Final Environmental Impact Report

SCH# 2006112002

Angels Camp 2020 General Plan

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Together with the Draft Environmental Impact (DEIR) released in August, 2008, this Response to Comments document constitutes the Final Environmental Impact Report (Final EIR) for the *Angels Camp 2020 General Plan*

This Response to Comments document has been prepared to comply with Section 15132 of the State CEQA Guidelines as follows:

The Final EIR shall consist of:

(a) The draft EIR or a revision of the draft.
(b) Comments and recommendations received on the draft EIR either verbatim or in summary. A list of persons, organizations, and public agencies commenting on the draft EIR.
(c) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
(d) Any other information added by the Lead Agency.

Note: All recommended changes to the DEIR and/or the Angels Camp 2020 General Plan resulting from comments contained herein, are identified throughout the FEIR in GREEN.

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Note: All recommended changes to the DEIR and/or the Angels Camp 2020 General Plan resulting from comments contained herein, are identified throughout the FEIR in GREEN.

List of Abbreviated Terms

APN	Assessor's Parcel Number
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
MBTA	Migratory Bird Treaty Act
NPDES	National Pollutant Discharge Elimination System
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

Chapter 1. SUMMARY

Pursuant to Section 15123 of the State CEQA Guidelines, an EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be clear and simple as reasonably practical.

The summary shall identify:

a) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;
b) Areas of Controversy known to the Lead Agency including issues raised by agencies and the public; and
c) Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

The summary should normally not exceed 15 pages.

This chapter contains the summary as required pursuant to Section 15123 of the State CEQA Guidelines.

1.1. Area of Controversy

The primary area of controversy for the *2020 General Plan* is the inclusion of the Greenhorn Creek Road extension south to SR 49. There is opposition to through-traffic in the affected neighborhoods [See **DEIR Section 1.1.7** for a summary of comments received in response to the Notice of Preparation (NOP) for the DEIR and attached comments for the **FEIR]**.

1.2. Issues to be Resolved

► Decision between Alternatives (**FEIR Table 3).**

► Transportation Route to be Investigated – Southwest Connector (Greenhorn Creek Road extension south to SR 49 and Angel Oaks Drive north extension to SR 49). **It is noted that the currently adopted 1995/96 Angels Camp General Plan identifies and includes this concept as a high priority route.**

► General Plan Land Use Designation for Assessor's Parcels

Table 1: Proposed General Plan Land Use Designation Changes

Assessor's Parcel #	Landowner	Landowner Requested or Former Proposed GP	City Proposed Final GP
58-001-013	BLM	RR	P
58-004-013	Osborn, Consider adding to SOI	Ag Estate (County)	RR
58-004-016	Unknown, Consider adding to SOI	Ag Estate (County)	RR
58-005-017	BLM	PR	P
58-011-017	AMA	RR	PR
58-011-029	AMA	RR	PR
58-014-016	California Electric Steel	I	SP
64-004-011	PG&E	BAE	P
64-005-033	State	BAE or unassigned	P
64-006-002	**Tryon**	**RR**	**SP**
64-008-028	BLM	RR	P
64-010-035	ACE	REC	P
64-010-036	ACE	REC	P
64-011-030	ACE	RR	P

NOTE: Should changes in the preceding table be adopted by the City, no further environmental review is required.

► Range in Population Projections through 2020 (2.52 – 3.2% versus 1.2%-3.2%)

Table 2: Projected 2020 Resident Population (1.2% Low Range)/a/

	% Annual Average Growth Rate	Projected 2020 Population/b/
Lowest recent population growth annually	**1.2%**	**4,230**
2007 Regional Transportation Plan Projection (countywide)/a/	2.52%	5,138
General Plan 2020 Resident Population Projection (most probable)	**~~2.86%~~ 2.00%**	**~~5,400~~ 4,760**
20-year historic city population growth rate	3.2%	5,673

/a/ Countywide population projects are frequently lower than the growth rate for the city
/b/ Projected from 3,537 base population in 2005, California Department of Finance Population Estimates for Cities

Based on historical growth rates over the long term, the Regional Housing Needs Allocation projections, the 2007 Regional Transportation Plan, City water and wastewater master plans, California Department of Finance Projections, and county

*population projections; the City anticipates its resident population will reach between ~~5,138~~ **4,230** and 5,673 individuals by 2020— an increase of between ~~1,601~~ **693** and 2,136 individuals. Therefore, for the purposes of **long range** General Plan 2020 **planning guidance** and this analysis, the population for Angels Camp is expected to reach between ~~5,138~~ **4,230** and 5,673 resident individuals in the City Limits.*

