



INITIAL STUDY/PROPOSED MITIGATED  
NEGATIVE DECLARATION

# Groveland Community Resilience Center Project



PREPARED FOR:  
Tuolumne County  
2 South Green Street  
Sonora, CA 95370  
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Deputy County Administrator  
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MARCH 20, 2019

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

Prepared for:

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March 20, 2019

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## ACRONYMS AND ABBREVIATIONS

ADT	average daily traffic
APCDs	Air Pollution Control Districts
APN	Assessor Parcel Numbers
AQMDs	Air Quality Management Districts
BMP	best management practices
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission [
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CHSC	California Health and Safety Code
CNDDB	California Natural Diversity Database
CNEL	community equivalent noise level
CNPS	California Native Plant
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CPUC	California Public Utilities Commission [
CWA	Clean Water Act
cy	cubic yards
dB	decibels
dBA	A-weighted decibel
dbh	diameter at breast height
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EV	electric vehicle
FEMA	Federal Emergency Management Agency
ft	feet
FTA	Federal Transit Administration
FTE	full-time equivalent
GCSD	Groveland Community Services District

GHG	greenhouse gases
HVAC	heating ventilation and air conditioning unit
IS/Proposed MND	Initial Study/Proposed Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
lb/day	pounds per day
L <sub>dn</sub>	day-night average noise level
L <sub>eq</sub>	equivalent continuous sound level
L <sub>max</sub>	maximum sound level
LOS	level of service
MCAB	Mountain Counties Air Basin
MEI	Maximum Exposed Individual
MLD	Most Likely Descendent
mph	miles per hour
MTCO <sub>2e</sub>	metric tons of CO <sub>2</sub> equivalent GHG emissions
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NMFS	National Marine Fisheries Service
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	oxides of nitrogen
OEHHA	Office of Environmental Health Hazard Assessment's
OPR	Governor's Office of Planning and Research
PG&E	Pacific Gas & Electric
PM <sub>10</sub>	respirable particulate matter with an aerodynamic diameter of 10 micrometers or less
PM <sub>2.5</sub>	fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PPV	peak particle velocity
PRC	Public Resources Code
Pz	metasedimentary rock
ROG	reactive organic gases
RPS	renewables portfolio standard
RWQCB	regional water quality control board
SB	Senate Bill
SFPUC	San Francisco Public Utilities Commission
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO <sub>2</sub>	sulfur dioxide
sq. ft.	square feet
SR	State Route
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board's
TAC	toxic air contaminant
TCAPCD	Tuolumne County Air Pollution Control District
TCT	Tuolumne County Transit
TCTC	Tuolumne County Transportation Council

TCWH	<i>Tuolumne County Wildlife Handbook</i>
TIS	transportation impact study
tpy	tons per year
USFWS	U.S. Fish and Wildlife Service
VdB	vibration-decibels
WWTP	wastewater treatment plan

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# 1 INTRODUCTION AND PROJECT DESCRIPTION

## 1.1 INTRODUCTION AND REGULATORY GUIDANCE

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

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

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

## 1.2 PUBLIC REVIEW REQUIREMENTS

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

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

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

Comments should be addressed to:

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

E-mail comments may be addressed to: [mfrank@co.tuolumne.ca.us](mailto:mfrank@co.tuolumne.ca.us)

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

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

## 1.3 SUMMARY OF FINDINGS

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

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

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

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

## 1.4 ENVIRONMENTAL PERMITS

In addition to approval of requested County entitlements, the County would be required to prepare a Stormwater Pollution Prevention Plan, under the State Water Resources Control Board's (SWRCB) General Construction Stormwater Permit and obtain a Section 401 certification from the Regional Water Quality Control Board (RWQCB).

## 1.5 DOCUMENT ORGANIZATION

This IS/Proposed MND is organized as follows:

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

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

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

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

## 1.6 PROJECT DESCRIPTION

### 1.6.1 Project Location and Setting

#### LOCATION AND PHYSICAL SETTING

The project site consists of three undeveloped parcels (Assessor Parcel Numbers [APN] 066-090-032, 066-030-054, and 066-030-063) located west of the intersection of Ferretti Road and Pine Mountain Drive in the community of Groveland, California. See Figure 1-1 for regional location and Figure 1-2 for project site. Only a small portion of the east part of APN 066-030-063 and a small portion of west part of APN 066-090-032 would be developed. The project site is bounded to the north by undeveloped forested land, to the east by Ferretti Road and an existing residential neighborhood, to the south by Ferretti Road and the driveway to the Groveland Community Service District (GCSD), and to the west by the GCSD waste water treatment plant (WWTP) evaporation ponds. The project site is a total of approximately 5.5 acres and the proposed developable acreage is approximately 2 acres.

#### LAND USE DESIGNATIONS AND ZONING

The General Plan land use designation for the project site is General Commercial (GC) and Public (P). The GC land use designation provides for a variety of sales establishments to serve the residents and traveling public and is typically found within urban areas and along highway corridors. Accessory outdoor storage and display areas are permitted under this designation and building heights limited to 50 feet. The P land use designation identifies lands that are owned by public agencies and applies to lands such as the Stanislaus National Forest, Yosemite National Park, Columbia State Historic Park, Railtown 1897 State Historic Park, lands under the jurisdiction of the Bureau of Land Management, Bureau of Reclamation, public schools, public utilities and other public agencies, as well as the County's own property.

The project parcels are zoned as General Commercial (C-1) with a Mobile Home Exclusion Combining District (MX), Planned Unit Development Combining District (PD), and Residential Estate (one acre minimum) District (RE-1). Note that the RE-1 portion of APN 066-090-032 is located south of Ferretti Road and the portion of the parcel where the project would be developed is zoned entirely C-1:MX. Zoning and land use designations for the project site are shown on Figure 2-4 and 2-5, respectively.

As defined by the Tuolumne County Land Use Element and Chapter 17.34 of the Tuolumne County Zoning Code, typical establishments permitted for C-1 include shopping centers, hotels, motels, restaurants, bars, department stores, professional offices, automobile sales, outdoor sales and storage, public safety facilities, places of public assembly, clubhouses/lodges, and equipment repair facilities. The MX District excludes the use of mobile homes as permanent residences, temporary or recreational vehicles, or guesthouses unless they meet certain requirements including installation of proper foundations that comply with current building code and specified mobilehome age limitations. The purpose of the PD District is to allow diversification in the relationship of various uses, structures, open spaces and parcel sizes, while insuring consistent application of general plan policies, programs, and standards.

### 1.6.2 Project Characteristics

#### PROJECT CONSTRUCTION

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

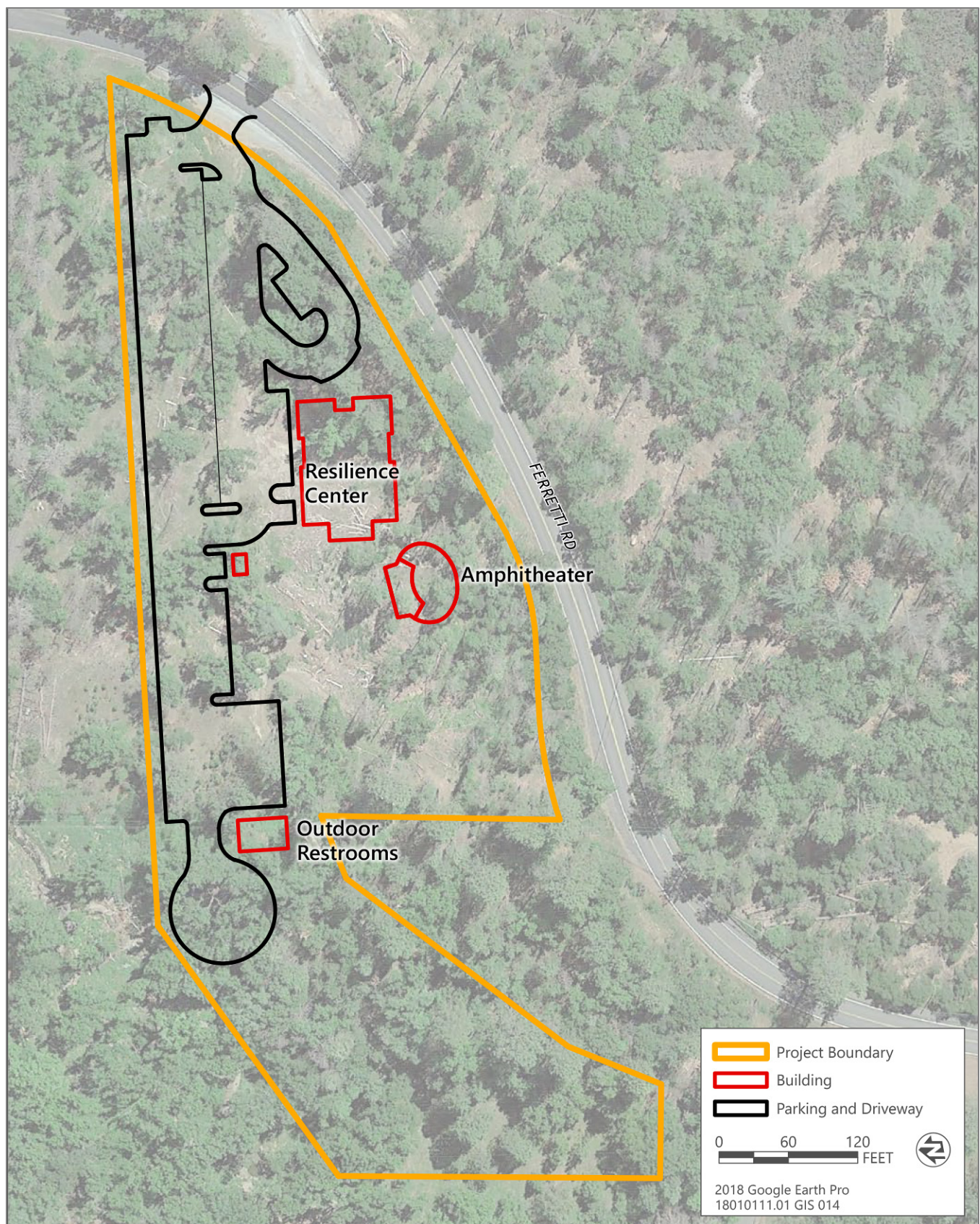




Source: Adapted by Ascent in 2018

Figure 1-1 Regional Location





Source: Adapted by Ascent in 2018

**Figure 1-2**      **Project Site**

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

## PROJECT ELEMENTS

### Proposed Uses and Operational Characteristics

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

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

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

### Site and Building Design Features

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

The project would retain as many trees as possible while maintaining safe line-of-sight at access points on Ferretti Road. The project would also maintain a minimum of 100 feet of defensible space, as required by CAL FIRE.

### Vehicular Access and Parking

The site would be designed to accommodate approximately 200 parking spaces. Access to the project site would be off Ferretti Road. Proposed building and parking footprints are shown in Figure 1-2.

### Emergency Traffic Control Plan

The use of the project site as an emergency shelter could result in and/or occur during a sudden influx of large volumes of traffic to the project area during times of emergency. Tuolumne County will coordinate with all

appropriate emergency service providers and develop a localized traffic management plan to be implemented during times of emergency. The plan will be designed to provide safe access to the project site and effectively manage the increases in vehicular traffic and the associated impact on roadway operations. This plan would comply with any existing local emergency or hazard operations plans and would conform to standards and requirements deemed relevant by affected agencies, such that impacts associated with increases in traffic during emergencies would be minimized. At a minimum, the plan would include the following:

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

### Infrastructure and Utilities

Water and wastewater services would be provided by the Groveland Community Service District, and electricity would be provided by Pacific Gas & Electric (PG&E). Onsite building energy would be primarily electricity with the exception of diesel back-up generators. Electricity would be provided through existing overhead transmission lines. No additional offsite improvements or utility extensions would be required.

Existing water supply infrastructure within the project area includes a 6-inch water main, located on Ferretti Road, south of the site (GCSD 2001a). There is currently no water use at the project site. Existing wastewater infrastructure surrounding the project area includes a 12-inch force main, located south of the site. The force main connects with a 12-inch gravity line that extends to the WWTP. The current and projected average flow for connections within the system is 127 gpd per connection (GCSD 2001b).

## 1.6.3 Responsible and Trustee Agencies and Required Permits

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

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

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



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## 2 ENVIRONMENTAL CHECKLIST

### PROJECT INFORMATION

1. Project Title: Groveland Community Resilience Center
2. Lead Agency Name and Address: Tuolumne County  
County Administrator's Office  
2 South Green Street  
Sonora, CA 95370  
  
Mailing: 2 South Green Street  
Sonora, CA 95370
3. Contact Person and Phone Number: Maureen Frank, Deputy County Administrator, (209) 533-5511
4. Project Location: Tuolumne County, California. Assessor Parcel Numbers (APN) 066-090-032, 066-030-054, and 066-030-063.
5. Project Sponsor's Name and Address: Same as Lead Agency
6. General Plan Designation: General Commercial (GC) and Public (P)
7. Zoning: APN 066-090-032: General Commercial (C-1) with a Mobile Home Combining District (MX) and Residential Estate (one-acre minimum) District (RE-1) with a Planned Unit Development Combining District (PD), APN 066-030-054 and 066-030-065: Public District (P).
8. Description of Project: See Section 1 "Introduction and Project Description."
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings) See Section 1 "Introduction and Project Description."
10. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement) See Section 1 "Introduction and Project Description."
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? *Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

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

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

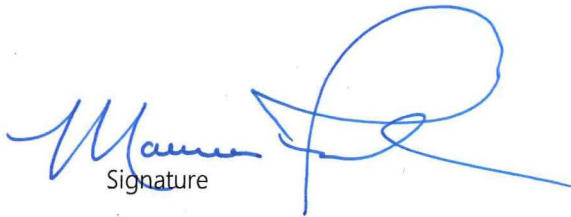
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                  | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources        | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Energy                             |
| <input type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions         | <input type="checkbox"/> Hazards & Hazardous Materials      |
| <input type="checkbox"/> Hydrology / Water Quality   | <input type="checkbox"/> Land Use / Planning              | <input type="checkbox"/> Mineral Resources                  |
| <input type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing             | <input type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Recreation                  | <input type="checkbox"/> Transportation                   | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> Mandatory Findings of Significance |
|  |   | <input checked="" type="checkbox"/> None With Mitigation    |

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

On the basis of this initial evaluation:

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



Signature

March 20, 2019

Date

Maureen Frank

Printed Name

Deputy County Administrator

Title

Tuolumne County

Agency

## EVALUATION OF ENVIRONMENTAL IMPACTS

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



## 2.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics. Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.1.1 Environmental Setting

The project site is in the community of Groveland, a census-designated place in Tuolumne County, located less than 0.5 mile north of State Route (SR) 120. The project site includes a portion of two undeveloped parcels totaling approximately 5.5 acres. As shown in Figure 2-1, the site currently consists of unmaintained vegetation and trees. The area surrounding the project site consists of residential homes, the Groveland Community Services District and associated facilities, and roadways. Main Street, located south of the project site, includes local lodging, restaurants, and other community businesses.

There are no officially designated scenic highways within the project area according to the California Scenic Highway Mapping System (California Department of Transportation [Caltrans] 2008). SR 49, located approximately five miles southwest of the site, is eligible for listing as a state scenic highway. The *Tuolumne County General Plan* recognizes agricultural and timberlands as having historically defined the rural character and scenic beauty of the County (Tuolumne County 2019). There are no scenic vistas within the project vicinity and no existing light sources at the project site.

### 2.1.2 Discussion

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

**Less than significant.** A scenic vista is considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. The project site is currently a densely wooded property with unmaintained vegetation that does not offer long-distance or unique scenic views. As previously described, scenic beauty within the county is characterized by areas containing agricultural lands or timberland. Project implementation would result in removal of some site trees and vegetation, however, views from the project site are limited and project implementation would not hinder views to an existing scenic resource. Therefore, the project would result in less-than-significant impacts to a scenic vista.



Source: Photo provided by Ascent in 2018

View of project site facing west near the intersection of Ferretti Road and Pine Mountain Drive



Source: Photo provided by Ascent in 2018

View within project site, facing southwest towards Ferretti Road

**Figure 2-1** Existing Views of the Project Site

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

**No impact.** As previously described, there are no officially designated state scenic highways within Tuolumne County (Caltrans 2008). SR 49, located approximately five miles from the project site, is considered eligible for listing as a scenic highway. The project site is not located near SR 49, and the proposed structure would not be seen from the highway. Although some trees would be removed, the project site is not considered a scenic resource and is not within a state scenic highway. No impact would occur.

