastewater Treatment Plant provides wastewater services to the City. The UWPA facility is located adjacent to the proposed project at 1168 Booster Way, while the Angels Camp Wastewater Treatment Plant is located approximately 0.2 miles south of the proposed project improvements along Finnegan Lane.

Solid Waste

Solid waste facilities serving the City include Cal-Waste (formerly known as SEI Solid Waste, Inc), Red Hill Transfer Station (RHTS), 20/20 Buy-Back, Rock Creek Facility, Household Hazardous Waste, and Used Motor Oil, Oil Filters, Automobile Batteries, Antifreeze (City of Angels 2009). Cal-Waste provides trash and recycling collection

services for residential customers in the City. Trash is collected once a week, while recycling collection and yard & garden services are provided every other week on an alternating fixed schedule (Cal-Waste 2021). RHTS is the closest landfill to the proposed project site, located approximately 3 miles northeast. RHTS is operated by Calaveras County and provides recycling and biomass disposal opportunities for county residents. It accepts both yard waste and general solid waste.

Solid Waste

The California Department of Resources Recycling and Recovery (CalRecycle) identifies seven active and permitted solid waste facilities, of which six are transfer stations and one is a landfill (CalRecycle 2022). The Rock Creek Landfill is located at 12021 Hunt Road, Milton, CA and is permitted as a solid waste landfill and a large volume transfer/processing facility. The large volume transfer/processing facility has a maximum capacity of 7,651,000 cubic yards and can handle construction/demolition debris.

4.16.2 Discussion

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

There are existing utilities located in the immediate vicinity of the proposed project site. These include overhead electrical lines, telephone/communication lines, irrigation facilities, sewer utilities and water utilities. The proposed project is not anticipated to result in the need to relocate these utilities; however, there is the potential that the utilities would need to be adjusted to conform to the new grade and/or alignment of the proposed project.

Construction Impacts

Non-potable water use would be required for fugitive dust control during the construction of the proposed project. See Section 4.3, Air Quality, for more information regarding fugitive dust control BMPs. Water supplies during construction are typically trucked to the site from outside sources that supply water for construction activities. The need for additional water would cease upon construction completion. Potable water would be required during construction for workers. Typically, potable water is brought to the site in bottles or other potable water vessels. Water use at the proposed project site would cease upon completion of construction. No new or expanded water facilities would be required.

During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. No new or expanded facilities would be required.

The proposed project would result in the need for utilities to be adjusted to conform to the new grade and/or alignment of the proposed project. It is not anticipated that these adjustments would result in any utility disruptions to customers, and relocations would occur within the proposed project boundaries.

The proposed East Trunk/Vallecito Road Sewer Line project runs along Vallecito Road at the same location as the proposed project. If either project identifies disruptions, a coordinated effort would occur between the two projects so that the disruptions would occur at the same time.

The proposed project would not result in the need for new or expanded water, wastewater treatment, or other utility facilities. Impacts from the proposed project would be less than significant and no mitigation is required.

Operation Impacts

Operations would be similar to existing conditions upon construction completion. The proposed project would result in an increase impervious surfaces from the proposed project, which could cause an increase in surface water runoff leaving the proposed project site. However, as discussed in Section 4.9, Hydrology and Water Quality, stormwater runoff currently drains to roadside drainages along Vallecito Road, Booster Way, Finnegan Lane, and Angel Oaks/Greenhorn Creek Road, and along vegetated areas along Angels Creek. The proposed project would construct additional impervious surfaces, as compared to the existing conditions. However, the increase in impervious surface would cause a negligible increase in surface water runoff leaving the project site. Therefore, the proposed project's operations would not result in the need for new or expanded stormwater facilities.

The proposed project would provide Class I and Class III facilities and a transit hub. No facilities are included the need for water or wastewater services. Therefore, operations would not generate wastewater nor increase water demand. Thus, the proposed project would not result in the need for new or expanded wastewater or water treatment facilities.

The proposed Class I and Class III facilities would not increase the demand for electrical power, natural gas, or other telecommunication facilities. The proposed transit hub could result in the need for additional lighting; however, street lighting exists along Vallecito Road. New lights would meet current energy standards and would not substantially increase the need for additional electrical power (refer to Section 4.5, Energy, for additional information). Therefore, the proposed project would not require the expansion or construction of new facilities. Operational impacts would be less than significant.

b) Would the proposed project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed project would construct new Class I and Class III facilities, and a transit hub. Use of non-potable water would be used for fugitive dust control measures (see Section 3, Air Quality, for more information regarding dust control) during the construction phase. Potable water supplies during construction are used for construction workers. Water supplies during construction are typically trucked to the site from outside sources that supply water to construction activities. This use of water would occur during the construction period and would cease upon construction completion. The proposed project would not result in new, permanent water demand directly or indirectly beyond what currently exists for the City. No impacts would occur in this regard.

c) Would the proposed project result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project would construct new Class I and Class III facilities and a transit hub. No restrooms are proposed as part of the proposed project. Upon construction completion, the proposed project would not generate wastewater; thus, it would not require wastewater treatment services. During construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction. There would be no temporary or permanent impacts and no mitigation measures are required.

d) Would the proposed project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The proposed project would construct new Class I and Class III facilities and a transit hub. The proposed project operations would not generate substantial amounts of solid waste beyond trash that bicycle/pedestrian path users may inadvertently drop on the route. The transit hub could generate small amounts of trash/debris associated with those waiting for bus connections. However, the City provides refuse containers to collect trash and debris at parks and bus stops/transit stations. Therefore, the proposed project would include a trash can near the transit hub. Impacts are considered less than significant, and no mitigation is required.

Existing concrete and asphalt to be removed would be demolished and properly disposed of offsite. Heavy equipment would be required to demolish and remove such features. There is no demolition of any building structures associated with the proposed project or other elements that would generate substantial solid waste. The proposed

project would generate short-term temporary volumes of solid waste during the construction phase but would cease upon construction completion. The nearest landfill is the Rock Creek Landfill, which is currently active, accepts construction/demolition debris, and has capacity (CalRecycle 2022). Impacts are less than significant, and no mitigation is required.

e) Would the proposed project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The contractor would be required to comply with federal, State, and local waste management and reduction statutes and regulations. The proposed project would comply with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies. All recyclables and organics collected from the proposed project site during construction would be taken to the appropriate facilities. Upon construction completion, minimal solid waste would be generated by people using the Class I and Class III facilities or the transit hub. A refuse container would be provided to serve the transit hub, which would be disposed of by the City. The proposed project would not conflict with federal, State, and local statutes and regulations related to solid waste. Therefore, there are no impacts in this regard and no mitigation measures are required.

4.16.3 References

Calaveras County. 2021. Communities. Online: https://calaveras.org/about-calaveras/communities/. Date Accessed: July 1, 2021.

California Department of Resources Recycling and Recovery (CalRecycle). 2022. Solid Waste Information System Sites in Calaveras County. Online: https://www2.calrecycle.ca.gov/SolidWaste/Site/Search. Date Accessed: December 22, 2022.

Cal-Waste Recovery Systems (Cal-Waste). 2021. Angels Camp Residential Services. Online: http://cal-waste.com/residential-services/angels-camp/. Date Accessed: July 20, 2021.

City of Angels. 2009. Angels Camp 2020 General Plan Volume 1. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: June 12, 2021.

4.17 Wildfire

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

4.17.1 Setting

The California Department of Forestry and Fire Protection (Calfire) identifies the City as located in a Local Responsibility Area (LRA) with two zones, Very High Fire Hazard Severity Zones (VHFHSV) and non-VHFHSZ, within the City limits. The southern end of the proposed project site is located in a VHFHSZ and the northern end is located approximately 250 feet from a VHFHSZ (Calfire 2009); the remaining areas of the proposed project site is in a non-VHFHSZ. The southern end of the proposed project site runs along the City/County boundary. On the County side, the land adjacent to the proposed project is identified as a VHFHSZ and a High Fire Hazard Severity Zone (HFHSZ) in a State Responsibility Area (SRA) as shown in Figure 4.16-1.

The Angels Camp Fire Department (ACFD), Altaville Melones Fire District, and Calfire provide fire protection service to facilities within the City limits. The ACFD is a combination fire department, meaning that it utilizes full-time and part-time employees as well as volunteers. The ACFD operates out of two stations. Fire Station #1, the main fire station, is located at 1404 Vallecito Road, and is adjacent to the proposed project site. Fire Station #2 is located at 200 Monte Verda Street, 1.2 miles from the proposed project site.

4.17.2 Discussion

a) Would the proposed project substantially impair an adopted emergency response plan or emergency evacuation plan?

For a discussion regarding impacts to the emergency service providers, such as ACFD, please refer to Section 4.15, Public Services. The proposed project would not increase capacity along Vallecito Road, Main Street (SR 49), Booster Way, Angel Oaks/Greenhorn Creek Road, and Finnegan Lane; however, the proposed project Class III facility along Finnegan Lane would utilize the existing 15-foot-wide roadway, adding roadway markings and signage indicating that traffic must share the roadway with bicyclists, pedestrians, and neighborhood electric vehicles (NEVs). Therefore, the proposed project would not increase vehicular traffic and congestion. The proposed project would not impair an adopted emergency response plan or emergency evacuation plan, as operations on nearby roadways would remain the same as existing conditions. No impact to emergency response plan or emergency evacuation plans would occur upon the completion of construction.

During construction, no roadway closures are anticipated and access to properties and roadways adjacent to the proposed project site would be maintained throughout construction. Lane closures would be required along Vallecito Road, Main Street (SR 49), Booster Way, Angel Oaks/Greenhorn Creek Road, and Finnegan Lane. These lane closures would be temporary in nature and only take place during work hours. Traffic control would be required along Vallecito Road, Main Street (SR 49), Booster Way, Angel Oaks/Greenhorn Creek Road, and Finnegan Lane to complete proposed project improvements. The proposed project would be coordinated with the ACFD, Angels Camp Police Department, and other law enforcement or emergency service providers within the area so that access would be maintained at all times during construction, as required in Mitigation Measure PUB-1. With the implementation of Mitigation Measure PUB-1, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures
Implement Mitigation Measure PUB-1, as described in Section 4.15, Public Services.

b) Due to slope, prevailing winds, and other factors, would the proposed project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
c) Would the proposed project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed project would provide a safe route for active modes of transportation between the Greenhorn subdivision, Stelte Park subdivision, and historic downtown Angels Camp.

Construction activities involving vehicles, heavy machinery, and personnel smoking at the proposed project site could result in the ignition of a fire. During construction, heavy equipment and passenger vehicles driving on vegetated areas prior to clearing and grading could increase the risk of fire. Heated mufflers and improper disposal of cigarettes could potentially ignite surrounding vegetation. Implementation of Mitigation Measure FIRE-1 would reduce the potential for construction activities to result in severe fires by requiring the preparation of a Fire Safety Plan that would outline safe construction and maintenance practices. Impacts would be less than significant after implementation of mitigation measures.

The proposed project would not increase the slope or adversely affect other factors that exacerbate wildfire risks in the proposed project area. The proposed project site's slope, prevailing winds, and other factors that exacerbate wildfire risks and expose the project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, would be similar to existing conditions upon construction completion. Therefore, the proposed project would have no impact in this regard.

Mitigation Measures

FIRE-1: Prior to the start of construction, the contractor shall coordinate with the ACFD, Altaville Melones Fire District, and, if necessary, Calfire, to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following:

- Dry grass shall be cut low or removed from construction equipment staging areas.
- All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order.
- Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition.
- Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials.
- Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats.
- Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.

d) Would the proposed project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The proposed project would construct new Class I and Class III facilities, and a transit hub. Upon construction completion, operations on the adjacent roadways would remain the same as pre-construction conditions. New operations would include active transportation along Angels Creek and Vallecito Road, and along Finnegan Lane south

to Angel Oaks/Greenhorn Creek Road. The proposed project would not construct habitable structures. The proposed project would not increase stormwater runoff, result in drainage pattern changes, or result in a population increase that would ultimately expose people or structures to significant risk (refer to Section 4.9, Hydrology and Water Quality, for details).