1.3. Effects found Not to Be Significant

The majority of potentially significant impacts identified in **DEIR Chapter 4** have been determined to be mitigated through implementation of the goals, policies and programs of *2020 General Plan*. Alternatively, these impacts were found to be less-than-significant with the addition of mitigation measures in addition to *2020 General Plan*. The environmental issues deemed to be less-than-significant with implementation of *2020 General Plan* and/or the addition of identified mitigation measures are summarized as follows:

1.3.1. Land Use, Population & Demographics

Physically divide an established community

Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

Conflict with any applicable habitat conservation plan or natural community conservation plan

Conflict with an existing Sphere of Influence

Proposed changes to General Plan land use designations

Adopting and implementing the Historic Mixed Density Residential (land use designation)

Adopting and implementing the Historic Mixed Use (land use designation)

1.3.2. Circulation

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

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

Result in inadequate emergency access
Result in inadequate parking capacity

Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

Result in a safety hazard for people residing or working in the project area (for projects within an airport land use plan area, or where such a plan has not been adopted , within two miles of a public airport or public use airport)

Result in a safety hazard for people residing or working in the project area (for projects within the vicinity of a private airstrip)

Identifying annexations that assist in implementing high priority transportation projects identified in the Circulation Element

1.3.3. Housing

Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere

Displace substantial numbers of people, necessitating the construction or replacement housing elsewhere

Potential conflicts between the approved 2001-2009 Housing Element and *2020 General Plan*

Adopting and implementing the Historic Mixed Density Residential (land use designation)

Adopting and implementing the Historic Mixed Use (land use designation)

1.3.4. Conservation & Open Space

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

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

Conflict with existing zoning for agricultural use, or a Williamson Act contract

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

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

Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs

Comply with federal, state and local statutes and regulations related to solid waste

Have a substantial adverse effect on a scenic vista.

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

Substantially degrade the existing visual character or quality of the site and its surroundings
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

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

Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or the United States Fish and Wildlife Service

Have the potential to 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 or reduce the number or restrict the range of a rare or endangered plant or animal (Mandatory Finding of Significance)

Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means

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

Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

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

Conversion of common habitats with moderate wildlife habitat value including blue oak foothill pine woodlands, montane hardwood conifer, blue oak woodlands and mixed chaparral habitats

Conversion of high value wildlife habitats – Valley foothill riparian habitat, lakes, ponds, and other wetlands

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site

1.3.5. Noise

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

Expose people residing or working in the project area to excessive noise levels (for projects locate within an airport land use plan area or where such a plan has not been adopted, within two miles of a public use airport)

Expose people residing or working in the project area to excessive noise levels (for projects within the vicinity of a private airstrip)

1.3.6. Health and Safety

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

a) 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 (as indicated in California Geological Survey/Division of Mines and Geology Special Publication 42)
b) Strong seismic ground shaking
c) Seismic-related ground failure, including liquefaction
d) Landslides

Result in substantial soil erosion or the loss of topsoil

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-o or off-site landslide, lateral spreading, subsidence, liquefaction or collapse

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

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

Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map

Place within a 100-year flood hazard area structures which would impede or redirect flood flows

Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam

Inundation by seiche, tsunami, or mudflow

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

Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands (including, but not limited to):

> Ensure fire safe development codes used as part of the standard for fire protection for development in Very High Fire Hazard Severity Zones (VHFHSZ) portions of the City meet or exceed statewide standards used for State Responsibility Area 14 CCR Section 1270
>
> The General Plan does not specify whether the City has a VHFHSZ designation. Natural Disclosure hazard maps maintained by the state indicate that nearly the entire City is designated as VHFHSZ. The Board's authority for its review is predicated on the City have a VHFHSZ designation and the City should include in the Safety Element a map of its fire hazard severity zoning. If a VHFHSZ has been adopted, incorporate recommendations included and submit information to the CDF HQ in Sacramento.
>
> Ensure vegetation fire hazard reduction around structures meet or exceed Board of Forestry and Fire Protection's Defensible Space Guidelines (www.bof.fire.ca.gov/pdfs/Copyof4291finalguidelines9_29_06.pdf)
>
> Adopt the International Fire Code Council Urban Interface Code for new development in urban/wildland interface areas located in the northern portion of the City with VHFHSZ.
>
> Provide specific goals and policies for vegetation management as part of the open space plan for fire hazard reduction
>
> Ensure residential areas have appropriate resistant landscapes and discontinuous vegetation adjacent to open space and wildland areas
>
> The General Plan should address reducing wildland fire hazards within the city and on adjacent private wildlands and BLM federal lands. Wildland fuels should be treated in those areas to reduce the intensity of fires.
>
> Identify goals and policies for engaging adjacent wildland owners regarding hazard mitigation plans on lands with fire hazards that threaten the city
>
> Incorporate (by reference) identification of structures that have adequate fuel modification or other features that provide adequate fire fighter safety when tactics call for protection of a specific asset (i.e., which houses are safe to protect)
>
> The General Plan should address the issue of unique pest, disease, exotic species and other forest health issues in open space areas relative to reducing fire hazard.
>
> Identify, reference, or create a specific plan incorporating general concepts and standards from CDF Tuolumne Calaveras or any County Fire Plan
>
> Ensure existing residential structures and other "legacy" substandard structures meet current fire safe ordinances pertaining to access, water flow, signing and vegetation clearance.