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

The visual character of a project can result in potential impacts from project construction and operation. Impacts are discussed for construction and operation separately, below.

**Construction**

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

**Operation**

The project would result in construction of a single-story, approximately 12,000-sq. ft. building with associated outdoor amenities and facilities. Operation would be consistent with surrounding land uses and zoning related to community facilities. Further, the design of the project would be compatible with the surrounding landscape and would include the use of earth-toned colors and natural/native landscaping. Though trees would be removed onsite, as described in Chapter 1, "Introduction and Project Description," the project would retain as many trees as possible while maintaining safe line-of-sight at access points on Ferretti Road. The project would also maintain a minimum of 100 feet of defensible space, as required by CAL FIRE (CALFIRE 2012). Existing trees would mostly screen the structures from views seen by travelers on Ferretti Road; however, to maintain adequate line-of-site and defensible space, tree screening may not be available along the entire Ferretti Road frontage. Gaps in the tree line would allow momentary views of the proposed single-story structure and parking areas. However, these brief views of the structure, which would be appropriately designed in the surrounding natural landscape, would not suggest an adverse change to the project site character.

**Summary**

Visual changes to the site resulting from project implementation would not substantially change the quality of the project site or its surroundings. This impact is less than significant.

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

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



## 2.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. Agriculture and Forestry Resources.</b>				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.2.1 Environmental Setting

The project site is in a wooded area that has not been developed. The area surrounding the site includes residential uses within the community of Groveland. Additionally, the Groveland Community Services District wastewater treatment plant is located west of the project site. The project site is not currently zoned as agricultural land or farmland. The California Department of Conservation (DOC) Farmland Mapping and Monitoring Program classifies agricultural land in eight categories based on soil quality and irrigation status. The DOC does not currently have data available at this time for land within Tuolumne County (DOC 2018). However, recently published soil data indicates that the project site is not designated as prime farmland (U.S. Department of Agriculture, Natural Resources Conservation Service 2018). There are no plans in place for agricultural or farmland uses at the project site in the

future. The land use designation for the project site is General Commercial (Figure 2-5) and not agriculture. Further, the surrounding area is not designated or zoned for forestland or timberland uses.

## 2.2.2 Discussion

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

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

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

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

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

**No impact.** The project site is not zoned as forest land or timberland. Additionally, the project site is relatively small and not designated to allow for timberland production. Implementation of the project would be consistent with existing zoning and would not conflict with or result in the rezone of existing forestland, timberland, or timberland production. No impact would occur.

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

**Less than significant.** The project site is not currently designated or zoned for forest uses. Though the project would result in some tree removal, the site is surrounded by existing development, including the WWTP to the west and residential housing to the north and east, and any use of the site for forest land would not be consistent with the General Plan land use designations or the County zoning ordinance. Additionally, land use designations and zoning for the project site do not allow for forest uses. For these reasons, impacts would be less than significant.

- e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

**Less than significant.** As discussed in items (a) through (d) above, the project site is not designated Farmland and existing land use designations and zoning do not allow for forest uses. Though the project would result in some tree removal, the use of the project site for Farmland or forest land would not be consistent with the General Plan or County zoning ordinances. As described in Section 1, the primary intent of the project is to serve as a community space during typical non-emergency and emergency uses. The project would not induce any growth that could result in development that would convert farmland to non-agricultural use or convert forest land to non-forest use. Impacts would be less than significant.

## 2.3 AIR QUALITY

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

### 2.3.1 Environmental Setting

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

The Tuolumne County portion of the MCAB is a nonattainment area for the state standards for ozone (CARB 2017) and the 2015 federal standard for ozone. Federal and state standards for carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM<sub>2.5</sub>), and lead (CARB 2015) are all in attainment. The Tuolumne County Air Pollution Control District (TCAPCD) is responsible for implementing emissions standards and other requirements of federal and state laws regarding most types of stationary emission sources. CARB has determined that the ozone levels in Tuolumne County are caused by "overwhelming transport" of emissions into the air district (CAPCOA 2015). Therefore, TCAPCD is relieved from preparing an attainment plan for ozone, and no other criteria air pollutant levels are high enough to require an attainment plan. Although there are no

required attainment plans, or other local plans specifically addressing air quality, Tuolumne County must conform to existing state and federal air quality standards.

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

- ▶ violate any air quality standard or contribute substantially to an existing or project air quality violation—for the purposes of the project locations, result in construction or operations of a project that generated emissions in excess of the following thresholds, except CO, used by TCAPCD (2017):
  - reactive organic gases (ROG) – 1,000 pounds per day (lb/day) or 100 tons per year (tpy)
  - oxides of nitrogen (NO<sub>x</sub>) – 1,000 lb/day or 100 tpy
  - PM<sub>10</sub> – 1,000 lb/day or 100 tpy
  - CO – 1,000 lb/day or 100 tpy
- ▶ expose sensitive receptors to a substantial incremental increase in toxic air contaminant (TAC) emissions; or
- ▶ create objectionable odors affecting a substantial number of people.

Regarding odors, the GCSO operates an existing wastewater treatment plan (WWTP) adjacent to the project site. There are no major sources of Toxic Air Contaminants on or near the project site.

## 2.3.2 Discussion

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

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

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

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

#### Construction

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

Construction-related emissions would be temporary in nature. Emissions of NO<sub>x</sub> would be primarily associated with off-road (e.g., gas and diesel) construction equipment exhaust; additional sources would include on-road trucks for import and export of materials and worker vehicles for commuting. Worker commute trips in gasoline-fueled vehicles, off-gassing from asphalt application, and application of architectural coatings would be the principal sources of ROG. Emissions of fugitive PM or dust (PM<sub>10</sub> and PM<sub>2.5</sub>) are associated primarily with ground disturbance activities during site

preparation and grading, and may vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled on-site and off-site. Exhaust emissions from diesel equipment and worker commute trips also contribute to short-term increases in PM<sub>10</sub> and PM<sub>2.5</sub> emissions, but to a much lesser extent.

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

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

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

Notes: CO = carbon monoxide; lb/day = pounds per day; tpy= tons per year; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter; PM<sub>10</sub> = respirable particulate matter; ROG = reactive organic gases; TCAPCD = Tuolumne County Air Pollution Control District.

<sup>1</sup> TCAPCD has not identified a threshold of significance for PM<sub>2.5</sub>; therefore, this information is presented for informational purposes.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

As shown in Table 2-1, construction activity associated with the project would not generate emissions in exceedance of the established maximum daily or annual emissions thresholds for ROG, NO<sub>x</sub>, and PM<sub>10</sub>. It should be noted that PM<sub>2.5</sub> is a subset of PM<sub>10</sub> and TCAPCD has not identified a separate threshold for PM<sub>2.5</sub>; therefore, impacts related to PM<sub>2.5</sub> are considered to be consistent with impacts related to PM<sub>10</sub> (for which TCAPCD does have a threshold of significance).

### Operation

Regional area- and mobile-source emissions of criteria air pollutants and precursors (i.e., ROG, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) generated by operation of the project were modeled using CalEEMod. CalEEMod allows land use selections that include location-specific information and trip generation rates. CalEEMod calculates area-source emissions from the usage of landscape maintenance equipment and consumer products and calculates mobile-source emissions associated with vehicle trip generation. CalEEMod default trip rates were adjusted based on the project-specific traffic analysis conducted (Wood Rodgers 2018). Table 2-2 summarizes the modeled operation-related emissions of criteria air pollutants and precursors under buildout conditions in 2022, the earliest possible year of full operation.

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



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

Construction Phase	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub> <sup>1</sup>
Maximum Daily Emissions	<1 lb/day	<1 lb/day	<1 lb/day	<1 lb/day	<1 lb/day
Annual Emissions	<1 tpy	<1 tpy	<1 tpy	<1 tpy	<1 tpy
TCAPCD Thresholds	<b>1,000 lb/day and 100 tpy</b>	<b>1,000 lb/day and 100 tpy</b>	<b>1,000 lb/day and 100 tpy</b>	<b>1,000 lb/day and 100 tpy</b>	N/A
Exceed Significance Threshold?	No	No	No	No	N/A

Notes: CO = carbon monoxide; lb/day = pounds per day; tpy= tons per year; NO<sub>x</sub> = oxides of nitrogen; PM<sub>2.5</sub> = fine particulate matter; PM<sub>10</sub> = respirable particulate matter; ROG = reactive organic gases; TCAPCD = Tuolumne County Air Pollution Control District

<sup>1</sup> TCAPCD has not identified a threshold of significance for PM<sub>2.5</sub>; therefore, this information is presented for informational purposes.

See Appendix A for detailed input parameters and modeling results.

Source: Modeling performed by Ascent Environmental in 2018

### Summary

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

### c) Expose sensitive receptors to substantial pollutant concentrations?

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

### Construction

Construction-related activities would result in temporary, short-term project-generated emissions of diesel PM from the exhaust of off-road, heavy-duty diesel equipment for site preparation, paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities. However, construction activities would be relatively minor and short (i.e., up to 14 months). Construction-related emissions of PM<sub>10</sub>, used as a surrogate for diesel PM, would be minor and would not exceed applicable thresholds of significance (Table 2-1). Further, the dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Thus, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment's (OEHHA) 2015 guidance, exposure of sensitive receptors to TAC emissions should be based on a 30-year exposure period for estimating cancer risk at the Maximum Exposed Individual (MEI), with 9- and 70-year exposure periods at the MEI as supplemental information. Furthermore, a 70-year exposure period is required for estimating cancer burden or providing an estimate of population-wide risk (OEHHA 2015:8-1). Thus, considering the relatively low amount of estimated emissions (i.e., less than 1 tpy and 1 lb/day) and the short duration of project construction, short-term emissions of diesel PM would not result in substantial pollution concentrations at existing nearby sensitive receptors.

### Operation

With respect to long-term operational increases in mobile-source TACs from implementation of the project, operation of the community resilience center would result in an additional 346 trips per day. As shown in Table 2-2, operational emissions of PM<sub>10</sub>, a surrogate for diesel PM, would be substantially below TCAPCD thresholds of significance. In addition, estimated emissions of PM<sub>10</sub> would be dispersed over several roadways, resulting in lower

levels of diesel PM at any one location in the County. Further, and in accordance with CARB guidance (2005), roadways with average daily traffic (ADT) exceeding 100,000 generally pose the greatest health risks. Thus, considering that the project would not substantial PM<sub>10</sub> emissions and project-generated ADT would be minimal in comparison to ADT levels known to generate the highest risk, the project would not result in operational mobile-source emissions that could expose existing sensitive receptors to substantial pollution concentrations or exacerbate existing health risks from TAC emissions.

### **Summary**

As discussed above, construction would be short (i.e., up to 14 months), and would not result in substantial PM<sub>10</sub> emissions. Similarly, project operation would not result in substantial increases in mobile-source emissions. This impact would therefore be less than significant.

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

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

Development of the community resilience center would not introduce new, permanent sources of objectionable odors. There is an existing WWTP adjacent to the project site. However, the project would not result in any permanent residences or such that a substantial number of people would be exposed to odors. Further, the project's wastewater generation would not result in any increase in operations at the WWTP, thus would not result in increases in odors. Construction associated with the project could result in temporary odorous emissions from diesel equipment, asphalt paving, and the application of architectural coatings. However, such emissions would be short-term in nature and would dissipate rapidly with increasing distance from the source. Dust emissions (i.e., PM<sub>10</sub>) would not exceed applicable TCAPCD thresholds of significance such that an air quality standard would be violated, and no existing sensitive receptors are located in proximity to anticipated construction activity.

Implementation of the project would not involve the construction or operation of any major odor sources, and, thus, the project would not result in the exposure of residences or other sensitive receptors to objectionable odors or dust emissions. This impact would be less than significant.

## 2.4 BIOLOGICAL RESOURCES

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

### 2.4.1 Environmental Setting

A Biological Constraints Analysis and aquatic resources delineation was conducted by Ascent Environmental Biologist Pam Brillante and Wetland Ecologist Shannon Hickey on December 13, 2018 for this project and the complete report and data sheets are included as Appendix B. To conduct the constraints analysis, a reconnaissance-level survey was conducted on August 27, 2018 by Associate Wildlife Biologist Carlos Alvarado of Ascent Environmental, Inc. In addition, information on sensitive biological resources previously recorded at the project sites was collected through review of U.S. Fish and Wildlife Service (USFWS) species lists; a search of the California Natural Diversity Database (CNDDB), USFWS National Wetlands Inventory, California Native Plant Society (CNPS) Inventory of Rare Endangered Plants; and review of the *Tuolumne County Wildlife Handbook* (Tuolumne County 1987). This Environmental Setting

summarizes the results of the reconnaissance-level survey and online information search. Additional detail is included in Appendix B.

The project site consists of adjacent portions within two parcels that are undeveloped. The parcels are bounded to the north by undeveloped forested land, to the east by Ferretti Road and the nearby residential community, to the south by Ferretti Road and the driveway to the Groveland Community Service District, and to the west by the Groveland Community Service District wastewater treatment plant evaporation ponds. The west parcel has an unnamed intermittent creek that drains into Pine Mountain Lake. The east parcel has an ephemeral drainage that drains into the intermittent creek. These features and the proposed site plan are shown on Figure 2-2.

The project site supports montane hardwood-conifer habitat and includes foothill pine (*Pinus sabiniana*), ponderosa pine (*Pinus ponderosa*), incense cedar (*Calocedrus decurrens*), black oak, interior live oak, California black walnut (*Juglans californica*), willow (*Salix* sp.), and manzanita (*Arctostaphylos* sp.). Understory vegetation varies in density and consists of native and weedy species such as ripgut brome, dogtail grass, starthistle, deergrass (*Muhlenbergia rigens*), little rattlesnake grass (*Briza minor*), hairgrass (*Aira caryophyllaea*), wild pea, long trefoil (*Acmispon* spp.), woolly mullein (*Verbascum thapsus*), dove weed (*Croton setiger*), poison oak (*Toxicodendron diversilobum*), Himalayan blackberry, vinegar weed (*Trichostema lanceolatum*), tarplant (*Holocarpha virgata*), and navarretia (*Navarretia* sp.).

The west portion of the site supports riparian vegetation associated with the intermittent creek; willows, interior live oak, black oak, California walnut, and incense cedar form the canopy, and the understory is composed of blackberry, perennial pepperweed (*Lepidium latifolium*), medusa head grass (*Taeniatherum caput-medusae*), cocklebur, bedstraw, dove weed, curly dock, stinging nettle (*Urtica dioica*), and poison oak.

The east portion supports an ephemeral drainage that conveys water from the road and the south side of Ferretti Road onto the parcel and eventually drains into the intermittent creek. The ephemeral drainage supports vegetation associated with the montane hardwood-conifer habitat described above and most of the vegetation observed consisted of upland vegetation. Because of scouring experienced during rain events, some root exposure of the oaks and pines has occurred.