During construction, workers would be present onsite; however, this increase in workers would be temporary in nature. Therefore, the proposed project would have a less than significant impact in this regard and no additional mitigation measures are required.

4.17.3 References

California Department of Forestry and Fire Protection (Calfire). 2007. Fire Hazard Severity Zones in SRA: Calaveras County. Online: https://osfm.fire.ca.gov/media/6656/fhszs_map5.pdf. Date Accessed: July 26, 2021.

California Department of Forestry and Fire Protection (Calfire). 2009. Very High Fire Hazard Severity Zones in LRA: Angels Camp. Online: https://osfm.fire.ca.gov/media/5773/angels_camp.pdf. Date Accessed: May 20, 2021.

City of Angels. 2009. 2020 General Plan Volume I. Online: http://angelscamp.gov/wp-content/uploads/2016/09/City-of-Angels-2020-General-Plan-Volume-I.pdf. Date Accessed: June 12, 2021.

City of Angels. 2016. Departments: Fire. Online: http://angelscamp.gov/fire/. Date Accessed: May 20, 2021.

4.19 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Mandatory Findings of Significance –				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.19.1 Setting

Per CEQA regulations and guidelines, the City must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects is analyzed below.

4.19.2 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?

The information in the Section 4.3, *Biological Resources*, of this IS/MND analyzes the potential effects of the proposed project on biological resources, including habitats, special-status plant species, and special-status wildlife species, including Western Pond Turtle, Foothill Yellow-Legged Frog and special-status bat species, as well as nesting birds and raptors. Section 4.3, Biological Resources, requires the implementation of mitigation measures. The impacts would be less than significant with the incorporation

of the mitigation measures. The information in Section 4.4, Cultural Resources, and Section 4.14, Tribal Cultural Resources, of this IS/MND analyze possible proposed project effects on cultural and tribal cultural resources including the possibility of human remains. Section 4.4, Cultural Resources, and Section 4.14, Tribal Cultural Resources, determined that impacts would be less than significant with the incorporation of mitigation measures.

Mitigation Measures
Implement Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, and TRC-1 and TRC-2, as described in the IS/MND sections above.

b) Have impacts that are individually limited, but cumulatively considerable?

This IS/MND has identified potential impacts in the areas of biological resources, cultural resources, paleontological resources (under geology and soils), hazards, public services, and wildfire that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. Each resource within this IS/MND evaluates the proposed project impacts and mitigates the impacts to less than significant. The proposed project approval is conditioned upon implementation of these mitigation measures and BMPs that avoid incremental effects. Therefore, with mitigation incorporation, cumulative impacts are less than significant.

Mitigation Measures
Refer to Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, GEO-1, HAZ-1 through HAZ-3, PUB-1, TRC-1 through TRC-2, and FIRE-1, as described in the IS/MND sections above.

c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would construct new Class I and a Class III facilities, and a transit hub. The proposed project would be designed to current federal, State, and local structural and geometric standards. The proposed project would not cause substantial adverse effects on human beings. This IS/MND has identified potential impacts in the areas of biological resources, cultural resources, paleontological resources (under geology and soils), hazards, public services, and wildfire that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. Each resource within this IS/MND evaluates the proposed project impacts and mitigates the impacts to less than significant levels. The proposed project approval is conditioned upon implementation of these mitigation measures and BMPs that avoid incremental effects. Therefore, with mitigation incorporation, cumulative impacts are less than significant.

Mitigation Measures

Refer to Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, GEO-1, HAZ-1 through HAZ-3, PUB-1, TRC-1 through TRC-2, and FIRE-1, as described in the IS/MND sections above.

5. List of Preparers and Reviewers

The Draft IS/MND team members are presented below.

5.1 City of Angels (CEQA Lead Agency)

City Administrator ..... Rebecca Callen
Project Engineer ..... Aaron Brusatori
Contract Project Planner ..... Amy Augustine

5.2 Dewberry

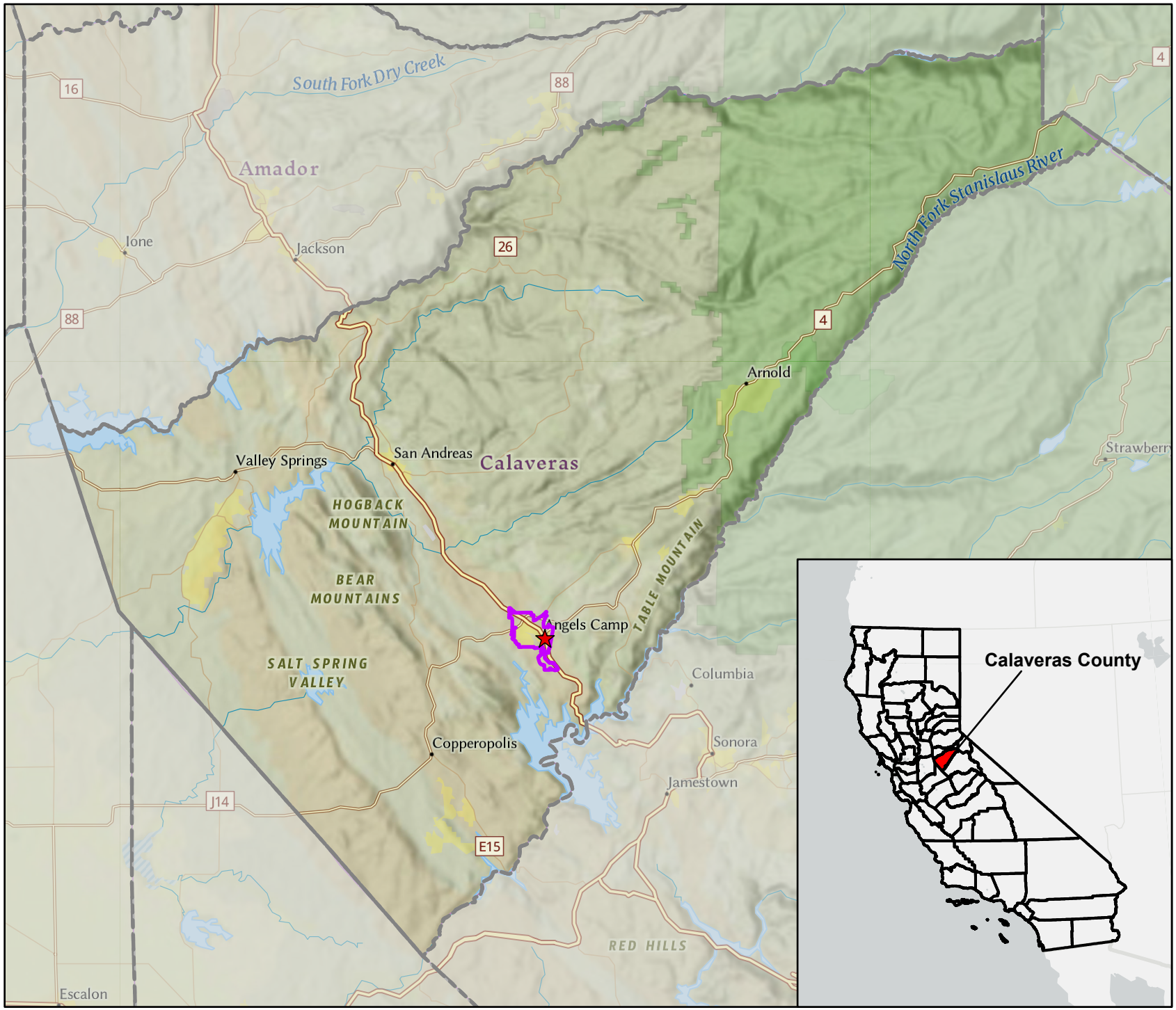
Project Manager ..... Matt Satow
Project Engineer ..... Nathan Donnelly
Environmental Project Manager ..... Christa Redd
Senior Environmental Scientist ..... Leslie Haglan
Senior Environmental Scientist ..... Jeff Bray
Senior Biologist/Environmental Scientist ..... Lindsay Tisch
Senior Environmental Scientist/Cultural Resources Specialist ..... Jennifer Howry
Staff Environmental Scientist ..... Isabella Ciraulo
Staff Environmental Scientist/Biologist ..... Noelle Tamas
Graphics/GIS Specialist ..... Allison Piazzoni