Plan should address (by reference) pre wildfire attack structures such as fuel breaks, back fire areas, or other staging areas that support safe fire suppression activities

The General Plan should address emergency access transportation system planning for substandard roads

The General Plan should address transportation system fire infrastructure elements

Identify plans and actions to improve structure conformance with contemporary fire standards for substandard housing structures in VHFHSZ including structural rehab, occupancy reduction, demolition and reconstruction.

Adopt the Standardized Emergency Management Systems for responding to large scale disasters requiring a multi-agency response

Consider new development codes requiring automatic sprinklers in VHFHSZ

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

Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan

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

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

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

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

1.3.7. Public Facilities & Services

Result in substantial adverse physical impacts associated with the provision of 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 public services or facilities.

1.3.8. Cultural Resources

Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5

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

Have the potential to eliminate important examples of the major periods of California history or prehistory (Mandatory Finding of Significance)

Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

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

1.3.9. Air Quality

Conflict with or obstruct implementation of the applicable air quality plan

Create objectionable odors affecting a substantial number of people

1.3.10. Income, Employment, Economics

Economic impacts with the potential to result in a significantly adverse physical impact on the environment

1.3.11. Community Identity

Have a substantial adverse effect on a scenic vista

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

Substantially degrade the existing visual character or quality of the site and its surroundings

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

1.3.12. Recreation

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

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

Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

Consistency with other plans

1.3.13. Water Quality, Water Supply, Wastewater (including Stormwater)

Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed

Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)

Violate any water quality standards or waste discharge requirements

Otherwise degrade water quality

Compliance with state and federal laws (including):

> *Construction projects disturbing one acre or more must comply with NPDES General Permit CAS000002 for Discharges of Stormwater Associated with Construction Activity for potential discharges to surface waters, including ephemeral and intermittent drainages. Project proponents must submit a Notice of Intent (NOI) to comply with the permit plus appropriate fee to the State Water Resources Control Board and prepare a Storm Water Pollution Prevision Plan (SWPPP)*
>
> *Projects resulting in construction dewatering discharges require compliance with NPDES General Order 5-00-175 for Dewatering and Other Low Threat Discharges to Surface Waters. Prior to construction, project proponents should submit a NOI to comply with the permit to the Regional Water Board*

Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments (including):

- Ability of the city to provide expanded water and wastewater services to an expanded Sphere of Influence.
- Conveyance method for the city's wastewater supply -
- Capacity of the city's wastewater facilities

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 (including):

> Evaluating runoff due to increases in impervious surfaces and impacts on appurtenant drainage facilities including hydrological and hydraulic studies and potential mitigation and consideration of stormwater drainage facility capacity and the need to require stormwater drainage facilities
>
> Impacts to appurtenant drainage facilities

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.

1.4. Impacts that Cannot be Mitigated:

Four impacts have been identified that will remain significant with the application of *2020 General Plan* Goals, Policies and Implementation Programs and with the addition of mitigation measures identified herein. These impacts are considered significant and unavoidable, however, one (Housing/Circulation) may be reduced dependent upon the City's decision related to project alternatives.