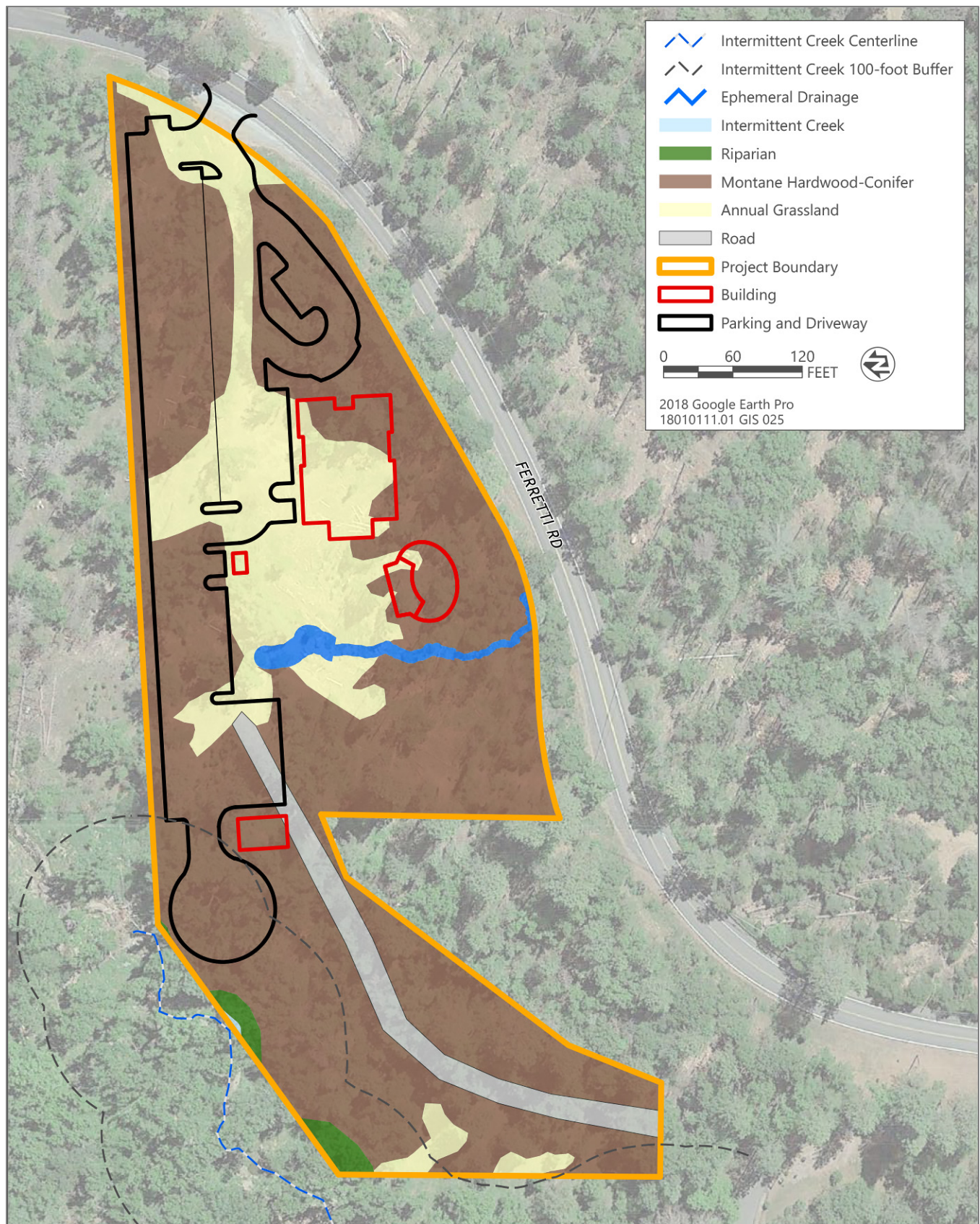
Areas of pine trees were recently removed from the project site because of pine bark beetle infestation (Frank, pers. comm., 2018) and thus, the site has openings within the montane hardwood-conifer habitat canopy. The openings are categorized as annual grassland supporting ruderal (weedy) plants. The annual grassland supports ruderal and native species such as ripgut brome, dogtail grass, starthistle, deergrass, little rattlesnake grass, hairgrass, wild pea, long trefoil, woolly mullein, dove weed, poison oak, Himalayan blackberry, vinegar weed, tarplant, and navarretia; these are associated with disturbed areas in both the east and west parcel.

Wildlife observed at the project site include mule deer (*Odocoileus hemionus*), western gray squirrel (*Sciurus griseus*), coyote (*Canis latrans*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), lesser goldfinch (*Spinus psaltria*), western fence lizard (*Sceloporus occidentalis*), acorn woodpecker (*Melanerpes formicivorus*), white-breasted nuthatch (*Sitta carolinensis*), bushtit (*Psaltirparus minimus*), California quail (*Callipepla californica*), Steller's jay (*Cyanocitta stelleri*), brown creeper (*Certhia americana*), band-tailed pigeon (*Patagioenas fasciata*), and spotted towhee (*Pipilo maculatus*). All of the wildlife species observed are common wildlife species expected to occur in urban and semi-rural environments.

## SPECIAL-STATUS SPECIES

Based on the site visit and literature review, the project site does not provide suitable habitat for California red-legged frog (*Rana draytonii*) or foothill yellow-legged frog (*Rana boylei*), is outside of the currently known delta smelt (*Hypomesus transpacificus*) range, and is not within designated critical habitat for any federally listed species; therefore, these species and critical habitat are not discussed further. In addition, no special-status plant species are expected to occupy the project site because of a lack of suitable habitat. Three special-status wildlife species (western pond turtle, pallid bat, and western mastiff bat) have the potential to be present in the project site or to use it occasionally and are discussed in more detail below. Great gray owl is not expected to occupy the project site; however, due to known occurrences (discussed in more detail below) in Tuolumne County, this species is also discussed in more detail below. See Appendix B for USFWS, CNDDB, and CNPS records within 5 miles of the project site.





Source: Adapted by Ascent in 2018

**Figure 2-2 Site Plan and Habitat**



Database query results for the project site returned 15 occurrences of rare plants (rare plant 1B.2 and 1B.3) and 14 occurrences of wildlife within five miles of the project site. However, the project site does not provide suitable habitat (i.e., perennial streams, vernal pools, volcanic soils, serpentinite or gabbroic soils, or serpentinite seeps, etc.) for the plant species and 11 of the wildlife species, and these species are not expected to occur on the project site. Some of the trees on the project site could provide suitable day roosts for pallid bat and western mastiff bat. Due to the proximity of the wastewater treatment ponds and the presence of the intermittent creek, there is a moderate to low potential for western pond turtle to occur on the project site.

### Western Pond Turtle

Western pond turtle is a California species of special concern. Western pond turtles are generally associated with permanent or near-permanent aquatic habitats, such as lakes, ponds, streams, freshwater marshes, and agricultural ditches. They require still or slow-moving water with emergent woody debris, rocks, or similar features for basking sites. Pond turtles are highly aquatic but can venture far from water to lay eggs. Nests are typically located on unshaded upland slopes in dry substrates with clay or silt soils. Pond turtles can overwinter in upland sites.

Western pond turtles have been known to use wastewater ponds and could seasonally use the intermittent stream at the project site during the wet season to move between the wastewater treatment plant ponds and Pine Mountain Lake. Due to the closed canopy within the riparian area, the project site does not provide suitable basking areas for western pond turtle. The upland area in the project site does not provide suitable nesting habitat for the turtle because of its closed canopy and the north aspect of the upland area of the stream.

### Pallid Bat

Pallid bat is a California species of special concern. Pallid bat typically occupies a wide variety of habitats, including grasslands, shrublands, woodlands, and forest from sea level up through mixed conifer forests. This bat is most common in open, dry habitats with rocky areas for roosting. Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Roosts must protect bats from high temperatures. Bats move deeper into cover if temperatures rise. Night roosts may be in more open sites, such as porches and open buildings. Few hibernation sites are known, but the bat probably uses rock crevices. There are no caves, rock crevices, mines or buildings within the project site that could provide roosting habitat for this species; however, some of the large oaks with hollows or pines with exfoliating bark at the project site may provide suitable roosting habitat for this species.

### Western Mastiff Bat

Western mastiff bat is a California species of special concern. Western mastiff bat typically occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban habitats. Roosts in crevices in cliff faces, high buildings, trees, and tunnels are required for roosting. There are no rock crevices, high buildings, or tunnels within the project sites that could provide roosting habitat for this species; however, some of the large oaks with hollows or pines with exfoliating bark at the project site provide suitable roosting habitat for this species.

### Great Gray Owl

Great gray owl has been listed as endangered under the California Endangered Species Act (CESA) since October 2, 1980. Genetics research has indicated that great gray owl in and surrounding Yosemite is a genetically distinct subspecies, *Strix nebulosa yosemitensis* (Hull et al. 2014), which could potentially elevate its conservation status under the Endangered Species Act (ESA). Recent estimates place the statewide population between 100 and 200 individuals (Winter 1980) or 80 individuals based on recent estimates. The species' limited distribution, relative isolation, and small population size in California is probably due to ecological constraints coupled with land use patterns, including development, logging, and grazing on public and private lands in the Sierra Nevada (van Riper et al 2013).

### General Distribution

The great gray owl is a large forest owl that ranges across northern boreal and temperate forests in both North America and Eurasia. Throughout its circumpolar range, the species is considered rare. In California, great gray owls are restricted to the Sierra Nevada and southern Cascades. The core breeding distribution is centered on Yosemite

National Park and the immediately adjacent and surrounding Stanislaus, Sierra, and Sequoia National Forests, with a few additional documented pairs in Sequoia-Kings Canyon National Park (Wu et al. 2015). The California population is the southern-most population in the world, with the closest known breeding population occurring in southern Oregon (Bull and Duncan 1993). The great gray owl is apparently a habitat specialist in the Yosemite region that requires functioning wet montane meadow habitat for foraging adjacent to forest stands with high canopy closure and a significant decadent component consisting of large, standing snags, especially red and white fir, for nesting and successful reproduction; along with suitable wintering foraging habitat during the non-breeding period. In the Sierra Nevada during the breeding season (March to August), there are approximately 50 meadows used by great gray owls; including about 35 in Yosemite that have been used in the last 20 years.

### **Breeding Habitat**

In California, almost all reported great gray owl nests have been in the tops of large-diameter broken snags (Winter 1980) that are usually within about 230 to 330 feet from a meadow. In the greater Yosemite area, great gray owls tend to nest in large, broken-topped conifer snags, particularly red fir (*Abies magnifica*) or white fir (*Abies concolor*) (Greene 1995), and in lower elevations have also been found in black oak (*Quercus kellogi*) (Greene 1995), and very rarely in stick nests. Great gray owls can also nest on structures constructed by humans.

Breeding requirements include high densities of large-diameter snags, a large degree of canopy closure for adequate nestling thermoregulation and nest concealment (Greene 1995), adequate numbers of hunting perches, and vole abundance (Zainer et al 1990). Recent survey efforts for great gray owl have shown that the species exist in areas outside of current range maps and are associated with lower elevation areas that exhibit favorable habitat characteristics. Key nesting habitat characteristics include: mid- or late-succession forests, particularly with large snags greater than 24 inches diameter at breast height (dbh); decadent, large black oaks located near grass-forb foraging areas; suitable nesting habitat located within 300 yards of meadows or open foraging areas (Beck and Winter 2000).

### **Foraging Habitat**

Great gray owls forage primarily along edges of forest openings, particularly along meadow edges (Franklin 1988). Over 60 percent of 5,338 relocations on nine adults and three juvenile radio-tagged owls in Yosemite from 1986–90 were within 330 feet of a meadow (van Riper and van Wagtendonk 2006). A study in Yosemite during the 1980s suggested that owls require 10–12 hectares of meadow area to successfully reproduce. Greene (1995) found meadow area averaged 18.7 hectares with a range from 6.7 to 40.3 hectares at 10 reproductive sites in Yosemite and eight in the Stanislaus National Forest. Great gray owls forage primarily at night and also frequently during dawn and dusk, perhaps in response to peak daily prey activity periods (Reid 1989, Wildman 1992). Diurnal foraging activity probably decreases when owls are not paired, or their nest has failed (Wildman 1992).

### **Habitat and Status in the Project Area**

The project site supports montane hardwood conifer habitat with the majority of the trees not meeting the typical snag or diameter at breast height requirement for great gray owl. Further, the canopy at the site is relatively open due to habitat type, age, and recent pine bark beetle management. Great gray owl in the Sierra Nevada typically nest in mature red fir, mixed conifer, or lodgepole pine forests near wet meadows or other vegetated openings. In California, almost all reported great gray owl nests have been in tops of large diameter broken snags that are usually within about 230 to 330 feet from a wet meadow. The project site is within the town of Groveland and is adjacent to a frequently used road and adjacent to the Groveland Community Service District wastewater treatment plant where personnel conduct routine maintenance activities at the evaporation ponds, reservoirs, and associated facilities. Such level of disturbance would likely preclude nesting. Although there are some irrigated fields north of the project site, these fields would not be disturbed as part of the project, are irrigated by effluent from the Groveland Community Service District wastewater treatment plant, and do not function as wet meadows which are typical foraging habitat associated with the great gray owl. These irrigated fields are also mowed regularly for vegetation control.

The nearest known nesting occurrence for great gray owl (CNDDDB Occurrence Number 42) is approximately four miles east of the project site within Stanislaus National Forest lands. This territory was first recorded in the early 1990s and it is presumed extant. The second nearest occurrence (CNDDDB Occurrence Number 27) is almost five miles southeast of the project site, also within Stanislaus National Forest lands. This occurrence was reported in the 2000s

and it is also presumed extant. Habitat at both of the recorded occurrences corresponds with typical habitat associated with these species. The likelihood of great gray owl foraging within the irrigated fields north of the project site is low due to the distance between the known territories and the project site, and availability of more suitable foraging habitat adjacent to these territories. For the reasons discussed above, great gray owl is not anticipated to be present on the project site or be adversely affected by the project, and this species is not discussed further in this analysis.

## WETLANDS, RIPARIAN HABITAT, AND OTHER SENSITIVE NATURAL COMMUNITIES

An aquatic resources delineation was conducted for the project and the onsite drainage feature was delineated. The delineation results are included and summarized in Appendix B. The following discussion is based on the initial site visit described above and the delineation conducted.

There is an existing unnamed intermittent creek that drains into Pine Mountain Lake and supports riparian vegetation along its banks just outside the western boundary of the project site. During the site visit conducted on August 27, 2018, the approximate edge of the riparian habitat was observed and recorded on a field map. The data was then digitized on aerial imagery and the distance from the outermost edge of the riparian habitat to the creek centerline was measured. Based on site-specific observations of the riparian vegetation, a conservative development buffer of 100 feet from the centerline of the intermittent creek would ensure that the associated riparian habitat would be avoided. In addition, an ephemeral drainage is present on the east portion of the project site. This feature drains roadway stormwater onto the site. High water flows have created a gully, but no wetland vegetation was observed within the drainage, the bed and bank dissipate and water overflows as evident by bent grasses and debris flow. Because this drainage drains into the intermittent stream, this drainage may be considered a water of the United States.

See Figure 2-2 for location of creek and associated 100-foot buffer, existing onsite habitat, and the project components. Photographs of the water features are included in Appendix B.

## NESTING BIRDS

The project site provides suitable nesting habitat for ground and shrub/tree nesting birds. No nesting birds were observed during the field surveys; however, the surveys were conducted during the end of the nesting season. The project site provides suitable nesting habitat for ground nesting birds such as the California quail (*Callipepla californica*), spotted towhee, mallard duck (*Anas platyrhynchos*), and wild turkey (*Meleagris gallopavo*). The shrubs, pines, and oak trees also provide suitable nesting habitat for shrub/tree nesting birds and raptors.

## WILDLIFE MOVEMENT

Although a portion of the project site supports an intermittent creek and riparian area, it does not contain an important regional wildlife corridor because the creek connects the developed areas of Groveland with the Pine Mountain Lake community and does not provide connectivity to larger patches of natural habitat on the landscape.

### 2.4.2 Regulatory Setting

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

## FEDERAL

### Endangered Species Act

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

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

### Clean Water Act

Section 404 of the CWA requires project proponents to obtain a permit from the U.S. Army Corps of Engineers (USACE) before performing any activity that involves any discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters of the United States, interstate waters, tidally influenced waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Many surface waters and wetlands in California meet the criteria for waters of the United States.

In accordance with Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredged or fill material must obtain water quality certification from the appropriate regional water quality control board (RWQCB) indicating that the action would uphold state water quality standards.

## STATE

### California Endangered Species Act

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

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

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

### California Fish and Game Code Sections 3503 and 3503.5

Section 3503 of the Fish and Game Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 of the California Fish and Game Code states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders *Falconiformes* and *Strigiformes*), including their nests or eggs. Typical

violations include destruction of active nests as a result of tree removal or disturbance caused by project construction or other activities that cause the adults to abandon the nest, resulting in loss of eggs and/or young.

### California Fish and Game Code Section 1602—Streambed Alteration

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under Section 1602 of the California Fish and Game Code. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- ▶ substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or
- ▶ deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

The regulatory definition of a stream is a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian vegetation. CDFW's jurisdiction within altered or artificial waterways is based on the value of those waterways to fish and wildlife. A CDFW streambed alteration agreement must be obtained for any action that would result in an impact on a river, stream, or lake.

### Regional Water Quality Control Board

The State Water Resources Control Board (SWRCB) and each of nine local RWQCBs have jurisdiction over "waters of the State" pursuant to the Porter-Cologne Water Quality Control Act, Water Code Section 13000 et seq., which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. SWRCB has issued general Waste Discharge Requirements regarding discharges to "isolated" waters of the State (Water Quality Order No. 2004-0004-DWQ, *Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside of Federal Jurisdiction*). The local RWQCB enforces actions under this general order for isolated waters not subject to federal jurisdiction and is also responsible for the issuance of water quality certifications pursuant to Section 401 of the CWA for waters subject to federal jurisdiction.