5.3 PAR Environmental Services

President ..... Mary L. Maniery
Senior Archaeologist ..... Andrea E. Maniery

Appendix A. Figures

Regional Location Map



Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-1

Legend

- Proposed Project Location
- City of Angels
- Calaveras County

0 10 Miles

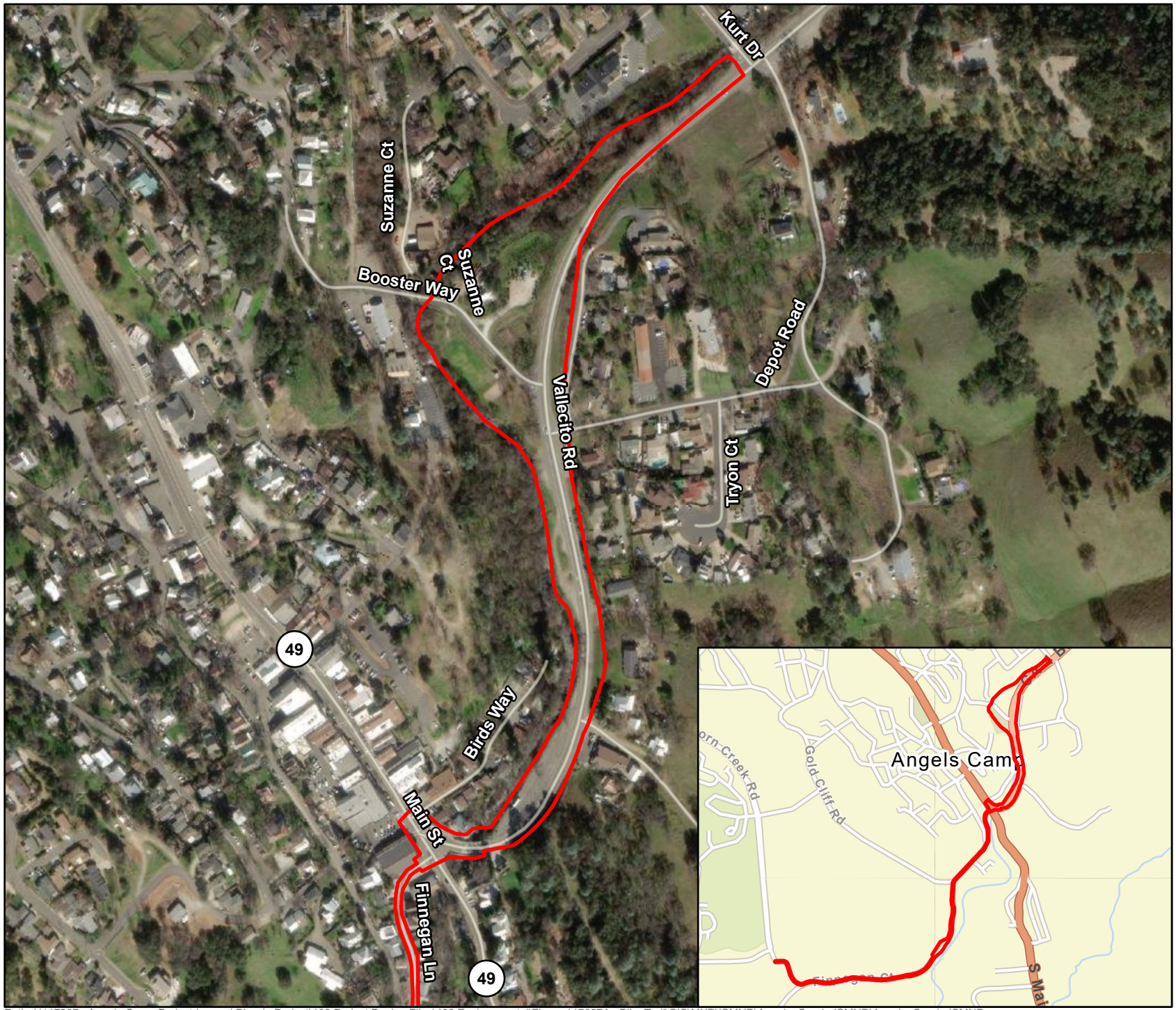
N

Author: A. Piazzoni
Last updated on Tuesday, November 29, 2022

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Project Location Map



Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-2

Legend

Proposed Project Location

0 360 Feet

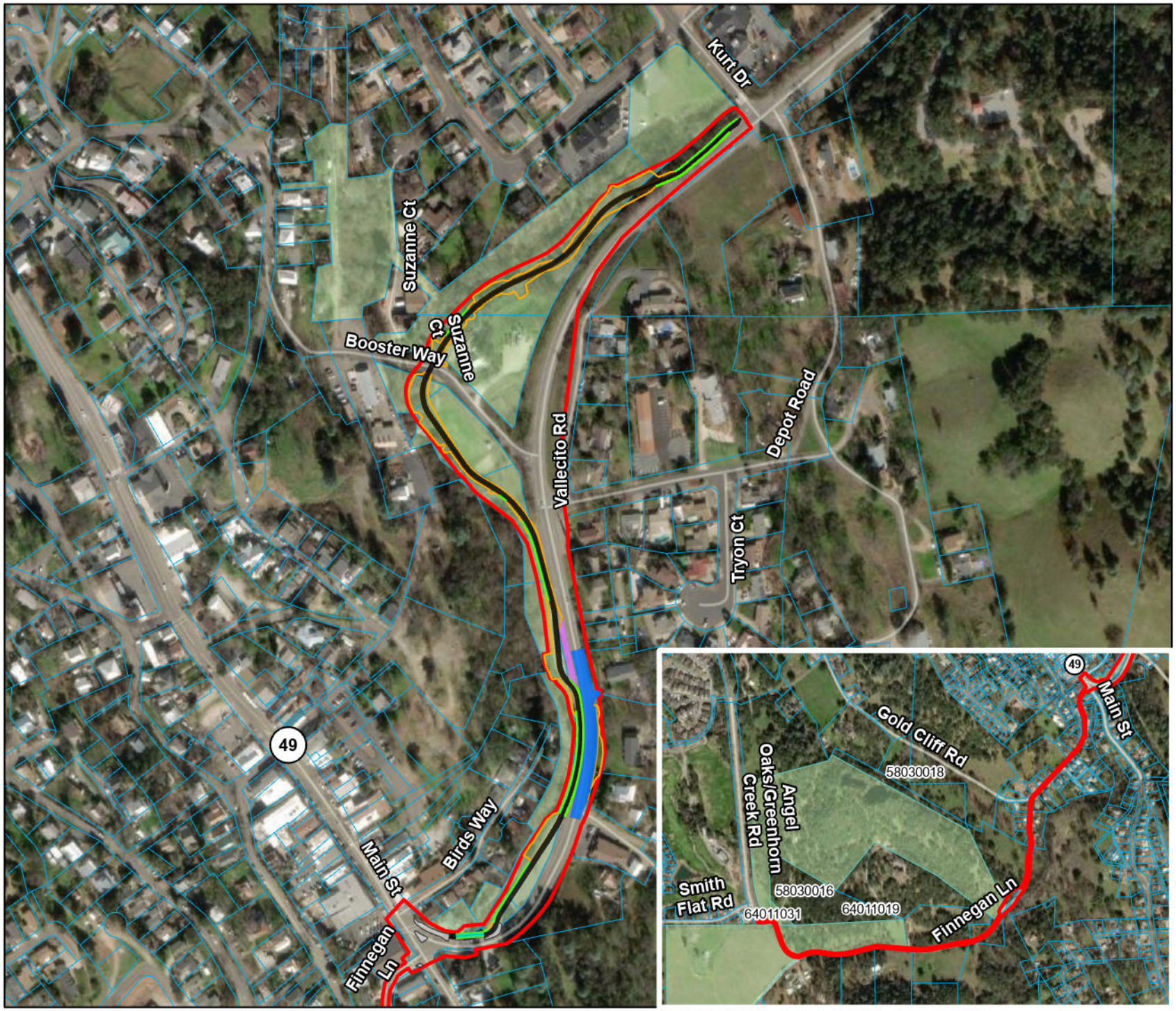
N

Author: A. Piazzoni
Last updated on Tuesday, December 6, 2022

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Proposed Project Details



Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-3

Legend

- Proposed Trail
- Proposed Retaining Walls
- Proposed Roadway Realignment
- Proposed Transit Hub
- Proposed Project Extent
- Proposed Roadwork
- Proposed Trail Bridge
- Proposed Cut and Fill
- Impacted Parcels
- Parcels

0 400 Feet

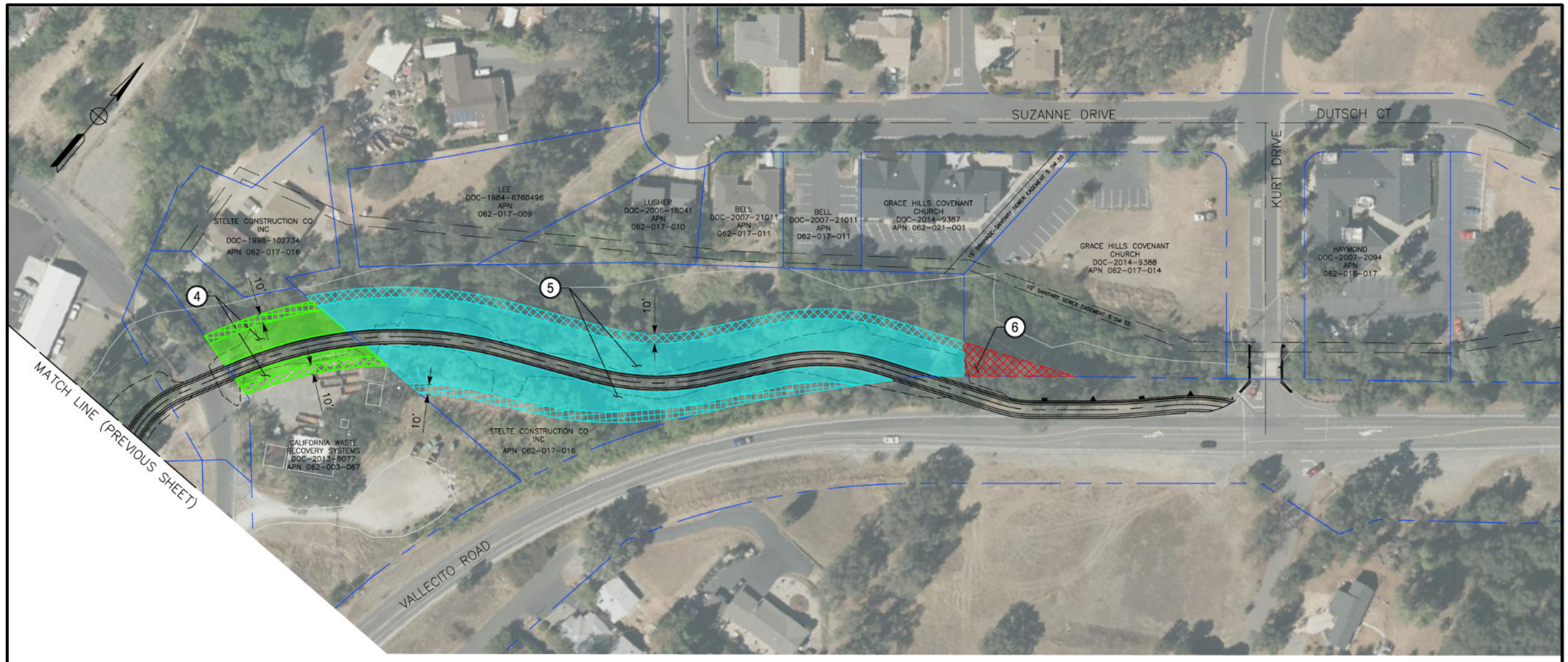
N

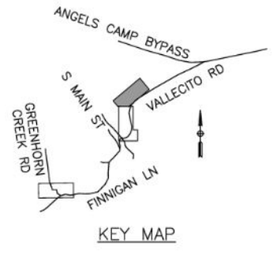
Author: A. Piazzoni
Last updated on Friday, April 14, 2023

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Right of Way





KEY MAP

#	APN	OWNER	PARTIAL FEE ACQUISITION		TEMPORARY CONSTRUCTION EASEMENT	
			SQFT	ACRES	SQFT	ACRES
1	062-004-088	PARCEL 2	0	0.000	78	0.002
2	062-004-054	PARCEL 2	0	0.000	718	0.016
3	062-004-043	TAKAHASHI	606	0.014	503	0.012
4	062-003-067	CALIFORNIA WASTE RECOVERY SYSTEMS	4519	0.104	2647	0.061
5	062-017-016	STELTE CONSTRUCTION CO INC	33341	0.765	4554	0.105
6	062-017-014	GRACE HILLS COVENANT CHURCH	0	0.000	2000	0.046
SUBTOTAL (BIKE TRAIL)			38466	0.883	10500	0.241

ANGEL'S CREEK TRAIL

RIGHT-OF-WAY EXHIBIT

3/21/2023
SCALE: 1"=50'

Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-4a

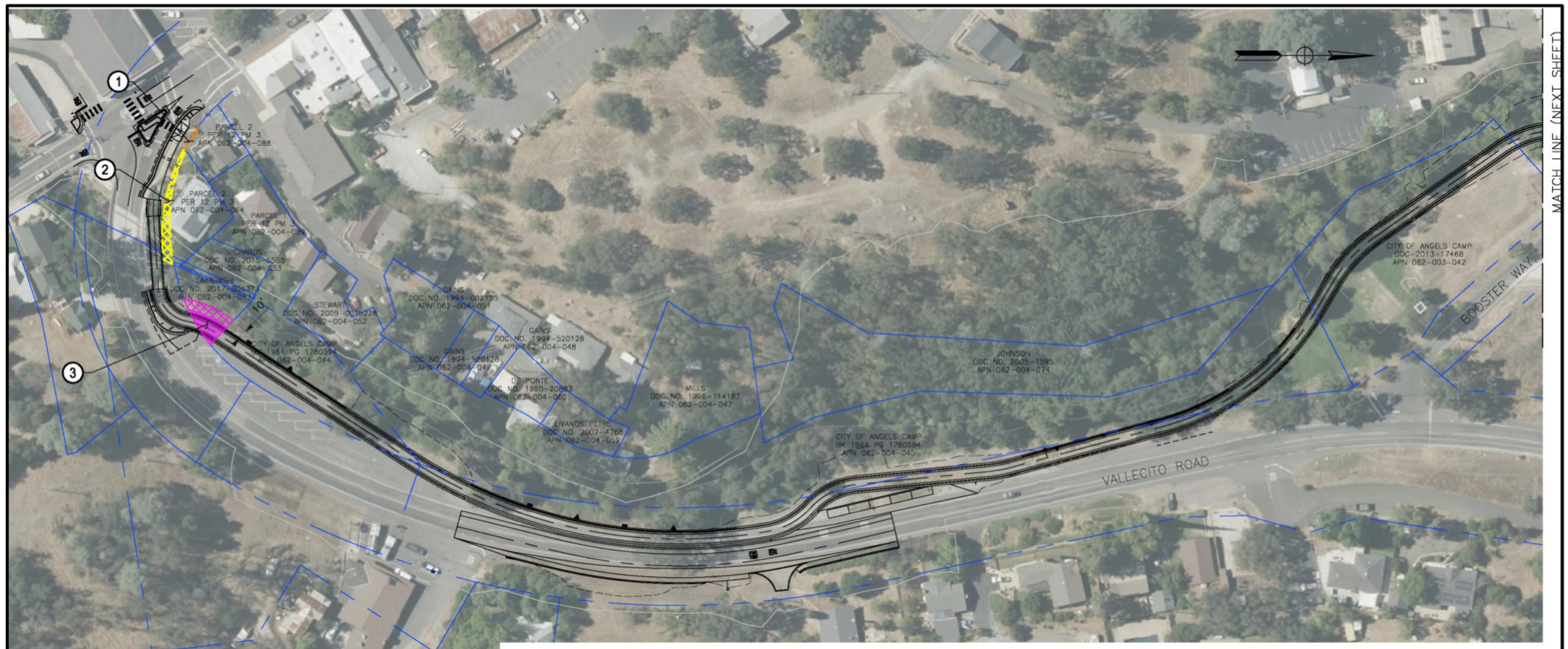
Legend

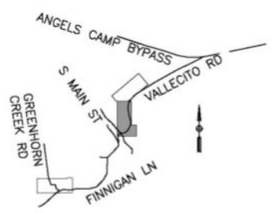
- Exist R/W
- PARCEL BOUNDARIES
- CUT
- FILL