## LOCAL

### Tuolumne County Ordinance Code

#### Chapter 9.24 Premature Removal of Native Oak Trees

This ordinance provides protection for premature removal of native oak trees (native to California), oak woodlands, individual valley oaks measuring 5 inches or greater in dbh, and/or removal of any old growth oak tree (defined as any native oak tree that is 24 inches or greater in dbh). Premature removal of native oak trees is defined as removal of native oaks tree, oak woodland from a project site within the five years preceding the submittal of an application for a discretionary entitlement from Tuolumne County for a land development project on that site. The code also includes certain exemptions. Exemption applicable to the proposed project are included below.

#### **9.24.040 Exemptions.**

- D. Removal of native oak trees for health and safety reasons, including, but not limited to, preventing interference with utility lines or eliminating the risk of diseased or dying tree falling, subject to approval of the community development department.
- E. Removal of native oak trees in conjunction with a fire hazard reduction plan that has been approved by the fire prevention bureau and the community development department or that is consistent with the State of California's standards for fuel reduction around structures.



## Tuolumne County Wildlife Handbook

The *Tuolumne County Wildlife Handbook* (TCWH) and its associated maps detail the distribution of various habitat types countywide, evaluate their relative biological value, and establish Tuolumne County's standards and thresholds for evaluating the potential biological impacts pursuant to CEQA (Tuolumne County 1987). The avoidance and mitigation measures provided in the TCWH are intended to facilitate a consistent, fair, and cost-effective approach to wildlife mitigation that provides the greatest protection for the most sensitive resources. However, if a site-specific biological evaluation is conducted by a qualified biologist, as was conducted to support this Initial Study, the environmental analysis and mitigation measures can rely on the recommendations of the biologist in lieu of the TCWH recommendations.

### 2.4.3 Discussion

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

**Less than significant with mitigation incorporated.** The forested portions of the project site provide suitable habitat for nesting birds and special-status bats (i.e., western mastiff, pallid bat). As shown on Figure 2-2, the project would require the removal of some existing trees that potentially could be providing suitable day roosts, maternity colony roosts, and/or hibernation roosts for bats. Removal of roosting trees, or other construction activities that cause noise, vibration, or physical disturbance to these trees, could affect the survival of adult or young bats if they are present within the trees identified for removal at the time of the activity. In addition, due to the proximity of wastewater treatment ponds adjacent to the site and the presence of the onsite ephemeral drainage, there is a potential for western pond turtle to occur within the project site. This impact would be significant.

#### Mitigation Measure 2.4-1: Minimize Impacts to Western Pond Turtle

To avoid injury or mortality of western pond turtle, the County shall implement the following measures:

- ▶ A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 24 hours prior to commencement of ground-disturbing activities. Surveys shall be conducted within the project disturbance areas and all access routes to avoid and minimize injury or mortality of western pond turtle. If a western pond turtle is found within the work areas, exclusion fencing shall be installed surrounding the construction areas and the western pond turtle shall be allowed to move outside of the construction area on its own volition. If this is not feasible, the turtle(s) shall be captured by a qualified biologist and relocated out of the construction area to suitable habitat at least 100 feet from the work area.

#### Mitigation Measure 2.4-2: Minimize Impacts to Roosting Bats

To prevent disturbance or injury to roosting bats, the County shall implement the following measures:

- ▶ Within 14 days prior to any construction activity, surveys for roosting bats on the project site shall be conducted by a qualified biologist. Surveys shall consist of a daytime pedestrian survey looking for evidence of bat use (e.g., guano) and/or an evening emergence survey to note the presence or absence of bats. The type of survey would depend on the condition of the trees to be removed. If no bat roosts are found, then no further study would be required. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. If no impacts to bats roost would occur, no further mitigation is required.
- ▶ If roosts of pallid and/or western mastiff bats are determined to be present and must be removed, the bats shall be excluded from the roosting site before the tree is removed. A program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with CDFW before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter) or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted

during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) shall be replaced in consultation with CDFW and may include salvaging of the roost tree and securing it to a tree outside of the disturbance area, or construction and installation of bat boxes suitable to the bat species and colony size that were excluded from the original roosting site. Roost replacement shall be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the trees may be removed or sealed.

### **Mitigation Measure 2.4-3: Minimize Impacts to Nesting Birds**

To minimize potential disturbance to nesting birds, project activities, including site preparation and grading, shall occur during the non-breeding season (September 15 – February 13). If construction occurs outside the nesting season, no further mitigation is required. However, if construction activities extend beyond the nesting season, the following measures shall apply.

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

### **Significance after Mitigation**

Implementation of Mitigation Measures 2.4-1, 2.4-2, and 2.4-3 requires preconstruction surveys to identify present western pond turtles, bat roosts, or active nests. The mitigation measures require that any identified western pond turtles or bats be avoided or removed from active construction areas. In addition, disturbance buffers would be established for any active bat roost or nesting birds to prevent disturbance during construction activities. Implementation of these mitigation measures would reduce the potential to disturb existing western pond turtles, bats, and nesting birds and these impacts would be reduced to a less-than-significant level.

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

**Less than significant with mitigation incorporated.** As shown in Figure 2-2, the project site consists of ruderal annual grassland and montane hardwood-conifer habitat. There is an existing intermittent stream and associated riparian habitat adjacent to the project site. As discussed above, a 100-foot development buffer was conservatively established during the site visit conducted for the project. As shown in Figure 2-2, some project components (e.g., parking, staging areas) could be developed within the 100-foot buffer. Because the riparian habitat was not delineated during the constraints-level evaluation, the 100-foot buffer is conservative and the extent of the riparian habitat in proximity to the intermittent creek and the proposed project elements has not been determined. Thus, because proposed construction and development would occur within the 100-foot development buffer determined for the intermittent creek, there is a potential that the project could result in a substantial adverse effect on riparian habitat associated with the adjacent intermittent creek and this impact would be significant.

**Mitigation Measure 2.4-4: Minimize Indirect Impacts to Offsite Riparian Habitat**

- ▶ All proposed construction activities and development footprints shall be constructed and located at least 100 feet from the centerline of the unnamed intermittent creek to ensure the associated riparian habitat would be avoided. The 100-foot buffer is depicted on Figure 2-2. However, the 100-foot buffer requirement may be adjusted if at the time of the final site plan design, an encroachment into the buffer is required. The 100-foot buffer may be reduced if a qualified biologist can provide substantial evidence to the County that the final site plan design and project elements would not disturb any riparian habitat along the intermittent creek.

**Significance after Mitigation**

Mitigation Measure 2.4-4 would ensure that the riparian habitat would not be disturbed. With implementation of this mitigation measure, impacts to riparian habitat would be reduced to a less-than-significant level.

- 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?**

**Less than significant.** There is an ephemeral drainage that conveys water from the existing onsite road and the south side of Ferretti Road onto the parcel and eventually drains into the unnamed intermittent creek. High water flows have created a gully, but no wetland vegetation was observed within the drainage. Refer to Appendix B for complete details and data collected during the aquatic feature delineation. The bed and bank dissipate and water overflows as evident by bent grasses and debris flow. Because this drainage drains into the intermittent creek, this drainage may also be considered a water of the United States. However, as shown above in Figure 2-2 all project components would avoid the onsite ephemeral drainage such that no waters of the United States would be altered, filled, or otherwise disturbed. This impact would be less than significant.

- 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?**

**Less than significant.** There is an intermittent creek and associated riparian habitat located to the west of the project site. However, this habitat does not contain an important regional wildlife corridor because the creek connects the developed areas of Groveland with the Pine Mountain Lake community and does not provide connectivity to larger patches of natural habitat on the landscape. The project would not disturb the adjacent riparian habitat or intermittent creek, and therefore, the riparian corridor would be protected, and the existing vegetation would continue to act as a buffer such that any local wildlife movement (e.g., skunk, raccoon) could still occur. Because the existing adjacent riparian area is not considered a regional wildlife corridor and the project would avoid it, implementation of the project would result in a less-than-significant impact.

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

**Less than significant.** Chapter 9.24 Premature Removal of Native Oak Trees of the Tuolumne County Code, provides protection for the premature removal of native oak trees, oak woodlands, and individual valley oaks that meet certain size requirements, as discussed above in the Regulatory Setting. The code is in place to prevent the removal of trees within five years preceding the submittal of an application for a discretionary entitlement. In addition, the code provides exemptions that allow native oak trees to be removed for certain reasons. Applicable exemptions to the project site include Exemption 9.24.040 D. that allows removal of native oak trees for health and safety reasons, including but not limited to, eliminating the risk of diseased or dying tree falling and Exemption 9.24.040 C. that allows the removal of native oak trees in conjunction with fire hazard reduction plans approved by the fire prevention bureau and the community development department or that is consistent with the State of California's standards for fuel reduction around structures. The project would comply with the requirements of this ordinance and this impact would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

## 2.5 CULTURAL RESOURCES

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

### 2.5.1 Environmental Setting

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

#### PREHISTORIC SETTING

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

#### ETHNOGRAPHIC SETTING

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

#### HISTORIC SETTING

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



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

The Gold Rush town of Groveland, initially named Garrote, was founded by James D. Savage in 1849 along with nearby Big Oak Flat. Thousands of dollars in placer gold were taken from nearby streams, and later from deep shaft quartz mines. In the 1850s, a wagon road was built from the paddle-wheel steamer docks in Stockton to service these towns. In 1874, the Big Oak Flat Road to Yosemite was completed as a tourism and freight route that linked the Stockton/San Joaquin River docks and the Yosemite Valley. The route, now mainly State Route 120 in Tuolumne County, remains an important aspect of the regional economy (Natural Investigations Company 2018).

The headquarters of the Hetch Hetchy Project, built to provide water from the Tuolumne River to the City and County of San Francisco, was located in Groveland from 1915 to 1925. The Hetch Hetchy Railroad, which passed along the northern side of Groveland, was constructed in 1916-1917 and linked the Sierra Railway with the Hetch Hetchy Valley. The O'Shaughnessey Dam, a key feature of the project, was completed in 1923. The project carries water 150 miles to the Bay Area via the Hetch Hetchy Aqueduct, which passes south of Groveland and includes miles of tunnels through the mountains from the Hetch Hetchy Reservoir in Yosemite National Park (Natural Investigations Company 2018).

## RESULTS OF SITE RESEARCH AND SURVEY

A literature search completed by the Central California Information Center on August 24, 2018, indicated one prior survey had been conducted in 1994 within a portion of the project site, but no cultural resources had been previously recorded within the project site. Of 16 resources previously recorded within a 0.5-mile radius of the project, 15 are historic-era and one is a prehistoric bedrock milling station (Natural Investigations Company 2018).

Archival research indicates the project site is immediately west of the former Hetch Hetchy Railroad grade. After the railroad was abandoned in 1949, most of the standard-gauge tracks and associated infrastructure were removed. Groveland's historic commercial row along SR 120 is located approximately 0.62 mile southwest of the project site. Historic maps indicate the project site contained an agricultural field and house in 1877. No buildings or structures are shown within the project site on later maps or aerial photographs (Natural Investigations Company 2018).

An intensive-level pedestrian survey of the project site was conducted on September 5 and 6, 2018. Survey transects were spaced apart at intervals no greater than 15 meters. All visible ground surface within the project site was carefully examined for cultural material (e.g., flaked stone tools, tool-making debris, stone milling tools, or fire-affected rock), soil discoloration that might indicate the presence of a cultural midden, soil depressions and features indicative of the former presence of structures or buildings (e.g., postholes, foundations), or historic-era debris (e.g., metal, glass, ceramics). The project site has been disturbed by a modern drainage system, underground and aboveground utilities, a utility access road, and the former agricultural activities and late-1800s house of which there is no evidence (Natural Investigations Company 2018).

No prehistoric or historic-era archaeological sites, ethnographic sites, or historic-era built environment resources were identified during survey of the project site, and no cultural resources were previously recorded within the project site (Natural Investigations Company 2018). Thus, the project would not have the potential to cause a significant impact on any resource that currently qualifies as a historical resource or is an archaeological resource.

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

## NATIVE AMERICAN OUTREACH

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

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

### 2.5.2 Discussion

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

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

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

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

#### Significance after Mitigation

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

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

**Less than significant with mitigation incorporated.** No prehistoric or historic-era archaeological sites or ethnographic sites were identified during surveys of the project site (Natural Investigations Company 2018). However, it is possible that buried or concealed archaeological resources could be present that may be discovered during ground-disturbing and other construction activities associated with the project. Inadvertent discovery or damage to archaeological resources would be a significant impact.

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

Implement Mitigation Measure 2.5-1, above.

**Significance after Mitigation**

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

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

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

**Mitigation Measure 2.5-2: Inadvertent Discovery of Human Remains**

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

**Significance after Mitigation**

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

## 2.6 ENERGY

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

### 2.6.1 Environmental Setting

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

## STATE REGULATIONS

### Senate Bill 1078: California Renewables Portfolio Standard Program

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

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

### California Green Building Standards

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

energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018b). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Advanced Clean Cars Program

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

2.6.2 Discussion

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

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

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

Table 2-3 Project Construction and Operation Energy Consumption

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

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

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

Source: See Appendix A

Construction

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

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

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

### Operation

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

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

### Summary

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

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

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



## 2.7 GEOLOGY AND SOILS

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

### 2.7.1 Environmental Setting

#### EARTHQUAKES

Earthquake activity within Tuolumne County is significantly below the California state average (Tuolumne County 2018). Over the past century, a total of five historical earthquakes within recorded magnitudes of 3.5 or greater have

occurred. Further, there is an approximate 28 percent chance of a major earthquake within 50 kilometers of Tuolumne County within the next 50 years. The probability of a moderate earthquake occurring in the next 30 years is low. Only one major “active fault” is located in Tuolumne County, the New Melones fault, located approximately 5 miles west of the project site (DOC 2018). The fault transects the County, running roughly north to south along the western boundary, and is part of the Foothill fault system which runs along the west base of the Sierra Nevada mountain range. The estimated maximum capability for this fault is Magnitude 6.5 (Tuolumne County 2018).

## LANDSLIDES, SUBSIDENCE, AND LIQUEFACTION

Naturally occurring landslides do not typically occur in the County. Slopes disturbed by grading or development have failed, especially during periods of heavy rainfall, and have resulted in the destruction of County infrastructure. Within the County, there is a considerable amount of area where the topography can be considered steep to very steep. In the vast majority of this area, the underlying rock formation is very stable, and the soil found on these slopes is shallow and held in place by deep rooted vegetation. These slopes do not typically fail unless disturbed by grading or development (Tuolumne County 2018). Further, due to the nature of the soils, groundwater conditions, and low seismicity in the County, the risk and danger of liquefaction and subsidence occurring within the County is considered to be minimal (Tuolumne County 2018).

As shown in Figure 2-3, the project site experiences a general downwards slope towards the north.

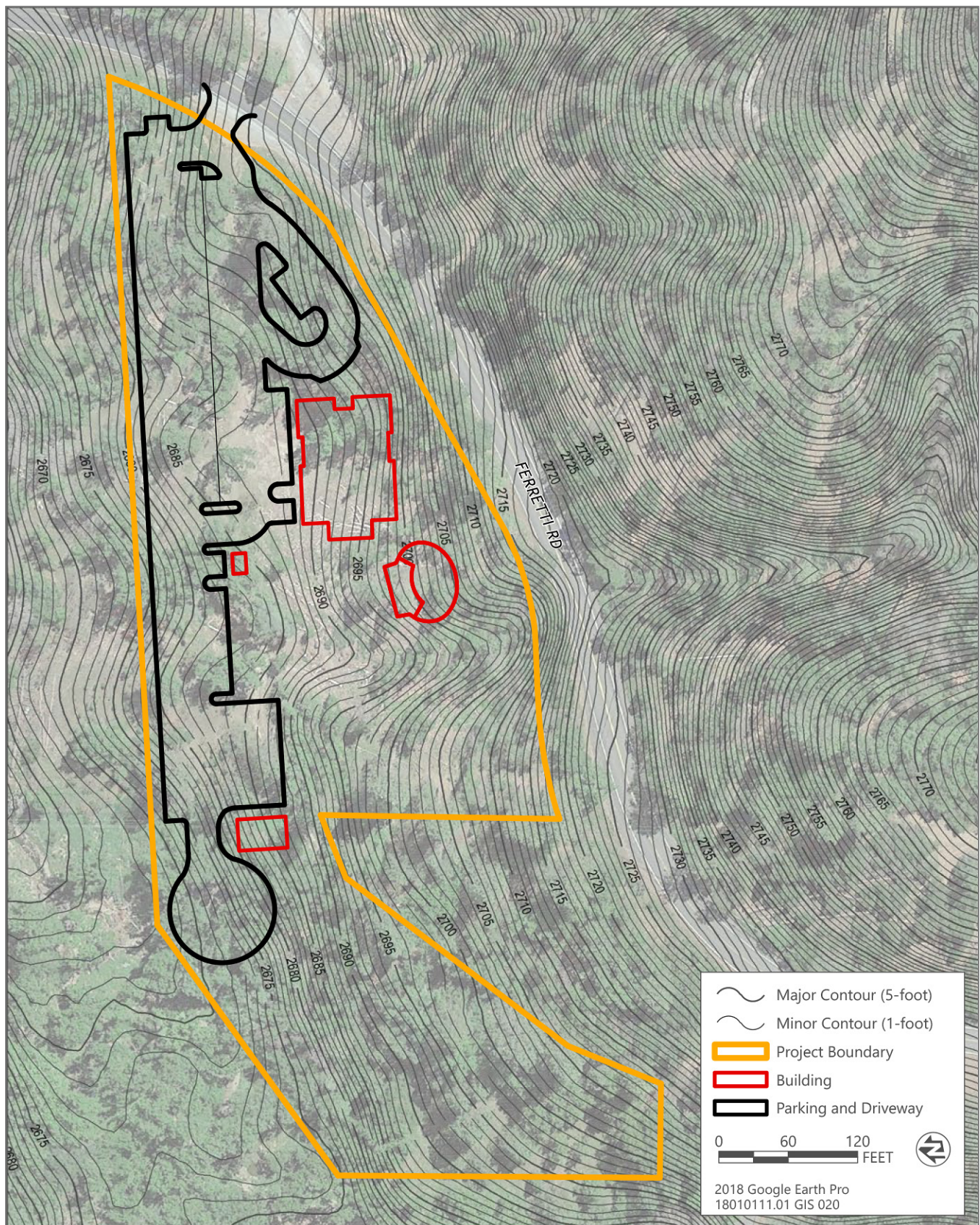
## PALEOLOGICAL RESOURCES

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

## CALIFORNIA BUILDING CODE

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





Source: Adapted by Ascent in 2018

Figure 2-3 Onsite Topography



## 2.7.2 Discussion

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

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

- ii) Strong seismic ground shaking?

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

- iii) Seismic-related ground failure, including liquefaction?

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

- iv) Landslides?

**Less than significant.** Although landslides do not typically occur naturally within the County, disturbed areas are more likely to experience landslide conditions. The topography of the project site includes an incremental downhill slope towards the north. Construction would include site grading and excavation, the nature of which could disturb site soils during rain events. Once operational, no disturbance onsite would occur, and the likelihood for a landslide event to occur is low. The project would include implementation of a SWPPP, which would help stabilize disturbed soils throughout project construction. Compliance with best management practices (BMPs) and local requirements related to construction activities would reduce any potential project-related landslide impacts to a less-than-significant level.

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

**Less than significant.** As previously described in items (a-iv), implementation of the project would involve construction activities including site grading and excavation. Prior to construction, a SWPPP would be prepared and would be implemented throughout project construction. Compliance with local requirements related to construction activities and BMPs would reduce any potential project-related erosion impacts to a less-than-significant level.

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

**Less than significant.** As previously described, due to the nature of soils within the County, liquefaction and subsidence occurrences within the County is considered to be minimal. Additionally, the project site is located within the Josephine soil series, which consists of deep, well drained soils with moderately slow permeability (Natural Resources Conservation Service 1964). Recently published soil data identifies Nedsgulch and Wallyhill soils within the project area (U.S. Department of Agriculture, Natural Resources Conservation Service 2018). These soils exhibit shared characteristics with the Josephine soils. Further, project implementation would be required to comply with the CBC

which provides specifications related to soil compaction and stability. Based on existing site conditions and through conformance with the CBC, development of the project would not result in any on- or off-site adverse geologic conditions such as landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.

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

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

e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

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

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

**Less than significant.** As previously described, paleontological resources within the county are not common. However, if present, these resources occur primarily in the Mehrten geologic formations. The Mehrten formation is a geologic formation dating back to the Neogene period, which is part of the Miocene and later Pliocene geologic epochs (Cenozoic Era). The generalized rock type identified within the project area is metasedimentary rock (Pz) (DOC 2018). This rock type is not associated within the Cenozoic Era, where resources from the Mehrten formation would be present. Construction activities associated with the project would involve site grading and excavation. Operation of the project would not result in any ground disturbance. Because the project site is not located within a geologic area where paleontological resources would likely be present, construction activities resulting from the project would not directly or indirectly result in destruction of a paleontological resource. Impacts would be less than significant.

## 2.8 GREENHOUSE GAS EMISSIONS

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

### 2.8.1 Environmental Setting

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

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

### STATE REGULATIONS

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

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

### TUOLUMNE COUNTY REGIONAL BLUEPRINT GREENHOUSE GAS STUDY

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



Tuolumne County emitted approximately 782,846 metric tons of CO<sub>2</sub> equivalent GHG emissions (MTCO<sub>2</sub>e) as a result of activities and operations that took place within the transportation, residential (energy consumption), non-residential (energy consumption), off-road vehicles and equipment, agriculture and forestry, wastewater, and solid waste sectors. This equates to 9.8 MTCO<sub>2</sub>e per resident and employee in Tuolumne County's service population (service population is defined as the total County resident population + people employed in the County).

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

## THRESHOLDS OF SIGNIFICANCE

The Governor's Office of Planning and Research (OPR) guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions under CEQA, nor has CARB established such a threshold or recommended a method for setting a threshold for project-level analysis. Further, TCAPCD, the agency responsible for regulating air quality within the project area, has not adopted guidance for evaluating the significance of GHG emissions from development under CEQA. Although a project-level threshold of 4.6 MTCO<sub>2</sub>e per service population per year was adopted as part of the *Tuolumne County Regional Blueprint Greenhouse Gas Study*, that threshold only shows project consistency with the State's 2020 reduction targets. In addition, the project would not include residential land uses, and therefore, applying a service population threshold to a project that does not generate population would be inaccurate.

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

SMAQMD adopted a bright line threshold of 1,100 MTCO<sub>2</sub>e/year for the construction phase of a project and a bright line threshold of 1,100 MTCO<sub>2</sub>e/year for the operational phase of a project. SMAQMD's recommended thresholds were developed to ensure at least 90 percent of new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to GHG emissions reduction goals of AB 32, SB 32, the Scoping Plan, and Executive Orders. Therefore, considering the available thresholds adopted by SMAQMD and Appendix G of the State CEQA Guidelines, impacts would be considered significant if implementation of the project would result in construction or operational phase GHG emissions that exceed 1,100 MT CO<sub>2</sub>e/year.

## 2.8.2 Discussion

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

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

### Construction

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

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

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

**Table 2-4 Estimated Construction GHG Emissions by Construction Year**

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

Notes: MTCO<sub>2</sub>e/year = metric tons of carbon dioxide equivalent per year

Source: Data modeled by Ascent Environmental in 2017

### Operational

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

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

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

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

MTCO<sub>2</sub>e/year = metric tons of carbon dioxide equivalents per year.

Source: Modeling performed by Ascent Environmental in 2017

### Summary

As shown above, neither the construction nor operational phases of the project would exceed applicable thresholds of significance (i.e., 1,100 MTCO<sub>2</sub>e/year). As discussed above, this threshold has been adopted for the purpose of evaluating project's under CEQA and in light of adopted State GHG reduction targets set by SB 32 and AB 32.

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

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

**Less than significant.** As discussed above, projects that do not exceed the bright line thresholds of 1,100 MTCO<sub>2</sub>e/year (for construction and operational phases) would also not conflict with State plans (i.e., 2017 Scoping Plan) adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

## 2.9 HAZARDS AND HAZARDOUS MATERIALS

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

### 2.9.1 Environmental Setting

A data search of various agency lists was conducted for the project site and surrounding areas to identify potential hazardous contamination sites. According to the California Department of Toxic Substances Control (DTSC) EnviroStor Database and the California Environmental Protection Agency Cortese list, there are no known active sites within the project site or within 0.25 mile of the project site (DTSC 2018, SWRCB 2018). The nearest site is located approximately 2,600 feet southwest of the project and has been closed since 1996 (SWRCB 2018).

There are no schools within 0.25 mile of the project site. The nearest school, Tenaya School, is located approximately 0.75 mile southwest of the site. Additionally, there are no public airports within the project vicinity. The Pine Mountain Lake Airport, a community airstrip owned by the County, is located approximately 2.75 miles west of the project site.

In 2018, a Multi-Jurisdictional Hazard Mitigation Plan for Tuolumne County was prepared. The Plan serves to provide practical, meaningful, attainable and cost-effective mitigation solutions to minimize each jurisdiction's vulnerability to the identified hazards and ultimately reduce both human and financial losses subsequent to a disaster (Tuolumne County 2018). Additionally, an Emergency Plan was prepared in 2018 for the Pine Mountain Lake Association, a community within the Groveland area. The Emergency Plan provides guidance on how to respond to emergency incidents occurring within Pine Mountain Lake and aims to support public safety agencies by providing emergency service information to the community. Specific guidance identified in the plan includes suggested emergency evacuation routes and general procedures for handling hazardous materials incidents (such as hazardous spills or leaks) (Pine Mountain Lake Association 2018).

The project site is designated as a Very High Fire Hazard Severity Zone within the State Responsibility Area (California Department of Forestry and Fire Protection [CAL FIRE] 2007).

## 2.9.2 Discussion

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

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

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

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

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

**No impact.** There are no schools within 0.25 mile of the project site. The nearest school, Tenaya School, is located approximately 0.75 mile southwest of the site. No impact related to hazardous emissions near schools would occur.

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

**No impact.** As discussed above, review of regulatory agency databases indicated that no records of any hazardous materials were identified within the project site and immediate project area (DTSC 2018, SWRCB 2018). The nearest

site is located approximately 2,600 feet southwest of the project and has been closed since 1996 (SWRCB 2018). Additionally, implementation of the project would not exacerbate existing hazardous conditions in the project vicinity. No impact would occur.

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

**Less than significant.** The project is not located within an airport land use plan or within two miles of a public use airport. The Pine Mountain Lake Airport is located approximately 2.75 miles west of the project site. Implementation of the project would result in construction of a single-story approximate 12,000-sq.-ft. building. The project would be located far enough from the airstrip and would not create a unique safety hazard for people residing or working within the project area. Impacts would be less than significant.

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

**Less than significant.** The project includes construction and operation of a community resilience center in Groveland. The project would serve as a year-round space that would be designed to serve multiple groups and people during times of emergency and non-emergency events. Implementation of the project would not include any amendments or revisions to the County's 2018 Emergency Plan or the 2018 Multi-Jurisdictional Hazard Mitigation Plan (Tuolumne County 2018) and would not result in any interference of adopted emergency response or evacuations. Because the nature of the project is intended to aid the community in events of emergency response and evacuation, the project may improve existing response and evacuation within the area. Impacts would be less than significant.

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

**Less than significant.** The project site is designated as a very-high fire hazard severity zone within the Tuolumne County State Responsibility Area (CAL FIRE 2007). As described in item (f), implementation of the project is intended to provide space where community members would gather in the event of an environmental disaster, such as a wildfire. New site structures would include defensible space of at least 100 feet and would comply with California Fire Code requirements, including ignition-resistant construction, automatic interior fire sprinklers, on-site fire hydrant minimum flows, and adequate emergency and fire apparatus access. Further, building operation would include low-fire risk materials such as steel and concrete. Therefore, the project would not directly or indirectly expose people or structures to wildland fires and any impacts would be less than significant.



## 2.10 HYDROLOGY AND WATER QUALITY

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

### 2.10.1 Environmental Setting

#### SURFACE WATER

A Water Quality Plan was prepared for Tuolumne County in 2007 and contains a comprehensive program that addressed a wide range of water quality concerns within the county and emphasizes mechanisms for maintaining and improving surface water quality (Tuolumne County 2007). The project site is located within the jurisdiction of the Central Valley RWQCB. The project is within the Tuolumne watershed and is located west of Pine Mountain Lake (U.S. Geological Survey 2018). There is a small creek that flows north-northeast around the site and an ephemeral drain that intersects the project site. Surface water within the project area is supplied by the Hetch Hetchy Mountain Tunnel under an agreement with the City and County of San Francisco. The supply source for Hetch Hetchy Reservoir,

located approximately 25 miles northeast of the project site, is the Tuolumne River. The majority of this water supply originates in the upper Tuolumne River Watershed high in the Sierra Nevada Mountain Range (Groveland Community Services District [GCSD] 2018).

## GROUNDWATER

Groundwater in Tuolumne County is severely limited due to the hard, impermeable bedrock that covers the majority of the County and due to the high naturally occurring iron content of the groundwater (GCSD 2016).

## FLOOD RISK

The project site is designated as Zone X, an area with minimal flood hazard risk (Federal Emergency Management Agency [FEMA] 2017).

### 2.10.2 Discussion

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

**Less than significant.** Construction activities resulting from project implementation would disturb surrounding soils, which may increase siltation of nearby drainage ditches. Because construction activities would result in disturbance of more than one acre, the County would be required to prepare a SWPPP, under SWRCB's General Construction Stormwater Permit, which would prevent and control any erosion as well as require BMPs during project construction. Compliance with applicable permits and construction measures would ensure that the project would not violate any water quality standards or waste discharge requirements set forth by the Central Valley RWQCB or result in the degradation of surface and groundwater quality. Impacts would be less than significant.

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

**Less than significant.** Implementation of the project would involve construction of a 12,000-sq.-ft. resilience center and associated amenities. Construction could involve excavation of up to four feet below ground surface. Any water used during construction for dust abatement would be sourced from GCSD, which collects water from the Hetch Hetchy Reservoir. Operation of the project would not include the use of any groundwater supplies. The project would add 77,000 sq. ft. of new impervious surfaces at the project site. There are undeveloped areas surrounding the project site that would allow for groundwater recharge within the project area. Additionally, not all portions of the project site would remain impervious (i.e., landscaping). Because project implementation would not introduce a substantial amount of impervious surfaces and other undeveloped areas surrounding the project would allow for groundwater recharge within the project area, impacts would be less than significant.

c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

i) **result in substantial erosion or siltation on- or off-site;**

**Less than significant.** Surface runoff occurs naturally within the project site, and flows downslope to the north, where a stream is located (see Figure 2-3). Construction activities, including site grading and excavation, may alter the drainage of the site in a way that funnels water and increases erosion and siltation. During construction, and in the event of rain, measures such as silt fencing, fiber rolls, and saw for soil stabilization would be implemented. Additionally, because project construction would result in disturbance of more than one acre, a SWPPP would be prepared for the project site, prior to construction. After construction, runoff would be directed to appropriate

drainage systems included as part of the project. Implementation of local grading permit requirements, as well as SWPPP BMPs, such as those described above, would ensure that erosion or siltation impacts would not adversely affect drainage patterns within the site or surrounding area. Impacts would be less than significant.

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

**Less than significant with mitigation incorporated.** The project would introduce new impermeable surfaces to the project site. As shown in Figure 2-3, drainage occurs naturally at the site and flows north towards the creek that extends north-northeast around the project site. The project would be designed to include onsite drainage retention systems to collect any increased amounts in surface runoff resulting from project implementation. However, no calculations have been completed yet to determine the volume of runoff that the features would retain, infiltrate, or convey. Therefore, the potential for the project to increase the rate or amount of surface runoff such that on or off-site flooding would occur would be potentially significant.

**Mitigation Measure 2.10-1: Prepare Drainage and Implement Recommendations**

A drainage report shall be prepared and reviewed by Tuolumne County in concert with the drainage system design plans. The report shall be prepared by a Registered Civil Engineer, for county approval prior to issuance of any grading permits or construction activity, and shall, at a minimum, include: a written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and offsite improvements and drainage easements to accommodate flows from the project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures.