Author: A. Piazzoni
Last updated on Thursday, April 13, 2023

Dewberry

Right of Way





KEY MAP

(#)	APN	OWNER	PARTIAL FEE ACQUISITION		TEMPORARY CONSTRUCTION EASEMENT	
			SQFT	ACRES	SQFT	ACRES
1	062-004-088	PARCEL 2	0	0.000	78	0.002
2	062-004-054	PARCEL 2	0	0.000	718	0.016
3	062-004-043	TAKAHASHI	606	0.014	503	0.012
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5	062-017-016	STELTE CONSTRUCTION CO INC	33341	0.765	4554	0.105
6	062-017-014	GRACE HILLS COVENANT CHURCH	0	0.000	2000	0.046
SUBTOTAL (BIKE TRAIL)			38466	0.883	10500	0.241

ANGEL'S CREEK TRAIL

RIGHT-OF-WAY EXHIBIT

3/21/2023

SCALE: 1"=50'

Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-4b

Legend

- Exist R/W
- PARCEL BOUNDARIES
- CUT
- FILL

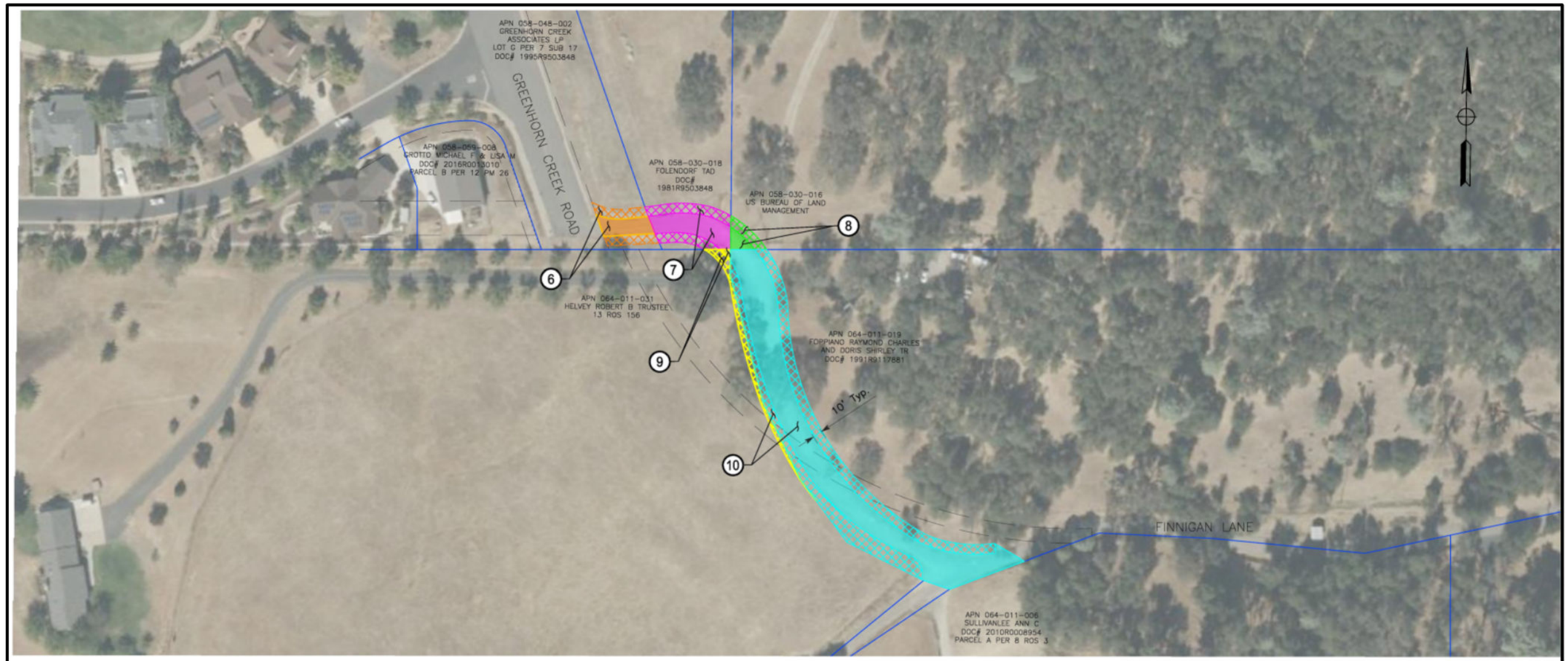
Author: A. Piazzoni

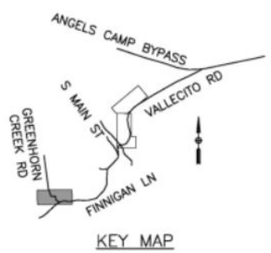
Last updated on Thursday, April 13, 2023

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Right of Way





KEY MAP

#	APN	OWNER	PARTIAL FEE ACQUISITION		TEMPORARY CONSTRUCTION EASEMENT	
			SQFT	ACRES	SQFT	ACRES
6	058-048-002	GREENHORN CREEK ASSOCIATES LP	947	0.022	1078	0.025
7	058-030-018	FOLENDOR TAD	1817	0.042	1499	0.034
8	058-030-016	US BUREAU OF LAND MANAGEMENT	316	0.007	425	0.010
9	064-011-031	HELVEY ROBERT B TRUSTEE	54	0.001	1111	0.026
10	064-011-019	FOPPIANO RAYMOND CHARLES AND DORIS SHIRLEY TR	12680	0.291	8048	0.185
SUBTOTAL (FINNIGAN BIKE PATH)			15814	0.363	12161	0.279
TOTAL			54280	1.25	22661	0.520

ANGEL'S CREEK TRAIL

RIGHT-OF-WAY EXHIBIT

3/21/2023

SCALE: 1"=50'

Angels Creek Trail Bicycle and Pedestrian Project

Figure 2-4c

Legend

- Exist R/W
- PARCEL BOUNDARIES
- CUT
- FILL

Author: A. Piazzoni

Last updated on Thursday, April 13, 2023

Dewberry

Habitat Map

Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.3-1

Legend

- Biological Study Area

Habitat Type

- Blue Oak - Foothill Pine
- Montane Riparian
- Non-Native Grassland
- Riverine (Upper Perennial)
- Urban (Developed)

N

0 300 Feet

Author: A. Piazzoni
Last updated on Monday, March 27, 2023

Dewberry

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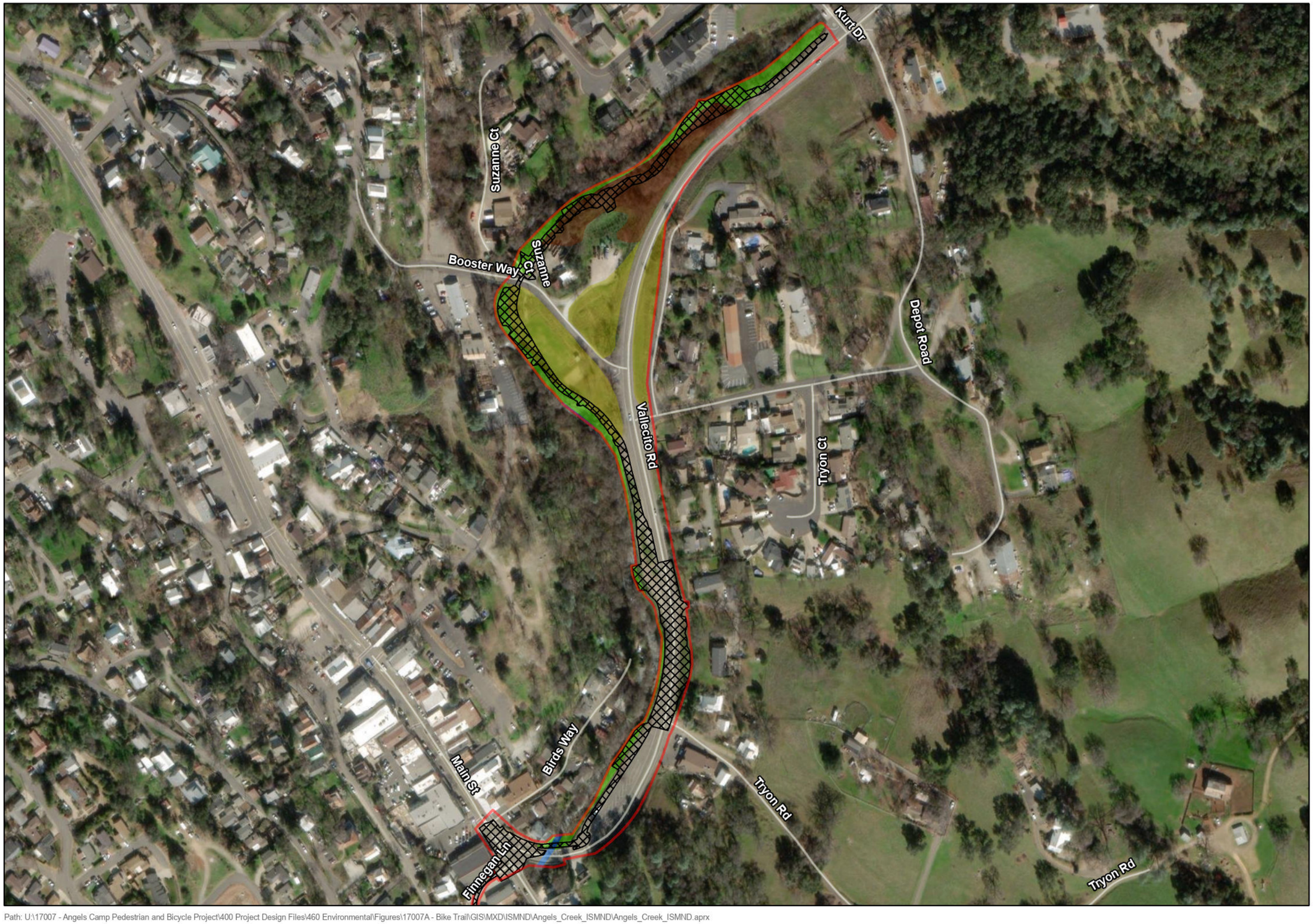
Habitat Impacts Map



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.3-2a

Legend

- Proposed Project Extent
- Permanent Impact Area

Habitat Type

- Blue Oak - Foothill Pine
- Montane Riparian
- Non-Native Grassland
- Riverine (Upper Perennial)

0 240 Feet

N

Author: A. Piazzoni
Last updated on Thursday, April 13, 2023

Dewberry

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Habitat Impacts Map

Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.3-2b

Legend

- Proposed Project Extent
- Permanent Impact Area

Habitat Type

- Blue Oak - Foothill Pine
- Montane Riparian
- Non-Native Grassland
- Riverine (Upper Perennial)

0 240 Feet

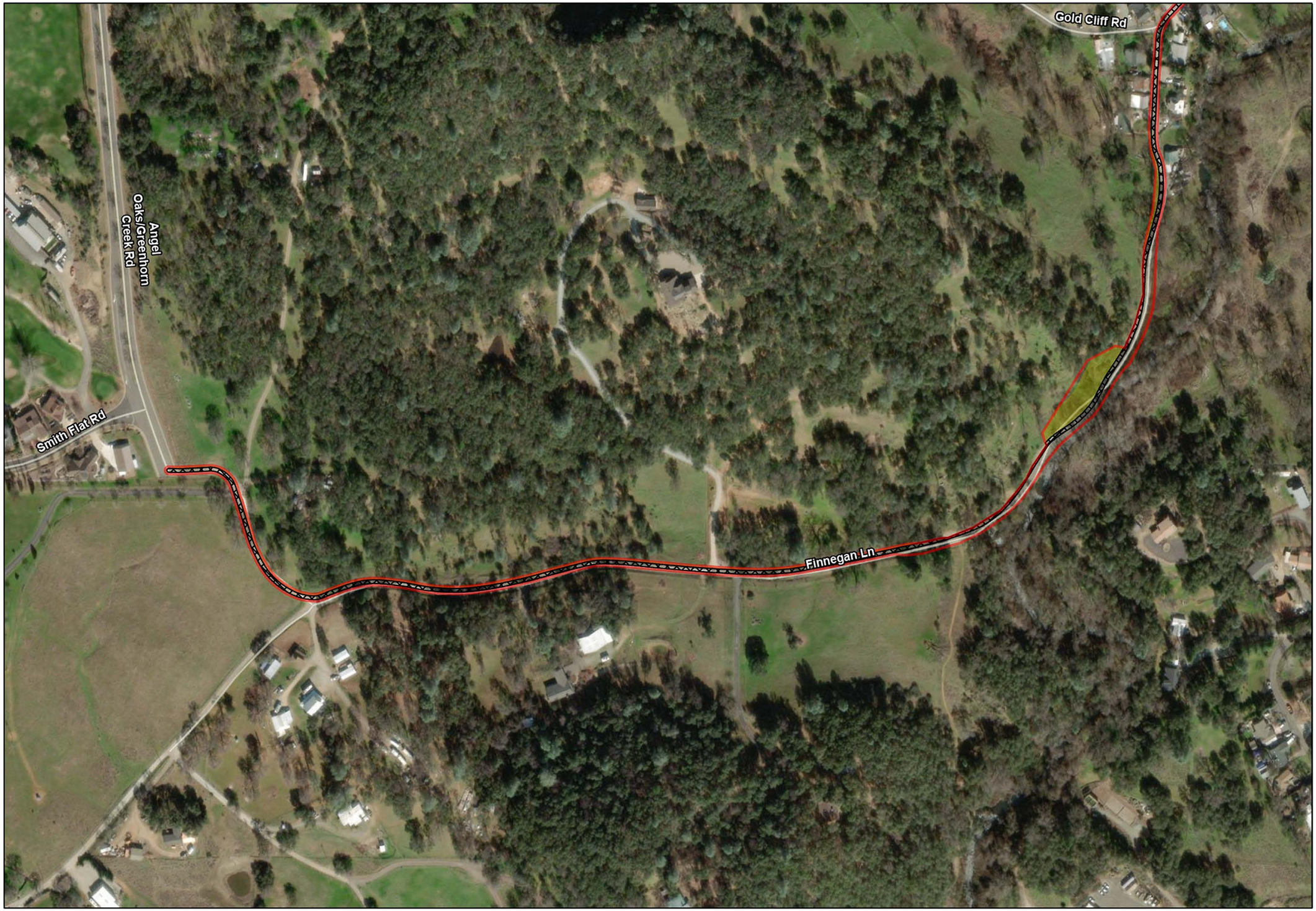
N

Author: A. Piazzoni
Last updated on Thursday, April 13, 2023

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Habitat Impacts Map



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.3-2c

Legend

- Proposed Project Extent
- Permanent Impact Area

Habitat Type

- Blue Oak - Foothill Pine
- Non-Native Grassland

0 240 Feet

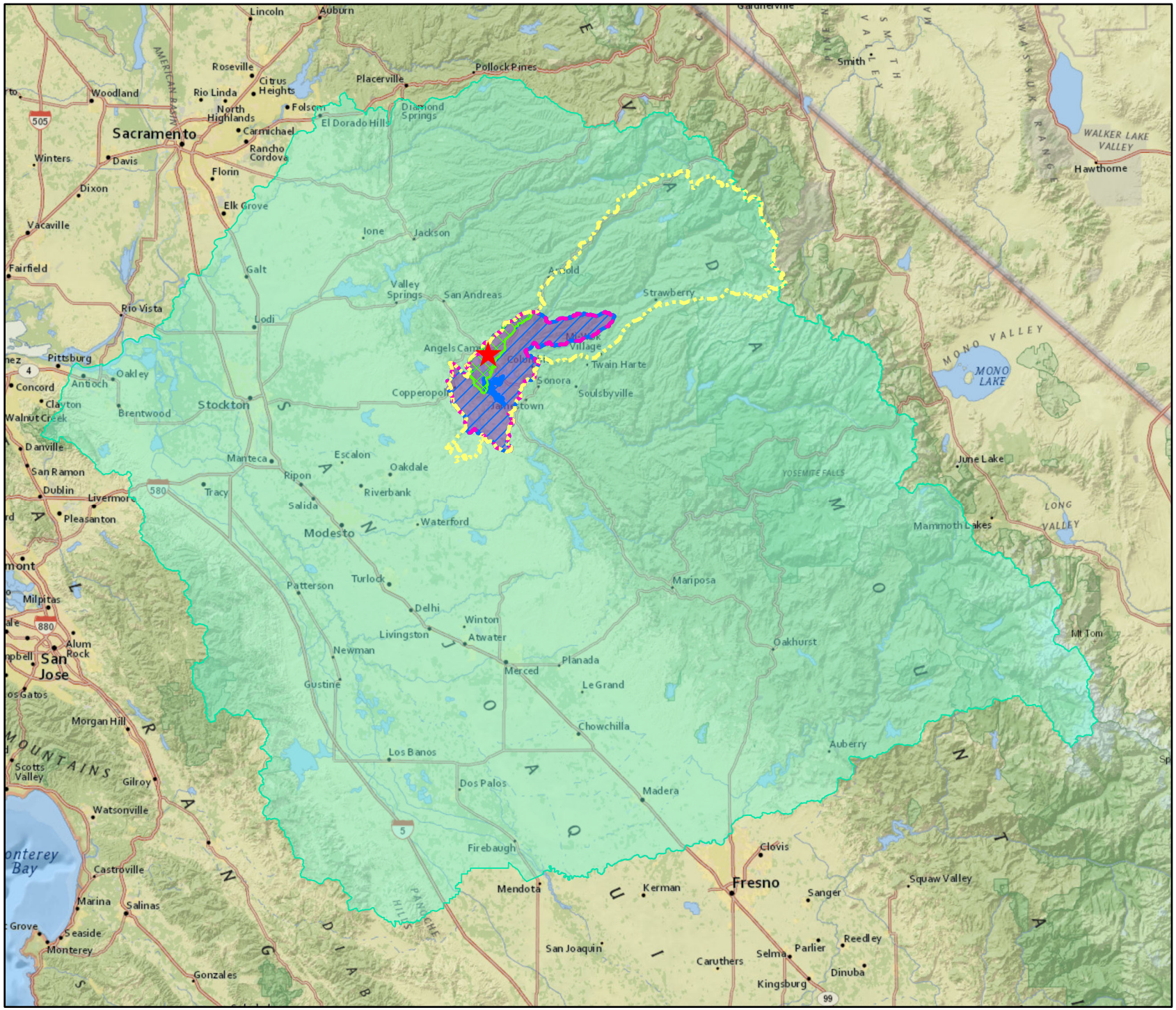
N

Author: A. Piazzoni
Last updated on Thursday, April 13, 2023

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Regional Hydrology



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.9-1

Legend

- Proposed Project Location
- Angels Creek Subwatershed
- Upper Stanislaus River Watershed
- Angels Camp Hydrologic Sub Area
- Copperopolis Hydrologic Area
- Stanislaus River Hydrologic Unit
- San Joaquin Hydrologic Region

0 120,000 Feet

N

Author: A. Piazzoni
Last updated on Wednesday, December 21, 2022

Dewberry

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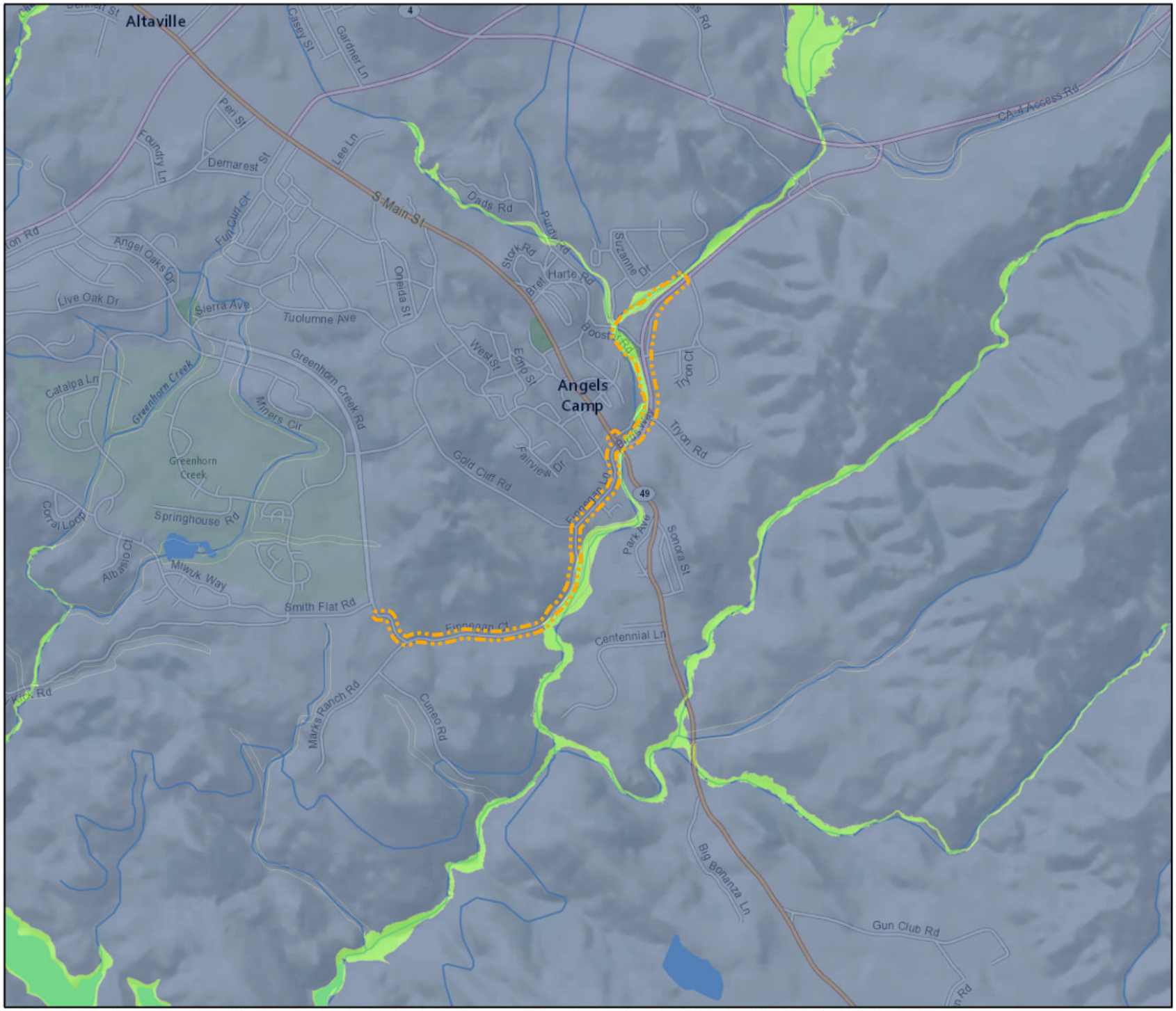
Floodplain Map