**Mitigation Measure 2.10-2: Design Water Detention and Retention to Accommodate Surface Runoff**

Detention and/or retention facilities at the project site shall be designed to the satisfaction of the Tuolumne County Engineering Development Department staff and shall be included in the drainage report and improvement/grading plans for the project, as described in Mitigation Measure 2.10-1. Implementation of such facilities shall capture surface runoff and retain flows such that the rate of surface runoff does not exceed existing flows. Maintenance of retention facilities shall be required by Tuolumne County.

**Significance after Mitigation**

Implementation of Mitigation Measures 2.10-1 and 2.10-2 would ensure that water runoff systems are incorporated into the project design and that water runoff would be adequately collected onsite such that the potential for any on- or off-site flooding impacts would be reduced. Therefore, with incorporation of these measures, the project would have a less-than-significant impact related to on- or off-site flooding from surface runoff.

iii) **create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**

**Less than significant with mitigation incorporated.** As previously described, construction and operation of the project would result in new impermeable surfaces within the project site. Through implementation of Mitigation Measures 2.10-1 and 2.10-2, water collection and drainage systems would be constructed onsite and would be designed to adequately serve the project. Further, as discussed in Section 2.9, "Hazards and Hazardous Materials," the likelihood of polluted runoff is minimal as construction and operation of the project would adhere to applicable laws, regulations, and protocols related to worker, user, and public safety. Impacts would be less than significant.

iv) **impede or redirect flood flows?**

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

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

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

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

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

## 2.11 LAND USE AND PLANNING

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

### 2.11.1 Environmental Setting

The project site consists of three undeveloped parcels (APNs 066-090-032, 066-030-054, and 066-030-063) located west of the intersection of Ferretti Road and Pine Mountain Drive in the community of Groveland, California. The parcels are bounded to the north by undeveloped forested land, to the east by Ferretti Road and the Pine Mountain Lake neighborhood area, to the south by Ferretti Road and the driveway to the Groveland Community Service District, and to the west by the Groveland Community Service District wastewater treatment plant evaporation ponds. The site consists of approximately 5.5 acres.

The General Plan land use designation for the project site is General Commercial (GC) and Public (P). The project site is zoned as General Commercial (C-1) with a Mobile Home Exclusion Combining District (MX), Planned Unit Development Combining District (PD), and Residential Estate (one acre minimum) District (RE-1). Note that the RE-1 portion of APN 066-090-032 is located south of Ferretti Road and the portion of the parcel where the project would be developed is zoned entirely C-1:MX. Existing general plan zoning and land use designations are shown in Figures 2-4 and 2-5, respectively.

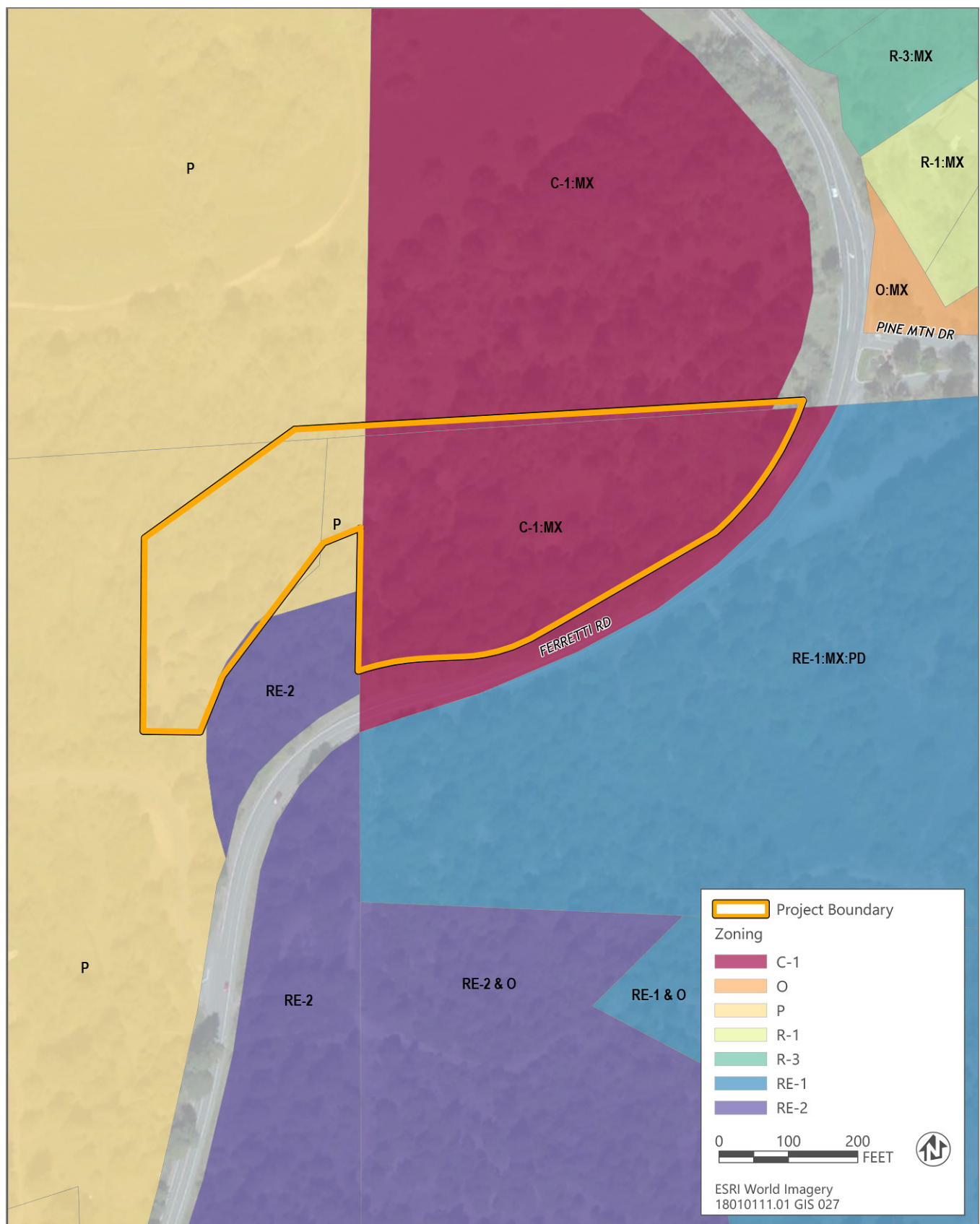
### 2.11.2 Discussion

#### a) Physically divide an established community?

**No impact.** The project would be located in an undeveloped portion of Groveland and would not impede access to the surrounding residential areas. Therefore, the project would not result in the physical division of the community and no impact would occur.

#### b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

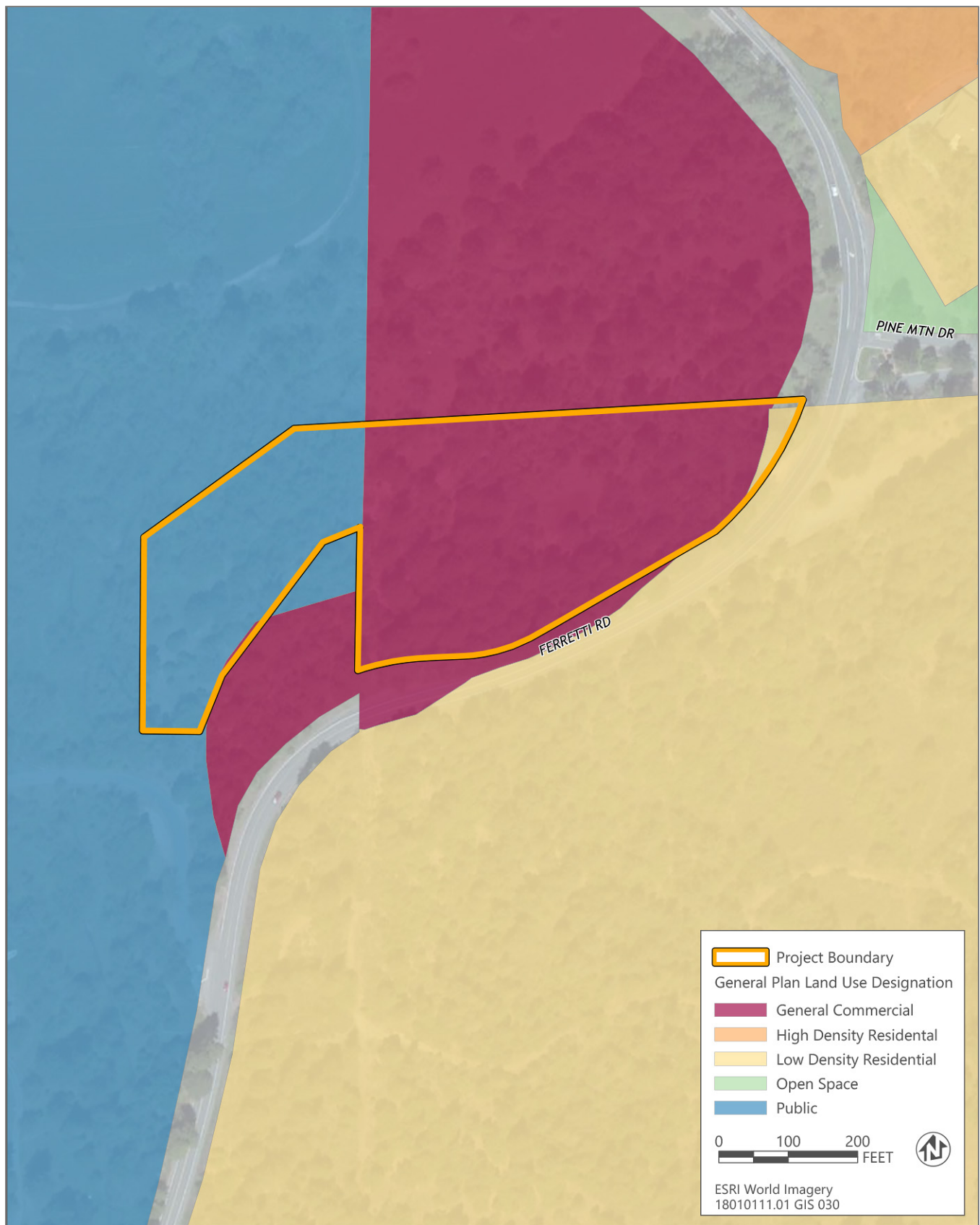
**No impact.** As described in Section 1, "Introduction and Project Description," permitted uses within the "General Commercial" designation include shopping centers, hotels, motels, restaurants, bars, department stores, professional offices, automobile sales, outdoor sales and storage, public safety facilities, places of public assembly, clubhouses/lodges, and equipment repair facilities. Implementation of the project would include construction and operation of a 12,000-square-foot community resilience center and associated amenities, consistent with the places of public assembly use. The project would therefore be consistent with the General Plan land use designation and zoning. See Figure 2-4 and Figure 2-5 below. No impact would occur.



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

**Figure 2-4 Existing Zoning**





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

**Figure 2-5** General Plan Land Use

## 2.12 MINERAL RESOURCES

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

### 2.12.1 Environmental Setting

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

### 2.12.2 Discussion

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No impact.** The project site would result in development of up to approximately 2 acres of land in Tuolumne County, representing a small portion of land compared with the overall size of the County and available mineral resources. The project site is located in an area that includes some existing development and is not zoned or designated to allow commercial mineral extraction; therefore, the project site is not a suitable location for mining. Consequently, the project site is not considered an available source of mineral resources. No impact would occur.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

**No impact.** The *Tuolumne County General Plan (2019)* does not delineate any locally important mineral resources near the project site. The project would be unlikely to disturb mineral resources within the project site because it is in an area of undetermined mineral resource significance. No impact would occur.

## 2.13 NOISE

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

### 2.13.1 Environmental Setting

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

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

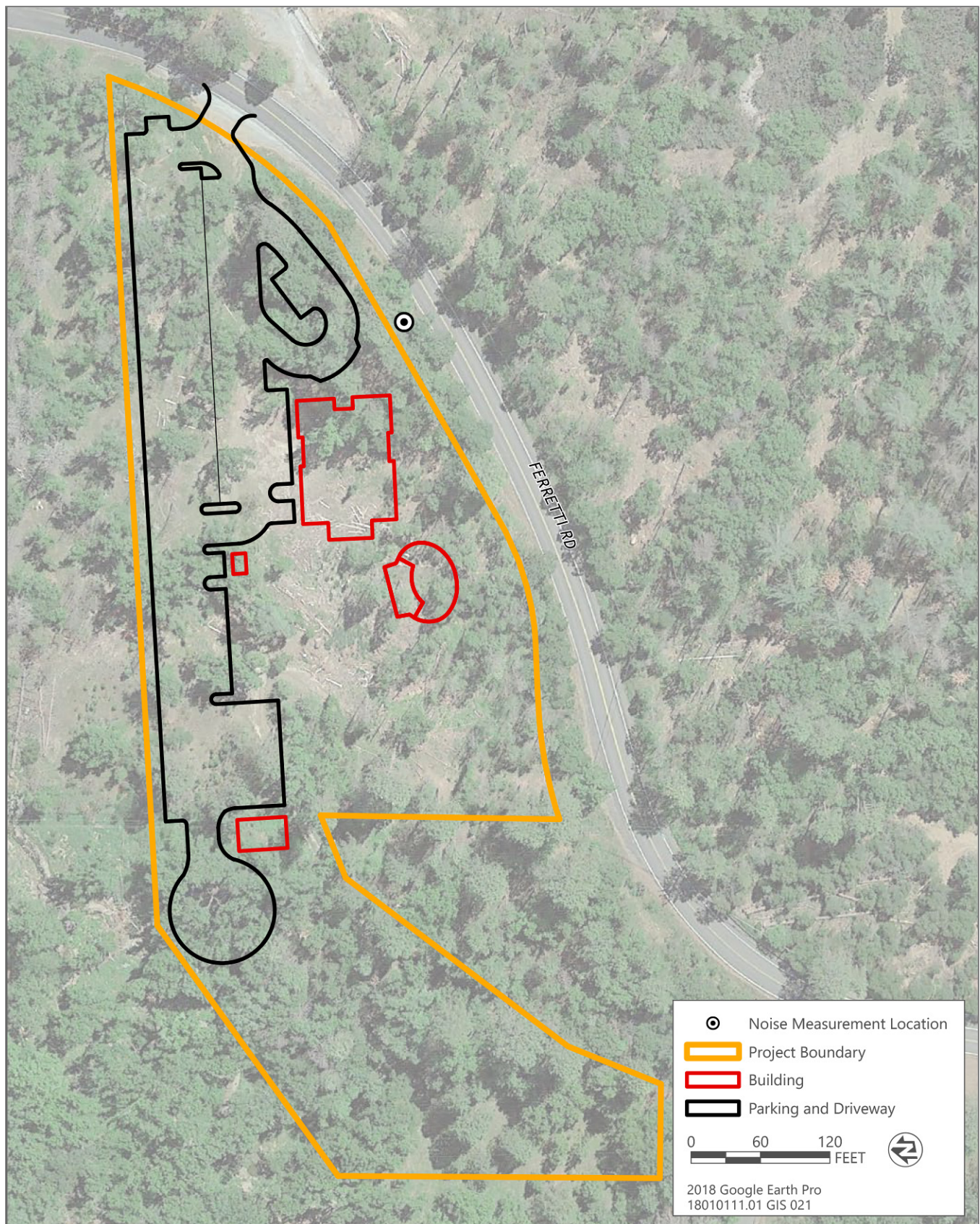
The closest sensitive receptor to the project site is a residence located approximately 340 feet to the northeast along Ferretti Road.

### 2.13.2 Existing Noise Environment

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

A short-term noise measurement was conducted on the project site on August 14, 2018 at 2:45 p.m., using a Larson Davis SoundTrack LxT noise meter. See Figure 2-6 for noise measurement location. Results of the measurements indicated an  $L_{eq}$  of 51.9 dBA, an  $L_{max}$  of 64.2 dBA, and an  $L_{min}$  of 32.9 dBA. Primary noise sources included cars passing by on nearby roads and chainsaw use on a nearby tree. Considering the recorded  $L_{min}$  at this site, it is anticipated that average noise levels would be lower if a chainsaw was not being used during the measurement.