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.9-2

Legend

- Biological Study Area

FEMA Flood Zones

- 100-Year Floodplain (Zones A; AE)
- 500-Year Flood Zone (Zone X)

0 0.4 Miles

N

Author: A. Piazzoni
Last updated on Monday, March 27, 2023

Dewberry

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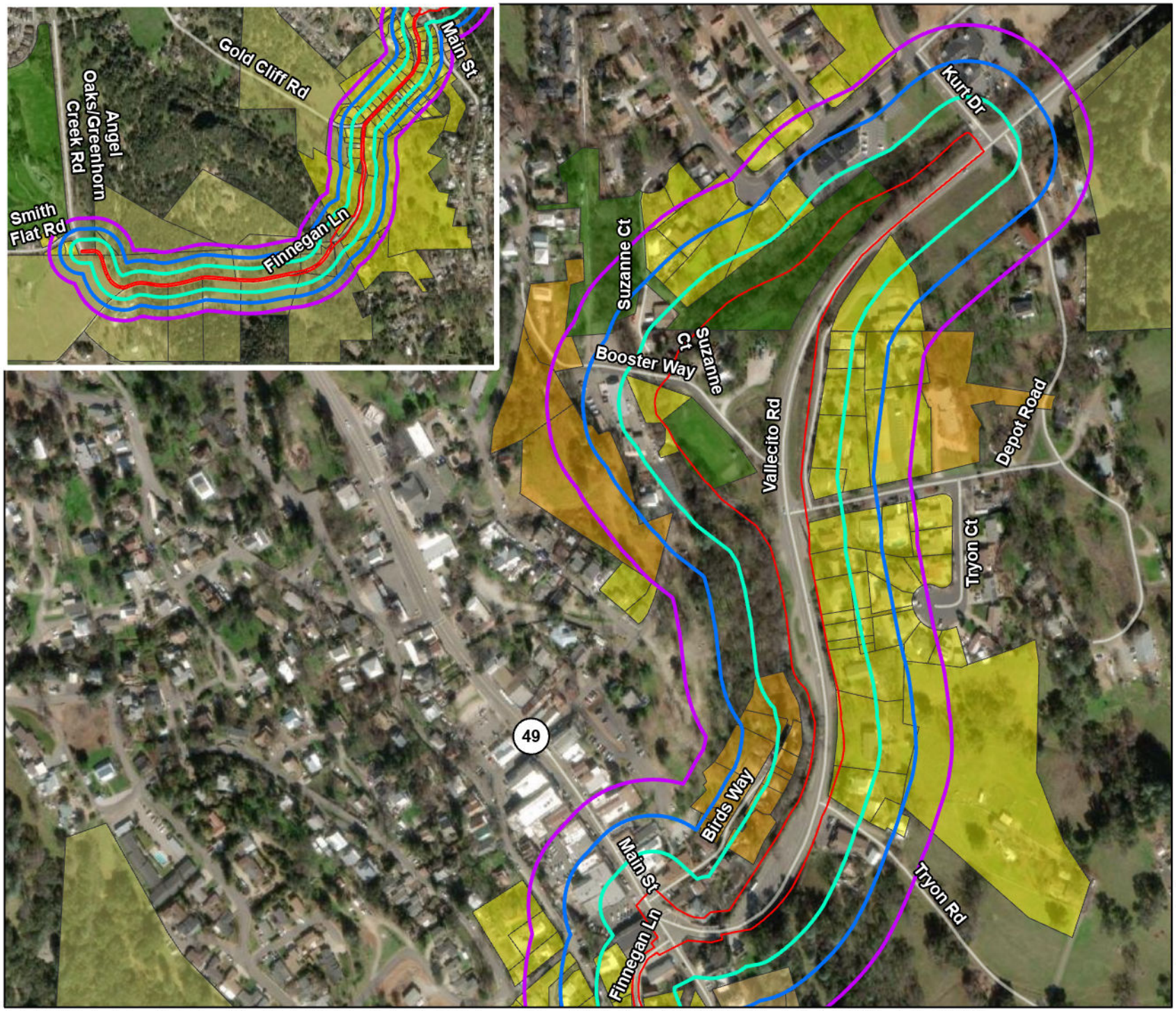
Sensitive Noise Receptors



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.10-1

Legend

- Proposed Project Extent
- 100 ft buffer
- 200 ft buffer
- 300 ft buffer

Land Use Type

- High Density Residential
- Medium Density Residential
- Parks and Recreation
- Residential Estate
- Single Family Residential
- Parcels

0 440 Feet

N

Author: A. Piazzoni
Last updated on Monday, March 27, 2023

Dewberry

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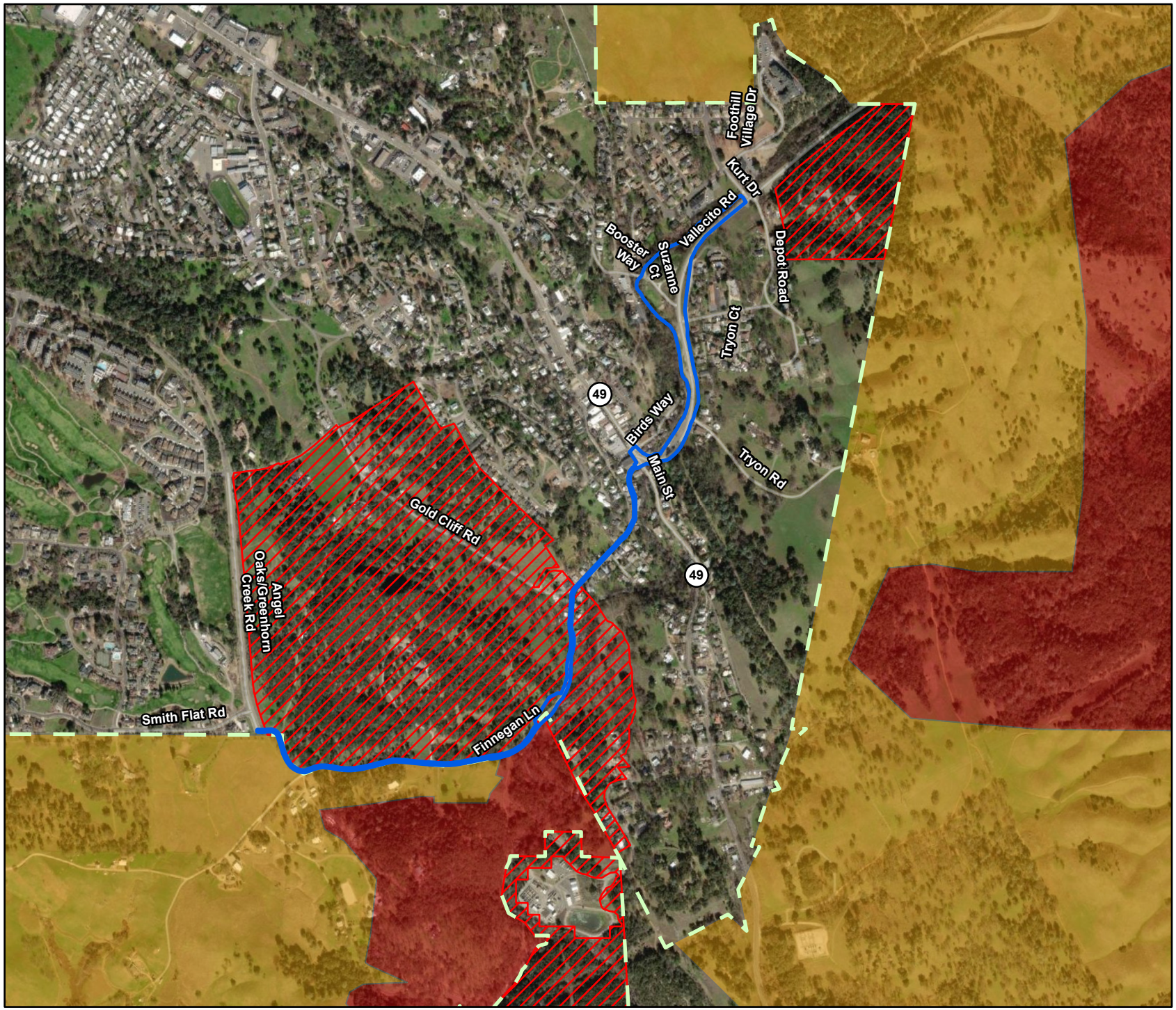
Fire Hazard Severity Zones



Angels Creek Trail Bicycle and Pedestrian Project

Figure 4.16-1

Legend

- City of Angels
- Proposed Project Location

Local Responsibility Area

FHSZ

- Very High

State Responsibility Area

FHSZ

- High
- Very High

N

0 1,360 Feet

Author: A. Piazzoni
Last updated on Monday, December 19, 2022

Dewberry

Path: U:\17007 - Angels Camp Pedestrian and Bicycle Project\400 Project Design Files\460 Environmental\Figures\17007A - Bike Trail\GIS\MXD\ISMND\Angels_Creek_ISMND\Angels_Creek_ISMND.aprx

Appendix B. Road Construction Emissions Model

Road Construction Emissions Model, Version 9.0.0

Daily Emission Estimates for -> Angels Creek Trail

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	2.24	21.79	21.97	122.15	0.95	121.20	26.05	0.84	25.21	0.05	5,228.38	1.41	0.12	5,298.97
Grading/Excavation	9.92	86.97	99.76	125.35	4.15	121.20	28.93	3.72	25.21	0.21	20,748.54	6.18	0.27	20,983.82
Drainage/Utilities/Sub-Grade	7.37	75.08	69.80	124.14	2.94	121.20	27.91	2.70	25.21	0.16	15,264.42	3.13	0.19	15,399.09
Paving	2.65	37.91	24.92	1.27	1.27	0.00	1.12	1.12	0.00	0.06	6,149.70	1.67	0.11	6,223.93
Maximum (pounds/day)	9.92	86.97	99.76	125.35	4.15	121.20	28.93	3.72	25.21	0.21	20,748.54	6.18	0.27	20,983.82
Total (tons/construction project)	0.64	6.12	6.32	9.33	0.27	9.07	2.13	0.24	1.89	0.01	1,351.81	0.36	0.02	1,366.28

Notes:

Project Start Year ->	2024
Project Length (months) ->	8
Total Project Area (acres) ->	12
Maximum Area Disturbed/Day (acres) ->	12
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	520	120
Grading/Excavation	0	0	0	0	1,720	120
Drainage/Utilities/Sub-Grade	0	0	0	0	1,480	80
Paving	0	0	0	0	920	80

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Angels Creek Trail

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.02	0.19	0.19	1.07	0.01	1.07	0.23	0.01	0.22	0.00	46.01	0.01	0.00	42.30
Grading/Excavation	0.39	3.44	3.95	4.96	0.16	4.80	1.15	0.15	1.00	0.01	821.64	0.24	0.01	753.84
Drainage/Utilities/Sub-Grade	0.19	1.98	1.84	3.28	0.08	3.20	0.74	0.07	0.67	0.00	402.98	0.08	0.01	368.81
Paving	0.04	0.50	0.33	0.02	0.02	0.00	0.01	0.01	0.00	0.00	81.18	0.02	0.00	74.53
Maximum (tons/phase)	0.39	3.44	3.95	4.96	0.16	4.80	1.15	0.15	1.00	0.01	821.64	0.24	0.01	753.84
Total (tons/construction project)	0.64	6.12	6.32	9.33	0.27	9.07	2.13	0.24	1.89	0.01	1351.81	0.36	0.02	1,239.48

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Appendix C. RESERVED - Responses to Public Comments

Appendix D. Mitigation Summary Table

Appendix D. Summary of Impacts, Mitigation Measures, and Level of Significance After Mitigation

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Aesthetics			
Have a substantial adverse effect on a scenic vista?	Potentially Significant	Implement Mitigation Measures BIO-7 and BIO-8	LTS
Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant	Implement Mitigation Measures BIO-7 and BIO-8	LTS
In non-urbanized, areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning	Potentially Significant	Implement Mitigation Measures BIO-7 and BIO-8	LTS

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
and other regulations governing scenic quality?			
Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	No Impact	None required.	No Impact
Agriculture and Forestry Resources			
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact	None required.	No Impact
Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	None required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact	None required.	No Impact
Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	None required.	No Impact
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact	None required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Air Quality			
Conflict with or obstruct implementation of the applicable air quality plan?	Less than Significant	None required.	Less than Significant
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant	None required.	Less than Significant
Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant	None required.	Less than Significant
Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	None required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Biological Resources			
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 Game or U.S. Fish and Wildlife Service?	Potentially Significant	BIO-1: A qualified biologist shall conduct a preconstruction survey for special-status plant species within 30 days prior to construction, during the appropriate blooming period. If Red Hills soaproot or any other special-status plant species are not found, then no further measures are necessary. If Red Hills soaproot or other special-status plant species is observed during the preconstruction surveys, CDFW shall be notified at least 10 days prior to construction activities, in accordance with the California Native Plant Protection Act of 1977 (CFGC Section 1900-1913) to allow sufficient time to transplant the individuals to a suitable location. BIO-2: The following shall be implemented for FYLF: • A qualified biologist will conduct a preconstruction survey within 24 hours prior to the start of construction activities within the riparian and aquatic habitat in the BSA. • A qualified biologist will monitor any vegetation removal in or adjacent to Angels Creek. • The upstream and downstream limits of the project will be flagged and/or signed to prevent the encroachment of construction personnel and equipment into any sensitive areas during project construction work. • Prior to construction, environmental awareness training will be conducted for construction personnel to brief them on how to	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		recognize FYLF. Construction personnel shall be informed that if a FYLF is encountered in the work area, construction will stop and CDFW will be contacted for guidance. A training log sign-in sheet will be maintained. • If frogs are found at any time during project work, construction will stop and CDFW will be contacted immediately for further guidance. • The project proponent shall submit the name and credentials of the project's biologist(s) to CDFW for review and approval no less than 15 days prior to the onset of construction activities. • Staging areas as well as fueling and maintenance activities shall be a minimum of 100 feet from riparian or aquatic habitats. Staging areas less than 100 feet from Angels Creek will only be allowed with CDFW and RWQCB authorization. The project proponent will prepare a spill prevention and clean-up plan. • The project proponent and contractor will prepare an erosion control plan. The erosion control plan shall be prepared and submitted to the City for review and approval by the City Engineer prior to commencing construction. The City will inspect the control measures to verify they are complete. • If a work site is to be temporarily dewatered by pumping, intakes shall be completely screened with wire mesh not larger than five millimeters. • Upon completion of construction activities, any barriers to flow shall be removed in a manner that would allow flow to resume with the least disturbance to the substrate.	

		BIO-3: The following shall be implemented for western pond turtle: • No more than two weeks (14 days) prior to the commencement of ground-disturbing activities, the City, or project proponent, shall retain a qualified biologist to perform surveys for western pond turtle within suitable aquatic and upland habitat within the BSA. Surveys will include western pond turtle nests as well as individuals. The biologist (with the appropriate agency permits) will temporarily move any identified western pond turtles upstream of the construction area, and temporary barriers will be placed around the construction area to prevent ingress. Construction will not proceed until the work area is determined to be free of turtles. The results of these surveys will be documented in a technical memorandum that will be submitted to CDFW (if turtles are identified and relocated). • Environmental awareness training, as described in BIO-2, will be conducted for construction personnel to brief them on how to recognize western pond turtle. • Standard construction BMPs, as described under BIO-2, shall be implemented throughout construction to avoid and minimize adverse effects to the water quality within the BSA. BIO-4: The following shall be implemented for special-status bat species: • A bat survey shall be conducted by a qualified biologist in suitable habitat prior to May 1st, or no less than 14 days prior to the start of construction. If no roosting bats, maternity roosts, or nurseries are found, no further mitigation will be necessary. • If bats are detected within roosts at the time of the survey, exclusionary measures will be implemented by a qualified biologist to exclude bats from roosts if the roost location is determined to potentially be impacted by construction activities	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and the roost is not a maternity-related roost or nursery. The timing and other methods of exclusionary measures will be developed by the qualified biologist in order to reduce stress on the bats while taking into account project schedule. Exclusionary devices, such as plastic sheeting, and plastic or wire mesh, can be used to allow for bats to exit but not re-enter any occupied roosts. Expanding foam and plywood sheets can be used to prevent bats from entering unoccupied roosts. • Day-time construction activities (between approximately 8:00 AM and 5:00 PM) will not affect bats foraging at night. Though bats could roost in the trees in the PIA, there is no feasible method of preventing bats from roosting in them; therefore, a preconstruction survey shall be conducted an hour prior to sunrise the day of scheduled tree removal activities. If bats are identified roosting in a tree that will be removed, or are roosting immediately adjacent to trees being removed, work will not begin until an appropriate no-work buffer zone has been established. The size of the no-work buffer zone will be determined in consultation with the CDFW. The no-work buffer zone will be delineated by highly visible temporary construction fencing. No tree removal would commence within the no-work buffer zone until a qualified biologist determines bats are no longer roosting in the trees. BIO-5: The following shall be used when tree removal and grubbing and clearing activities take place:	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation

		• The following shall be implemented for tree and shrub nesting species:
		  • Conduct all tree and shrub removal and grading activities during the non-breeding season (generally September 1 through January 31).
		  • If grading and tree removal activities are scheduled to occur during the breeding and nesting season (February 1 through August 31), pre-construction surveys shall be performed prior to the start of project construction activities, generally no less than 14 days and no more than 30 days prior to the start of activities.
		• If construction, grading or other project-related activities are scheduled during the nesting season (February 1 to August 31), preconstruction surveys for other migratory bird species shall take place no less than 14 days.
		  • If the pre-construction surveys do not identify any nesting migratory bird species within areas potentially affected by construction activities, no further mitigation shall be required.
		  • If the pre-construction surveys identify nesting bird species within areas that are within 250 feet of construction activities, the following shall be implemented:
		  • Project-related construction impacts shall be avoided by establishment of appropriate no-work buffer zones to limit construction activities near the nest site. The no-work buffer zone shall be delineated by highly visible temporary construction fencing and shall be a minimum of 75 feet	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		from non-raptor nests and 300 feet from raptor nests, unless a qualified biologist, in consultation with CDFW, determines that alternative buffers are required. Alternative buffers shall be established for special status non-raptor nests in consultation with CDFW. • In consultation with CDFW, monitoring of nest activity by a qualified biologist shall be required if the construction activity has potential to adversely affect the nest or nesting behavior of the bird. • No construction activity shall commence within the no-work buffer zone until a qualified biologist and CDFW confirm that the nest is no longer active (e.g., young have fledged). BIO-6: The following shall be incorporated for bridge-nesting birds if construction of the new bicycle and pedestrian bridge parallel to existing Vallecito Road bridge occurs during the nesting season (February 1 to August 31): • Remove all existing unoccupied nests and partial nests on the existing Vallecito Road bridge during the non-nesting season (September 1 to January 31) of the construction year. • Exclusionary netting shall be installed around the undersides of the existing Vallecito Road bridge before February 1 of the construction year to prevent new nests from being formed. • During the construction year, prior to construction, a qualified biologist shall monitor the Vallecito Road bridge during the active	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		nesting season (February 1 to August 31) in order to determine the extent of nesting. If nesting is limited, a qualified biologist shall monitor construction activities adjacent to the existing bridge. Monitoring shall occur on a daily basis until all birds have fledged or it is determined that construction is not disturbing the nesting birds. If nesting is extensive, the following measure will be implemented. • Exclusionary netting shall be installed around the undersides of the existing bridge before February 1 of the construction year to prevent new nests from being formed.	
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 Game or U.S. Fish and Wildlife Service?	Potentially Significant	BIO-7. The following will be implemented prior to and during construction within and adjacent to riparian habitat. • Prior ground disturbing activities above the ordinary high water mark and within the riparian area, the City will obtain the required permits for construction activities. The City will obtain a Streambed Alteration Agreement (Section 1602 permit) from CDFW and a Waste Discharge Requirement (WDR) from the RWQCB. • Riparian habitat located in the vicinity of the project will be protected by installing high-visibility construction fencing. Fencing will be installed along the edge of construction areas, including temporary and permanent access roads, as determined by a qualified biologist. The location of fencing will be marked in the field with stakes and flags and shown on the construction drawings. The construction specifications will contain clear	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		language that prohibits construction-related activities, vehicle operation, material and equipment storage, trenching, grading, or other surface-disturbing activities outside of the designated construction area. Signs will be erected along the protective fencing at a maximum spacing of one sign per 50 feet of fencing. The signs will state: "This area is environmentally sensitive; no construction or other operations may occur beyond this fencing. Violators may be subject to prosecution, fines, and imprisonment." The signs will be clearly readable at a distance of 20 feet and will be maintained for the duration of construction activities in the area. • Where riparian vegetation occurs along the edge of the construction easement, the City will minimize the potential for long-term loss of riparian vegetation by trimming vegetation rather than removing the entire plant. Trimming will be conducted per the direction of a qualified biologist and/or Certified Arborist. • Replacement habitat shall be in accordance with the project's Streambed Alteration Agreement (Section 1602 permit) and WDR consistent with the agencies' no net loss habitat standards unless alternative standards have been adopted by the agencies prior to commencing construction. Replacement habitat may be through replanting or purchasing credits from an approved bank, or any combination of the two. • A riparian revegetation plan shall be prepared for review and approval by CDFW in conjunction with securing the project's Streambed Alteration Agreement (Section 1602 permit), if mitigation credits are not secured from an approved bank.	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• A riparian revegetation plan will include, but is not limited to, plant salvage, seeds, and seedlings obtained from local native sources and irrigation. Vegetation shall have no less than 80 percent survival rate for a period of 5 years, unless otherwise approved by CDFW. BIO-8. During final design, the project engineer will identify the size, location and types of non-riparian trees to be removed. Tree replacement shall be in accordance with Chapter 17.64 of the Angels Municipal Code.	
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?	Potentially Significant	BIO-9. During construction, water quality will be protected by implementation of best management practices (BMPs) of the California Stormwater Quality Association (2016). BMPs designed to address water quality (and related special-status species) impacts are described below and will be finalized in consultation with the Project Engineer, City, RWQCB, and other appropriate agencies. • The contractor will develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as the petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction. • Standard construction BMPs will be described in full in the project's SWPPP or Water Pollution Control Plan (WPCP). These BMPs will be implemented throughout the duration of construction. Appropriate erosion control measures will be used (including, but not limited to, straw wattles, filter fences,	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		vegetative buffer strips, or other accepted equivalents) to reduce siltation and contaminated runoff from the project site. All erosion control materials, including straw wattles and erosion control blanket material, used on-site will be biodegradable. Use of erosion control containing plastic monofilament will not be allowed because wildlife may become entrapped in this material. Wattles shall be wrapped with 100 percent biodegradable materials like burlap, jute, or coir. • Measures will be implemented during ground-disturbing activities to reduce erosion and sedimentation. These measures can include, but are not limited to, mulches, soil binders/ erosion control blankets, silt fencing, fiber rolls, and temporary berms. • Existing vegetation will be protected, using temporary fencing or other equivalent protection devices to reduce erosion and sedimentation. • Exposed soils will be covered by loose bulk materials or other materials, such as visqueen, to reduce erosion and runoff during rainfall events. • Exposed soils will be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by winds and construction activities such as traffic and grading activities. • All erosion control measures, and storm water control measures will be properly maintained until the site has returned to a pre-construction state.	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Protective fencing will be constructed around environmentally sensitive areas, habitats of special concern, and natural communities to prevent temporary or permanent impacts to these areas. • All disturbed areas will be restored to pre-construction conditions or better and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species. • All construction materials will be hauled off-site after completion of construction activities.	
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?	Less than Significant	None Required.	Less than Significant
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant	Implement Mitigation Measures BIO-7 and BIO-8.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	None required.	No Impact
Cultural Resources			
Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Potentially Significant	CUL-1: Prior to construction, the City will incorporate specific construction methods recommended by Caltrans in its Transportation and Construction Vibration Guidance Manual into the project construction contract to protect historic buildings surrounding the intersection of Main Street (SR 49), Vallecito Road, and Finnegan Lane, including Angels Camp Trading Post [APN# 62-004-054], Lake's Hotel [APN# 62-004-030, Carley's Garage [APN# 60-012-013], Carley's Storage Garage [APN# 62-009-024, and Bazinett Hotel [APN# 60-012-011]. The selected construction methods will demonstrate that the construction will not exceed the Caltrans-identified risk of structural damage to historical buildings of 0.1 inch per second peak particle velocity (PPV), or other protective threshold as identified in the analysis. The project Plans, Specification and Estimates (PS&E) will include all required conditions and vibrational restrictions to avoid an adverse vibratory effect to historic buildings. CUL-2: The requirements of vibration monitors and the selected construction methods identified in the PS&E package will be	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		discussed with the Contractor and construction personnel during the preconstruction meeting by the Consulting Cultural Resource Specialist, and Resident Engineer or Project Manager (See also Biology, environmental awareness training described in BIO-2). CUL-3: Prior to beginning any construction activity within the Angels Camp Historic District, the vibration monitors will be installed. The installation of the vibration monitors shall take place under the direction of the Resident Engineer, Project Manager, Consulting Cultural Resource Specialist, Contractor, and the City. The Contractor shall notify the Resident Engineer, the City, and the Consulting Cultural Resource Specialist ten (10) working days in advance of vibration monitor installation to allow the Consulting Cultural Resource Specialist to monitor the vibration monitor installation. The vibration monitors shall be installed as a first order of work as described in the PS&E package. CUL-4: When no longer required for the work, as determined by the Resident Engineer in consultation with the Project Manager, the City, and the Consulting Cultural Resources Specialist, the vibration monitors shall be removed by the Contractor. The Resident Engineer will inform the Project Manager and Consulting Cultural Resource Specialist when construction is completed.	
Cause a substantial adverse change in the significance of an	Potentially Significant	CUL-5: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work will halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
archaeological resource pursuant to §15064.5?		historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary: • If the qualified professional archaeologist determines that the find does not represent a cultural resource, work can resume immediately, and no agency notifications are required. • If the qualified professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City. If the find is determined to be eligible for inclusion in the NRHP or CRHR, the City shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction. • If the find includes human remains, or remains that are potentially human, the qualified professional archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The qualified professional archaeologist shall notify the Calaveras County Coroner (in accordance with § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented.	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• If the Calaveras County Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the CCIC; working with the City and County to provide an open space or conservation zoning designation or easement; or recording a reinternment document with the City, or County, in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.	
Disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant	Implement Mitigation Measure CUL-5.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Energy			
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant	None Required.	Less than Significant
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact	None Required.	No Impact
Geology and Soils			
Directly or indirectly cause potential substantial adverse effect, 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	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
State Geologist for the area or based on other substantial evidence of a known fault?			
ii. Strong seismic ground shaking?	Less than Significant	None Required.	Less than Significant
iii. Seismic-related ground failure, including liquefaction?	Less than Significant	None Required.	Less than Significant
iv. Landslides?	Less than Significant	None Required.	Less than Significant
Result in substantial soil erosion or the loss of topsoil?	Potentially Significant	Implement Mitigation Measures BIO-5, BIO-7, and BIO-8.	Less than Significant
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Be located on expansive soil, as defined in Table 18-1-Bof the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than Significant	None Required.	Less than Significant
Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	None Required.	No Impact
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant	GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City planning department. The project contractor or City shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City, based on the resources identified, will be implemented before construction activities can	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		resume at the site where the paleontological resources were discovered.	
Greenhouse Gas Emissions			
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	None Required.	Less than Significant
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	None Required.	Less than Significant
Hazards and Hazardous Materials			
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
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?	Potentially Significant	HAZ-1: *Asbestos and Lead Containing Materials.* A California-licensed abatement contractor will conduct a survey for lead containing materials prior to construction activities (including and demolition of concrete or asphalt elements). The contractor will submit a National Emission Standard for Hazardous Air Pollutants (NESHAP) notification. Per Section 14-9.02 of the asbestos NESHAP regulation, all "demolition activity" requires written notification even if there is no asbestos present. This notification should be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity. If lead containing materials are found, the following will be required: • Building materials associated with paint on structures, and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with SSP 14-11.13 and other federal and state regulations for hazardous waste. • A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially-deposited lead: SSP 7-1.02K (6)(j)(iii) – Earth Material Containing Lead. • A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the Project area,	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with SSP 14-11.12. HAZ-2: *Aerially Deposited Lead and Other Heavy Metals.* The following actions are recommended for handling and disposal of soils that contain an elevated level of ADL or other heavy metals prior to ground disturbing activities: • A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead and other heavy metals. Representative samples of exposed shallow soils shall be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations. • If hazardous levels of aerially deposited lead or other heavy metals are found in the soils at the project site, the following will be required: • Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially-deposited lead or other heavy metals shall be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, CDFW permit requirements for contaminated soil, and all	