Source: Adapted by Ascent in 2018

**Figure 2-6** Noise Measurement Location

### 2.13.3 Tuolumne County General Plan Noise Policies and Standards

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

**Table 2-6 Maximum Allowable Noise Exposure-Transportation Noise Sources Excluding Aviation-Related Noise<sup>1</sup>**

Land Use	Outdoor Activity Areas <sup>2</sup> L <sub>dn</sub> /CNEL, dB	Interior Spaces <sup>3</sup> L <sub>dn</sub> /CNEL, dB
Urban Residential	60	45
Transient Lodging <sup>4</sup>	60	45
Hospitals, Nursing Homes	60	45
Churches, Meeting Halls, Office Buildings, Mortuaries	--	45
Schools <sup>5</sup> , Libraries, Museums	--	45

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

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

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

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

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

Source: Tuolumne County 2019

**Table 2-7 Maximum Allowable Noise Exposure-Stationary Noise Sources<sup>1</sup>**

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

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

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

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

3. Similar to the hourly  $L_{eq}$ , except this level should not be exceeded for any length of time. 4.

Source: Tuolumne County 2019

**Table 2-8 Significance of Changes in Cumulative Noise Exposure<sup>1</sup>**

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

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

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

Source: Tuolumne County 2019

## 2.13.4 Discussion

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable local, state, or federal standards?

### Construction

Construction activities would result in short-term noise. Construction activities would consist of grading and site preparation, paving activities, and building construction, all of which require the use of heavy-duty equipment that generate varying noise levels. Construction activities would be limited to the less noise-sensitive hours (e.g., daytime) of 7:00 a.m. to 7:00 p.m., Monday through Saturday, consistent with Tuolumne County General Plan Maximum Allowable Noise Exposure-Stationary Noise Source standards in Table 5.C of Chapter 5: Noise Element of the General Plan (Tuolumne County 2019).



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

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

**Table 2-9 Noise Levels Generated by Typical Construction Equipment**

Equipment Type	Maximum Noise Level (dB L <sub>max</sub> ) at 50 feet <sup>1</sup>	Typical Noise Level (dB L <sub>eq</sub> ) at 50 feet <sup>1,2</sup>
Grader	85	81
Dozer	85	81
Loader	80	76
Combined Noise Level at 50 feet	88.6	84.7
<b>Attenuated Combined Noise Levels at Existing Nearby Sensitive Receptors</b>		
Existing Sensitive Receptor	dB L <sub>max</sub>	dB L <sub>eq</sub>
Attenuated Noise Level at Tot Lot (340 feet)	66.7	68.0

Notes: dB= decibels; L<sub>max</sub> = maximum sound level; L<sub>eq</sub> = equivalent continuous sound level

1 Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

2 Assumes typical usage factors.

Source: Federal Transit Administration 2006; data modeled by Ascent Environmental 2017

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

The daytime noise exposure level was estimated for the closest noise-sensitive receptor that could be adversely affected by construction noise. The attenuated noise levels at existing noise sensitive receptors (i.e., a residence located 340 feet from the project site), are shown in Table 2-9. These estimates are conservative because the modeling assumes that the noise-generating equipment could operate simultaneously in proximity to each other near the boundaries of the project site. Detailed inputs and parameters for the estimated construction noise attenuation calculations are also provided in Appendix C.

Tuolumne County does not have adopted daytime construction noise standards. However, when evaluating potential noise impacts, temporary short-term noise occurring during the less sensitive times of the day, when people are active, out of their homes, or otherwise not sleeping, are generally considered less of a nuisance and less likely to disrupt sleep, or otherwise result in significant noise exposure. Thus, considering that construction activities would occur during the daytime hours, in accordance with typical County-required conditions of approval limiting

construction activities to Monday through Saturdays from 7:00 a.m. and 7:00 p.m., overall construction activities would be temporary (lasting 14 months), construction noise would fluctuate, and the loudest levels would occur for a shorter duration than the overall construction duration, existing nearby sensitive receptors would not be substantially affected.

Operation

Operation of the community resilience center would not result in any new long-term stationary noise sources other than back-up generators that would only be used during emergency events. However, the community resilience center may include uses such as outdoor event space or an amphitheater that would provide space for picnics, outdoor meetings, and local festivals. During emergencies the outdoor area would provide feeding/staging space for animals and briefing meeting space for emergency personnel. Thus, this discussion is focused on long-term increases in traffic noise associated with projected-generated increases in traffic and the outdoor activity space.

Traffic Noise

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

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

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

Roadway Segment	Existing (dBA CNEL)	Existing Plus Project (dB CNEL)	Change (dB)
Bay Street from Cherry Valley Boulevard to Pine Street	54.9	55.2	+0.4
Cherry Valley Boulevard from Bay Street to Tuolumne Road	53.7	53.9	+0.2
Tuolumne Road from Wards Ferry Road to Cherry Valley Road	57.1	57.2	+0.1
Tuolumne Road From Cherry Valley Road to State Route 108	54.8	54.8	0.0

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

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

Outdoor Activity Space

The proposed outdoor amphitheater would provide outdoor space for non-emergency and emergency situations. During non-emergency times the space could be used for local festivals with small live bands or picnics and during emergency situations could be used for meeting/briefing space for the public or emergency personnel. Regarding long-term increases in operational noise, live music during festivals/events would be the primary noise source.

A reference noise level for a live concert where music is amplified from speakers is 93 dBA  $L_{max}$  at 4 feet from the source (Berger 2010). As discussed above, the nearest sensitive receptor to the project site is a residence located approximately 340 feet from the project site. Based on modeling conducted, noise levels from a concert would attenuate, from distance alone, to 54.4 dBA  $L_{max}$  at this receptor. Refer to Appendix C for noise attenuation calculations. As shown above in Table 2-7 Tuolumne County has adopted daytime (7:00 a.m. to 10:00 p.m.) noise

standards of 70 dBA  $L_{max}$ . Live concerts, festivals, and other special events would be required to end by 10:00 p.m. in accordance with conditions that would be included on the rental policies for the event space. Thus, any outdoor noise-generating events would be limited to the daytime hours to ensure compliance with County noise standards as well as to maintain the existing ambient character in the County. Thus, considering the daytime noise standard of 70 dBA  $L_{max}$ , a live concert occurring during the daytime hours, as would be the case, would not result in an exceedance of a County noise standard at existing sensitive land uses or result in noise levels that could disturb people during the sensitive times of the day.

### Summary

Operation of the resilience center would result in minor increases in long-term traffic as well and a new amphitheater that could hold live concerts and festivals. As discussed above, traffic noise increases would not exceed 1 dB, and therefore, would not be audible or considered substantial. Live concerts and events would occur during the daytime hours but, nonetheless, would not exceed established daytime noise standards at nearby sensitive receptors. This impact would be less than significant.

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

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

Construction would include grading, site preparation, building construction, and paving activities. As discussed above, no pile driving or blasting would occur and the nearest structure is located approximately 340 feet away from where ground-disturbing activities would occur. Typical equipment that would be used includes dozers, loaders, excavators, trucks, and paving equipment. In addition, construction activities would only take place during the daytime hours, when people are less susceptible to noise.

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

## 2.14 POPULATION AND HOUSING

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

### 2.14.1 Environmental Setting

The project is located in the community of Groveland, a census-designated place in Tuolumne County. According to the most recently published population estimates for the area, Groveland had a population of 601 while the County had a population of 55,365 in 2010 (U.S. Census Bureau 2010). The project is located in an area surrounded by low density residential housing. No housing data was available for the geographical area; however, estimates for the County included 31,358 total housing units in 2016 (U.S. Census Bureau 2016).

### 2.14.2 Discussion

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No impact.** Implementation of the project would result in a new 12,000-sf community resilience center in the community of Groveland. The project would result in up to 20 construction crew members during the 14-month construction period. Construction of the project would be temporary and would likely not result in worker relocation to the area. Additionally, operation of the project would employ one to two staff members (one full-time equivalent). It is assumed that the project would employ local residents already residing within the Groveland area. Because the project not result in substantial new employment and would not introduce new housing in the area, implementation of the project would not induce local population growth. No impact would occur.

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

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

## 2.15 PUBLIC SERVICES

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

### 2.15.1 Environmental Setting

The project site is served by the Tuolumne County Sheriff's Office. GCSD serves the Groveland area and has a cooperative agreement with CAL FIRE to provide fire protection services for the community (GCSD 2018).

### 2.15.2 Discussion

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

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

## 2.16 RECREATION

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

### 2.16.1 Environmental Setting

Recreational facilities and parks in the project area include the Mary Laveroni Community Park, GCSD Dog Park, and Pine Mountain Lake Golf Course, all located within 0.5 mile of the project site. Both Mary Laveroni Community Park and the Dog Park are maintained and operated by GCSD.

### 2.16.2 Discussion

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

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

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

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

## 2.17 TRANSPORTATION

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

### 2.17.1 Environmental Setting

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

#### STUDY AREA

The project study area is bounded by Ferretti Road from Main Street (State Route [SR] 120) (southern limit) to Phelan Mogan Road (northern limit) and Main Street (SR 120) from Priest Coulterville Road (western limit) to Smith Station Road (eastern limit). Roadway segments within the study area were selected based on anticipated project generated travel patterns, knowledge of the area, and engineering judgement. The roadway segments selected for analysis were



reviewed by County staff prior to preparation of the TIS. The following four study roadway segments were analyzed for the project:

- ▶ Ferretti Road between Main Street (SR 120) and Pine Mountain Drive,
- ▶ Ferretti Road between Pine Mountain Drive and Phelan Mogan Road,
- ▶ Main Street (SR 120) between Priest Coulterville Road and Ferretti Road, and
- ▶ Main Street (SR 120) between Ferretti Road and Smith Station Road.

## EXISTING ROADWAY NETWORK

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

**Ferretti Road** is a two-lane major collector that runs north-south between Phelan Mogan Road and Main Street (SR 120). Ferretti Road forms one-way stop-controlled T-intersections with Main Street (SR 120) as well as Pine Mountain Drive. The posted speed limit on Ferretti Road is 35 miles per hour (mph). As of November 2018, full road closure along Ferretti Road is in effect approximately 350 feet north of Pine Mountain Drive due to storm damage. The County has indicated that this damaged section of roadway is scheduled to be repaired and reopened by early 2019. In the meantime, Ferretti Road traffic is likely diverting via Pine Mountain Drive, Tannahill Drive, and Mueller Drive, or the eastern Ferretti Road / SR 120 intersection (approximately seven miles east of Groveland).

**Main Street (SR 120)** is a two-lane rural minor arterial that runs east-west between Priest Coulterville Road and Smith Station Road. The posted speed limit is 25 mph west of the Ferretti Road T-intersection, and 35 mph east of the Ferretti Road T-intersection. The posted speed limit increases to 40 mph near the Main Street (SR 120) / Merrell Road intersection, and to 45 mph near the Main Street (SR 120) / Old Highway 120 intersection.

## EXISTING TRANSIT FACILITIES

Tuolumne County Transit (TCT) provides dial-a-ride service for Groveland. On Tuesdays, curb to curb dial-a-ride service is available from Groveland to the Sonora area for shopping, medical appointments, and other needs. This service is available to the general public, with priority service to those who are disabled or 55 years of age or over. Additionally, a shuttle that operates between Sonora, Groveland, Yosemite Valley is available seven days a week from May to September. The shuttle stops at Mary Laveroni Park, which is located approximately .65 miles southwest of the project site.

## EXISTING PEDESTRIAN FACILITIES

An existing sidewalk is located along the east side of Ferretti Road, south of Pine Mountain Drive and north of Bisordi Street. There are no existing sidewalks or pedestrian crossings along the project site frontage. Additionally, there are no pedestrian crossings at the Ferretti Road / Main Street (SR 120) T-intersection or at the Ferretti Road / Pine Mountain Drive intersection.

## EXISTING BICYCLE FACILITIES

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

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

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

## ROADWAY SEGMENT VOLUMES AND OPERATIONS

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

- ▶ Ferretti Road between Main Street (SR 120) and Pine Mountain Drive
- ▶ Main Street (SR 120) between Priest Coulterville Road and Ferretti Road
- ▶ Main Street (SR 120) between Ferretti Road and Smith Station Road

24-hour weekend counts were also conducted on Ferretti Road between Main Street (SR 120) and Pine Mountain Drive on Saturday October 20, 2018. Weekend ADT on this segment was found to be within five percent of the existing weekday count. Therefore, traffic operations on the weekend were assumed to be similar to those during the week.

Due to the existing full closure of Ferretti Road approximately 350 feet north of Pine Mountain Drive, Wood Rodgers was unable to conduct new traffic counts at the following roadway segment:

- ▶ Ferretti Road between Pine Mountain Drive and Phelan Mogan Road

In coordination with the County, it was decided that latest counts published on the Tuolumne County website (last updated July 1, 2017) should be used to approximate the existing traffic volumes along Ferretti Road north of Pine Mountain Drive. Because the previously collected traffic counts at this location were conducted in November 2014, the traffic volumes along this segment were scaled up to more accurately reflect existing conditions. The growth rate used to do this was derived using the Tuolumne County Regional Transit Demand Model (Wood Rodgers 2018). For additional details refer to the TIS located in Appendix D.

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

**Table 2-11 Existing Conditions Roadway Segment Traffic Operations**

#	Roadway Segment	Type #1	Roadway Capacity	Min. LOS Std.	ADT	LOS
1	Ferretti Road between Main Street (SR 120) and Pine Mountain Drive	7	14,500	D	3,851	B
2	Ferretti Road between Pine Mountain Drive and Phelan Mogan Road	7	14,500	D	2,933	B
3	Main Street (SR 120) between Priest Coulterville Road and Ferretti Road	5	15,600	D	6,457	C
4	Main Street (SR 120) between Ferretti Road and Smith Station Road	5	15,600	D	3,771	B

Notes: ADT =Average daily traffic.

<sup>1</sup>. Type # from **Table 2-14**

Source: Wood Rodgers 2018.

## PROJECT TRIP GENERATION

Trip generation rates for the Recreational Community Center (Code 495) land use type from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* were used to estimate trips generated by the project. Table 2-12 summarizes the trip generation rates for the project and Table 2-13 summarizes the estimated number of daily and peak hour trips generated by the project.

**Table 2-12 Project Trip Generation Rates**

Land Use Category	Source	ITE Code	Rate Unit	Weekday Daily Trip Rate/Unit	Weekday AM Peak Hour Rate/Unit			Weekday PM Peak Hour Rate/Unit		
					Total	In%	Out%	Total	In%	Out%
Recreational Community Center	ITE	495	KSF <sup>1</sup>	28.82	1.76	66%	34%	2.31	47%	53%
Note:										
<sup>1</sup> KSF – 1000 Square Foot Floor Area										
Source: Wood Rodgers 2018.										

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

**Table 2-13 Project Trip Generation Volumes**

Land Use	Units	Quantity	Daily Trips	Weekday AM Peak Hour Trips			Weekday PM Peak Hour Trips		
				Total	In	Out	Total	In	Out
Recreational Community Center	KSF <sup>1</sup>	12	346	22	15	7	28	13	15
Note: <sup>1</sup> KSF – 1000 Square Foot Floor Area									
Source: Wood Rodgers 2018.									

## PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

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

## VEHICLE MILES TRAVELED

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

Senate Bill (SB) 743, passed in 2013, requires OPR to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." OPR has submitted updated CEQA Guidelines to the State Natural Resources Agency for formal rulemaking to implement SB 743. The guidelines indicate that VMT be the primary metric used to identify transportation impacts. However, these guidelines have yet to formally adopted and local agencies will have an opt-in period until July 1, 2020 to implement the updated guidelines once adopted.

The project would serve the surrounding local community. Thus, the project would not generate regional draw or generate substantial trips/VMT in comparison to other land use development (e.g., residential, retail), as operations would be limited to social gatherings and educational purposes. Further, the new community center would serve existing population and would not generate population increases. It should be further noted that the traffic generation

analysis employed the maximum daily potential trip/VMT increase and assumed this level of traffic every day of the year. The community center would operate in various capacities and generally not attracting its maximum occupancy.

## ANALYSIS METHODOLOGY

According to the *Guide of the Preparation of County of Tuolumne Traffic Impact Studies*, a full TIS is required if a project would generate over 50 peak hour trips along a county roadway or highway. As shown in Table 2-13, the project would generate up to 28 peak hour trips; and thus, per County guidance does not require a full TIS or intersection analysis. Therefore, intersection analysis is not included in the analysis. However, roadway segment LOS was analyzed for study roadway segments. Roadway segment LOS was calculated by comparing roadway segment ADT volumes obtained from recent traffic counts to the corresponding Tuolumne County Transportation Council (TCTC) roadway LOS thresholds contained in the *Tuolumne County General Plan and Regional Transportation Plan Update EIR Traffic Study* and shown in Table 2-14. The Caltrans LOS standard for facilities located in rural areas within Tuolumne County is typically LOS C. However, based on direction provided by Caltrans and County staff the minimum LOS standard used for all Caltrans roadway segments and intersections in the *Tuolumne County General Plan and Regional Transportation Plan Update EIR Traffic Study* was LOS D. Thus, the standard of LOS D was used for the analysis of the SR 120 roadway segments analyzed in the project TIS.

**Table 2-14 TCTC Generalized Roadway ADT LOS Lookup Table**

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

**Table 2-14 TCTC Generalized Roadway ADT LOS Lookup Table**

FHWA FC#	Roadway Type	Type #	Area Type	Maximum Two-way ADT Volume-carrying Capacity for each LOS Designation				
				LOS A	LOS B	LOS C	LOS D	LOS E
2	4-Lane Freeway	201	URBAN	28,000	43,200	61,600	74,400	80,000
2	3-Lane Freeway	202		10,100	20,200	30,300	42,925	50,500
2	2-Lane Freeway + Auxiliary Lanes	203		8,392	16,784	25,176	35,666	41,960
2	2-Lane Freeway	204		6,680	13,360	20,040	28,390	33,400
2	4-Lane Expressway	205		24,000	28,000	32,000	36,000	40,000
2	2-Lane Expressway	206		12,000	14,000	16,000	18,000	20,000
3	6-Lane Divided Arterial (with left-turn lane)	207		32,000	38,000	43,000	49,000	54,000
3	4-Lane Divided Arterial (with left-turn lane)	208		22,000	25,000	29,000	32,500	36,000
3	4-Lane Undivided Arterial (no left-turn lane)	209		18,000	21,000	24,000	27,000	30,000
4	2-Lane Principal/Minor Arterial (with left-turn lane)	210		2,900	7,700	14,300	20,100	31,300
4	2-Lane Principal/Minor Arterial (no left-turn lane)	211		2,900	7,200	11,900	16,100	24,200
5	2-Lane Major/Minor Collector (with left-turn lane)	212		3,400	6,900	11,600	15,800	29,400
5	2-Lane Major/Minor Collector (no left-turn lane)	213		2,700	5,600	9,200	12,800	23,500
6	2-Lane Local Street	214		2,300	4,900	8,400	11,400	21,200

Notes: ADT =Average daily traffic.

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

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

Source: Wood Rodgers 2018.

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

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

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

## 2.17.2 Discussion

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

and

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

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

**Table 2-15 Existing Plus Project Roadway Segment Traffic Operations**

#	Roadway Segment	Type #1	Roadway Capacity	Min. LOS Std.	Existing Conditions		Existing Plus Project Conditions	
					ADT	LOS	ADT	LOS
1	Ferretti Road between Main Street (SR 120) and Pine Mountain Drive	7	14,500	D	3,851	B	4,197	B
2	Ferretti Road between Pine Mountain Drive and Phelan Mogan Road	7	14,500	D	2,933	B	3,089	B
3	Main Street (SR 120) between Priest Coulterville Road and Ferretti Road	5	15,600	D	6,457	C	6,613	C
4	Main Street (SR 120) between Ferretti Road and Smith Station Road	5	15,600	D	3,771	B	3,805	B

Note: <sup>1</sup> Type # from Table X-4.

Source: Wood Rodgers 2018.

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

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

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

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

#	Roadway Segment	Type #1	Roadway Capacity	Min. LOS Std.	Near-term No Project Conditions		Near-term Plus Project Conditions	
					ADT	LOS	ADT	LOS
1	Ferretti Road between Main Street (SR 120) and Pine Mountain Drive	7	14,500	D	3,897	B	4,243	B
2	Ferretti Road between Pine Mountain Drive and Phelan Mogan Road	7	14,500	D	2,965	B	3,121	B
3	Main Street (SR 120) between Priest Coulterville Road and Ferretti Road	5	15,600	D	6,573	C	6,729	C
4	Main Street (SR 120) between Ferretti Road and Smith Station Road	5	15,600	D	3,839	B	3,873	B

Note: <sup>1</sup> Type # from Table 2-14.

Source: Wood Rodgers 2018.

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

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

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

**No impact.** There is no airport within 2 miles of the project site. The nearest public or private airport is Pine Mountain Lake Airport, located approximately 2.5 miles northeast of the project site. Additionally, because no structures of substantial height would be constructed, the project would have no effect on air traffic patterns. Thus, there would be no impact.

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

**Less than significant.** Access to the project site is proposed to occur off Ferretti Road, on the east side of the project site (see Figure 1-2). Sight distance analysis was performed for the project driveway based on Tuolumne County standards and guidance detailed in the Tuolumne County Community Resources Agency Roads Division *Encroachment Permit Information Packet*. The minimum sight distance for left-turn egress and right-turn egress was calculated based on the posted speed limit of 35 mph along Ferretti Road. For detailed calculations, exhibits, and analysis refer to the TIS located in Appendix D.

To meet the Ferretti Road Driveway minimum stopping sight distance an area of existing vegetation/trees north of the project site would need to be removed. However, the trees are within the County's right-of-way for Ferretti Road, and therefore, tree removal is a permitted activity (pers. comm. Frank January 31, 2019)

Regarding distance between approaches, per County requirements, the proposed Ferretti Road driveway would need to be located at least 175 south of the Ferretti Road / Pine Mountain Drive T- Intersection, located adjacent to the east of the project site. Based on the proposed site plan and a preliminary review by Tuolumne County, the proposed driveway meets all County stopping site distance and approach distance requirements (pers. comm. Frank January 31, 2019). No hazards are anticipated, and this impact would be less than significant.

**e) Result in inadequate emergency access?**

**Less than significant.** Emergency access would be subject to review by Tuolumne County and the responsible emergency service agencies during the design review process, ensuring internal and external project access would be



designed to meet all Tuolumne County emergency access and design standards. Therefore, adequate emergency access would be provided. This impact would be less than significant.

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

**Less than significant.** There are no bicycle or pedestrian facilities in the vicinity of the project; and thus, the project would not modify or interfere with any such facilities. Additionally, due to the location of the project and the absence of existing bicycle and pedestrian infrastructure in the area, the project is anticipated to generate little demand for bicycle and/or pedestrian access.

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

## 2.18 TRIBAL CULTURAL RESOURCES

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

### 2.18.1 Environmental Setting

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

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

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

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

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

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

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

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

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

## 2.18.2 Discussion

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

## 2.19 UTILITIES AND SERVICE SYSTEMS

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

### 2.19.1 Environmental Setting

#### WATER SUPPLY

The project site is served by GCSD, which provides potable water to approximately 3,147 full-time residents in the communities of Groveland, Big Oak Flat, and Pine Mountain Lake, as well as seasonal visitors (GCSD 2016). The water is withdrawn from the Hetch Hetchy Mountain Tunnel, under a long-term contract with San Francisco Public Utilities Commission (SFPUC). GCSD's water supply and distribution system includes three water treatment plants, five storage reservoirs, and approximately 70 miles of distribution piping. Water supplied to Groveland does not require filtration; however, it is treated by GCSD to meet surface water supply regulations. GCSD has a contract service area agreement with SFPUC until 2050. GCSD and SFPUC estimate that sufficient quantities of water will be available from the Hetch Hetchy system to meet projected demands over the next 20 years, assuming a projected growth rate of 0.25 percent per year. In 2015, the GCSD had a total water demand of 129 million gallons/year (353,425 gallons per day [gpd]). GCSD has a projected water demand of 130 million gallons/year (356,164 gpd) in 2020 and 135 million gallons/year (369,863 gpd) in 2040. Projected water supply for 2020 and 2040 is 131 million gallons/year (358,904 gpd) and 135

million gallons/year (369,863 gpd), respectively (GCSD 2016). Table 7-4 of the GCSD 2015 Urban Water Management Plan shows that GCSD has adequate supply to meet projected demand in a multiple dry-year scenario through the year 2040. GCSD assumes, conservatively, that surface water supplies from SFPUC would be reduced by 25 percent during the second and third dry years. To offset reduced surface water supplies and to meet water demands during this period, the SFPUC plans to identify 10 million gallons per day of groundwater, recycled water, and conservation programs to reduce the need for rationing when demand levels increase in the future. This would decrease the amount of conservation required in a drought (GCSD 2016).

Existing water supply infrastructure within the project area includes a 6-inch water main, located on Ferretti Road, south of the project site (GCSD 2001). There is currently no water use at the project site.

## WASTEWATER

GCSD owns and operates a regional wastewater collection, treatment, and regional recycled water system, which provides sewer service to 899 connections within GCSD's service area (GCSD 2016). The raw water is treated and distributed to approximately 3,500 customers. The wastewater system includes 35 miles of wastewater collection gravity pipelines. Additionally, the GCSD operates the WWTP, located west of the project site. The WWTP serves approximately 1,500 customers and has a capacity of 250,000 gpd (Tuolumne County 2018). Average daily flow into the plant is approximately 180,000 gpd. Peak daily flow into the plant has been as high as 638,000 gpd (GCSD 2016).

Existing wastewater infrastructure surrounding the project area includes a 12-inch force main, located south of the project site. The force main connects with a 12-inch gravity line that extends to the WWTP.

## SOLID WASTE

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

## ELECTRICITY

Electric services within Groveland are provided by PG&E.

### 2.19.2 Discussion

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

**Less than significant.** As described in Section 1, "Introduction and Project Description," the project would include utility connections to existing water supply, wastewater, and electric infrastructure and the construction of new or expanded facilities is not anticipated. The project would therefore connect to the existing 6-inch water main within Ferretti Road. As discussed in Section 2.10, "Hydrology and Water Quality," the project would require the construction of water retention/detention systems for stormwater runoff at the project site. Implementation of Mitigation Measure 2.10-2 would ensure that adequate facilities would be constructed at the project site to capture stormwater runoff. Because the project would connect with existing infrastructure and would include the construction of onsite

stormwater collection and conveyance systems, no additional or expanded utility infrastructure or improvements would be required. Impacts would be less than significant.

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

**Less than significant.** As described in Section 1, "Introduction and Project Description," the level of use of the proposed community resilience center would vary during non-emergency operation. Additionally, water efficient fixtures would be incorporated into the site and building design features. Features of the project that would use potable water would include restroom and kitchen facilities as well as site landscaping. Air quality and GHG emissions modeling was conducted for the project. Total water project-related water demand is estimated to be 2,638 gpd. (Water use was estimated based on air quality and GHG modeling performed for the project.) Total water demand within GCSD in 2015 was 253,425 gpd. GCSD has a projected water supply and demand of 369,863 gpd for 2040 (GCSD 2016). Project implementation would represent 0.7 percent of the existing water demand within the District and would result in 0.7 percent of GCSD's projected supply and demand for 2040. As described above, GCSD has adequate water supply to meet projected demand in a multiple dry-year scenario through the year 2040 (GCSD 2016). In addition, the project would be consistent with the land use designation at the site, which was considered in projecting future water supply within the GCSD. Use of water at the project site would be minimal, and in often cases, temporary (primarily during emergencies). Due to the minimal water usage at the project site and the projected water supply and demand within GCSD, GCSD would be able to adequately serve the project. Impacts would be less than significant.

**c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?**

**Less than significant.** Construction activities associated with the project would result in the minimal and short-term generation of wastewater. The anticipated wastewater demand during project operation is 1,029 gpd (refer to Appendix A). The GCSD WWTP has a capacity of 250,000 gpd, with an average daily flow of 180,000 gpd. Therefore, the WWTP has a remaining available capacity of 70,000 gpd. Wastewater generated by the project would therefore contribute 0.57 percent of the overall daily wastewater flows to the WWTP and would represent 1.5 percent of the remaining capacity available at the facility. Further, wastewater generated by the project would represent 0.41 percent of the overall WWTP capacity. As described above, the project would be consistent with the site's land use designation, which was considered in projecting future wastewater flows within the GCSD. Because the project would contribute a negligible increase in wastewater to the WWTP and the existing facility has available capacity to serve the project, impacts would be less than significant.

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

**Less than significant.** Construction of the project could result in minimal waste generation through disposal of excess soils or materials used during construction activities. Use of the community resilience center would be minimal during non-emergency operation and any waste generated would primarily result from the up to five full-time equivalent employees. The anticipated solid waste generation of the project is 68.4 tons/year (refer to Appendix A). The maximum permitted throughput of the Highway 58 Disposal Landfill is 1,500 tons/day and the available remaining capacity is approximately 28 million cubic yards (CalRecycle 2018). Assuming the project is operational for 25 years, the project would generate 24,783 cubic yards of solid waste during its lifetime (SMAQMD 2018). Daily generation of solid waste at the proposed community resilience center would be approximately 0.01 percent of the permitted daily throughput and 0.09 percent of the remaining landfill capacity. Waste generated by the project would be negligible and would not adversely affect the Highway 59 Disposal Site landfill, which has adequate remaining capacity to serve the project. Impacts would be less than significant.

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

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

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

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



## 2.20 WILDFIRE

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

### 2.20.1 Discussion

As discussed in Section 2.9, "Hazards and Hazardous Materials," the project site is designated as a Very High Fire Hazard Severity Zone within the State Responsibility Area (CAL FIRE 2007). In 2018, a Multi-Jurisdictional Hazard Mitigation Plan (Plan) for Tuolumne County was prepared to provide mitigation solutions to minimize each jurisdiction's vulnerability to the identified hazards and ultimately reduce both human and financial losses subsequent to a disaster. The Plan includes existing information on typical hazards, such as earthquakes, flooding, and fire, and provides risk assessments of each hazard and the potential for occurrence within the County. Specific wildland fire objectives provided in the Plan include vegetation management, code enforcement, GIS mapping, and compliance with the planning process. Mitigation actions provided in the Plan range from improving water supply systems and conveyance systems for potential fire needs, initiating fuel thinning and chipping projects in high-priority areas, to updating existing and preparing new fire protection and evacuation plans. The Plan states that Tuolumne County Fire Protection District/CAL FIRE along with seven fire districts and one city fire department provide life and property emergency response. In addition to services traditionally provided by most fire protection agencies nationwide, these agencies work cooperatively with the U.S. Forest Service and the National Park Service in providing wildfire response in Tuolumne County. Although there are existing plans, programs, ordinances, and regulations in place within the County, wildland fire risks and the potential for future fire hazards occurring within the County is considered high (Tuolumne County 2018).

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

**No impact.** Implementation of the project would result in the construction and operation of a new community resilience center in the community of Groveland. The project is intended to serve as a community refuge for fire disasters and does not include any amendments to existing emergency response plans or procedures established for the County. Because the nature of the project is intended to aid the community in events of emergency response and evacuation, the project may improve existing response and evacuation within the area. Further, an emergency traffic management plan would be prepared, as discussed in Section 1, to ensure traffic is handled appropriately during emergencies, and therefore, construction and operation of the project would not result in any interference with emergency access or egress to the site or surrounding area. No impact would occur.

b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

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

c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

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

d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**Less than significant.** As discussed in Sections 2.7, "Geology and Soils," and 2.10, "Hydrology and Water Quality," runoff occurs naturally at the project site and flooding and landslide events are not common within the project area. Once operational, onsite drainage would not affect offsite drainage conditions, including runoff that naturally occurs north of the project site. The project site and surrounding areas have not been subject to burns such that downslope areas would be affected by project development. Impacts would be less than significant.

## 2.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.

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

### 2.21.1 Discussion

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

**Less than significant with mitigation incorporated.** As discussed in Section 2.4, "Biological Resources," the forested portions of the project site provide suitable habitat for nesting birds and special-status bats (i.e., western mastiff, pallid bat). In addition, due to the proximity of wastewater treatment ponds adjacent to the site and the presence of the onsite ephemeral drainage, there is a potential for western pond turtle to occur within the project site. Mitigation has been included that requires preconstruction surveys to identify the presence of these species, avoid or remove them from the construction area (if they are present), and establish disturbance buffers to ensure they are not disturbed during construction. The project site contains an ephemeral drainage that conveys water from the existing

onsite road and the south side of Ferretti Road onto the parcel and eventually drains into the unnamed intermittent creek; these features may be considered waters of the United States. However, project components would avoid this aquatic feature. Mitigation has been included to ensure the project does not affect riparian habitat.

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

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

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

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

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

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

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## 2.21 Mandatory Findings of Significance

None

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