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		requirements of the applicable Air Quality Management District and/or the Air Pollution Control District. • Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially-deposited lead or other heavy metals shall be performed in compliance with the Soil Management Agreement for Aerially-deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substance Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project. HAZ-3: *Treated Wood.* The timber associated with utility poles with mounted transformers or containing metals and polyaromatic hydrocarbons (PAH) will be removed and disposed at a Regional Water Quality Control Board certified TWW landfill.	
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	None Required.	No Impact
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section	No Impact	None Required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
65962.5 and, as a result, would it create a significant hazard to the public or the environment?			
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	None Required.	No Impact
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Potentially Significant	Implement Mitigation Measure PUB-1 and Mitigation Measure FIRE-1.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Hydrology and Water Quality			
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than Significant	None Required.	Less than Significant
Substantially decrease ground water supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	None Required.	Less than Significant
Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	Potentially Significant	Implementation Mitigation Measure BIO-9.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
i. Result in substantial erosion or siltation on- or off-site?			
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Potentially Significant	Implementation Mitigation Measure BIO-9.	Less than Significant
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant	Implementation Mitigation Measure BIO-9.	Less than Significant
iv. Impede or redirect flood flows?	Potentially Significant	Implementation Mitigation Measure BIO-9.	Less than Significant
In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	None Required.	Less than Significant
Land Use and Planning			
Physically divide an established community?	No Impact	None Required.	No Impact
Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	None Required.	No Impact
Mineral Resources			
Result in the loss of availability of a known mineral resource that	No Impact	None Required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
would be of value to the region and the residents of the state?			
Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact	None Required.	No Impact
Noise			
Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	NO-1: The following control measures shall be implemented during construction: • Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.). • Utilize construction methods or equipment that provides the lowest level of noise and ground vibration impact. • Turn off idling equipment.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Generate excessive groundborne vibration or groundborne noise levels?	Potentially Significant	Implement Mitigation Measure CUL-1.	Less than Signficant
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, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	No Impact	None Required.	No Impact
Population and Housing			
Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact	None Required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing elsewhere?	No Impact	None Required.	No Impact
Public Services			
Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services: i. Fire protection?	Potentially Significant	PUB-1: Prior to the start of construction, the contractor shall coordinate with the ACFD, ACPD, Altaville Melones Fire District, Calfire, local public and private ambulance and paramedic providers in the area, and local school districts to prepare a Construction Period Emergency and School Access Plan. The Construction Period Emergency and School Access Plan shall identify phases of the project and construction scheduling and shall identify appropriate alternative emergency access routes. The Construction Period Emergency and School Access Plan shall be approved by the City prior to the start of construction.	Less than Significant
ii. Police protection?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
iii. Schools?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
iv. Parks?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
v. Other public facilities?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
Recreation			
Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	Less than Significant	None Required.	Less than Significant
Include recreational facilities or require the construction or expansion of recreational facilities that might have an	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
adverse physical effect on the environment?			
Transportation			
Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact	None Required.	No Impact
Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than Significant	None Required.	Less than Significant
Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	None Required.	Less than Significant
Result in inadequate emergency access?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Tribal Cultural Resources			
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Potentially Significant	Implement Mitigation Measures CUL-1 through CUL-5.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision C, of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	Potentially Significant	Implement Mitigation Measure CUL-1. TCR-1: The Contractor will retain the services of a City approved Native American tribal representative to conduct project monitoring by accomplishing the following tasks: • The City approved Native American tribal representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources and require protection and avoidance; • A Native American monitor will observe all natural-ground disturbing construction activities; and • There will be a Native American tribal representative during all project excavation of natural ground. TCR-2: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary. • When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs, and every effort shall be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area. • The contractor shall implement any measures deemed by the City to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.	
Utilities and Service Systems			
Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact	None Required.	No Impact
Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact	None Required.	No Impact
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant	None Required.	Less than Significant
Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact	None Required.	No Impact

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Wildfire			
Substantially impair an adopted emergency response plan or emergency evacuation plan?	Potentially Significant	Implement Mitigation Measure PUB-1.	Less than Significant
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 wildfire?	Potentially Significant	FIRE-1: Prior to the start of construction, the contractor shall coordinate with the ACFD, Altaville Melones Fire District, and, if necessary, Calfire, to prepare a Fire Safety Plan for use during construction. The Fire Safety Plan shall contain notification procedures and emergency fire precautions including, but not limited to, the following: • Dry grass shall be cut low or removed from construction equipment staging areas. • All internal combustion engines, stationary and mobile, shall be equipped with spark arresters. Spark arresters shall be in good working order. • Light trucks and cars with factory-installed (type) mufflers shall be used only on roads where the roadway is cleared of vegetation. Said vehicle types shall maintain their factory-installed (type) muffler in good condition. • Equipment parking areas (staging areas) shall be cleared of all extraneous flammable materials.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		• Personnel shall be trained in the practices of the Fire Safety Plan relevant to their duties. Construction personnel shall be trained and equipped to extinguish small fires in order to prevent them from growing into more serious threats. • Smoking shall be prohibited in wildland areas and shall be limited to paved areas or areas cleared of all vegetation.	
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?	Potentially Significant	Implement Mitigation Measures FIRE-1.	Less than Significant
Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of run-off, post0fire slope instability, or drainage changes?	Less than Significant	None Required.	Less than Significant

Potential Impact	Level or Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Mandatory Findings of Significance			
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?	Potentially Significant	Implement Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, GEO-1, HAZ-1 through HAZ-3, PUB-1, TRC-1 through TRC-2, and FIRE-1.	Less than Significant
Have impacts that are individually limited, but cumulatively considerable?	Potentially Significant	Implement Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, GEO-1, HAZ-1 through HAZ-3, PUB-1, TRC-1 through TRC-2, and FIRE-1.	Less than Significant
Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant	Implement Mitigation Measures BIO-1 through BIO-9, CUL-1 through CUL-5, GEO-1, HAZ-1 through HAZ-3, PUB-1, TRC-1 through TRC-2, and FIRE-1.	Less than Significant

Appendix E. List of Available Technical Studies

The following technical studies were used in the preparation of this document are available upon request. For copies of these documents, please contact:

Amy Augustine
Contract Planner
(209) 739-1346
tuolandplanner@gmail.com

Please note that any studies documenting known and potential cultural resources in the proposed project area will not be made available to the public to protect Native American tribal rights and interests.

- Community Impact Assessment (2021)
- Initial Site Assessment (2021)
- Natural Environment Study (2021)
- Historic Property Survey Report (2023) which includes:
  - Archaeological Survey Report (2023)
  - Historic Resources Evaluation Report (2023)
- Visual Impact Assessment (2021)