1.4.1. Circulation/Transportation

With or without *2020 General Plan*, the following impacts are expected to be significant and unavoidable:

- Angels Camp will see an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system by year 2025 (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)

- Angels Camp will exceed, either individually or cumulatively, a level of service standard established by the regional transportation planning agency for designated roads or highways. Specifically, the following roadway segments and intersections are projected to fail to meet level of service standards by 2025:

In 2025, capacity is exceeded on all roadway segments evaluated except for the corridor on SR 49 between Mountain Ranch and Fourth Crossing Road. The following Levels of Service in excess of the accepted LOS C is projected in 2025 on roadway segments in and around Angels Camp:

- SR 49 between Fourth Crossing Rd. and Brunner Hill Road (north end of Angels Camp), LOS D
- SR 49 between Brunner Hill Rd. and SR 4 Junction south (downtown Angels Camp), LOS E
- SR 49 from SR 4 junction south (Angels Camp) to the Tuolumne County line, LOS D
- SR 4 between Angels Camp and Allen St (just west of Murphys), LOS E
- Murphys Grade Road between Angels Camp and Murphys, LOS E

The following LOS is projected in 2025 at intersections in and around Angels Camp:

- SR 4 South/SR 4 (Southern intersection) – (in 2025 with current geometry, LOS F) and with a change to a 4-way stop and adding north-bound right and south-bound left turn lanes, LOS C (AM peak) and LOS E (PM peak)
- SR 4/Bret Harte Drive (in 2025 with current geometry, LOS D for AM peak and LOS F for PM peak). With the addition of a median or a two-way left turn lane (TWLTL) for a two stage left turn, LOS C

1.4.2. Air Quality

With or without the *2020 General Plan*, the following impacts are expected to be significant and unavoidable:

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)

- Expose sensitive receptors to substantial pollutant concentrations

Specifically, Calaveras County is non-attainment for the state 1-hr ozone standard and the federal 8-hr ozone standard. Due to population growth both within and outside of the City and the accompanying increase in auto emissions; the City is expected to contribute incrementally to local increases in ozone that, when combined with levels transported from outside the county, will violate air quality standards for ozone and result in a net increase in ozone locally. As described, however, the primary source of ozone in the area is from the transport of O_3 from the San Joaquin Valley and the Bay Area into Calaveras County. Even with an Air Quality Plan and the implementation of all feasible mitigation measures (see *2020 General Plan* response to potential impacts), the City cannot effectively reduce O_3 originating *outside* of Calaveras County. Therefore, this potential impact is expected to remain potentially significant with (and even without) the implementation of *2020 General Plan*.

Similarly, some intersections projected to operate below target levels of service (LOS) by year 2020 are also expected to support air emission levels in excess of levels established by state and federal regulatory agencies as autos must idle for longer periods of time in slow traffic/high volume areas. Individuals of all ages and health conditions will be exposed to these air emission levels (as they stop at various intersections operating at low levels of service). Therefore, the exposure of sensitive receptors to substantial pollutant concentrations may be reduced by improvements to various intersections; however, the primary source of ozone in the area is from the transport of O_3 from the San Joaquin Valley and the Bay Area into Calaveras County. Even with an Air Quality Plan and the implementation of all feasible mitigation measures (see *2020 General Plan* response to potential impacts), the City cannot effectively reduce O_3 originating *outside* of Calaveras County (and therefore at its various intersections). Therefore, this potential impact is expected to remain potentially significant with (and even without) the implementation of *2020 General Plan.*

1.5. Significant Effects, Proposed Mitigation Measures, Impacts that Cannot be Mitigated, Mitigation Monitoring and Reporting Plan

The following table summarizes the Significant effects, proposed mitigation measures, impacts that cannot be mitigated and the project's mitigation monitoring and reporting plan as established in **DEIR Chapter 4** and amended herein.

NOTE:
Throughout: Use of the double-underline and/or ~~strikethrough~~ throughout this document indicates changes proposed to the August 2006 *2020 General Plan* based on information contained in the DEIR. **Changes proposed in response to comments contained herein are indicated in green.**

Table 3: Significant Effects, Proposed Mitigation Measures, Impacts that Cannot be Mitigated, Mitigation Monitoring and Reporting Plan

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.1: Land Use and Population (LAND)				
Physically divide an established community	Less than Significant	None	N/A	N/A
Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	Potentially significant (Mineral Resources, Sphere of Influence)	**MM LAND -01** Amend **Implementation Program 1.H.c** and **3.E.f** as follows: ~~Adopt~~ Pursue Amended Primary Sphere of Influence Boundaries ~~In conjunction with adoption of the Angels Camp *2020 General Plan* Land Use Element,~~ Pursue adoption of amended Primary Sphere of Influence boundaries through LAFCO, using *2020 General Plan* **Map 1B** as a guide, and in cooperation with Calaveras County ~~through LAFCO~~, and reflecting the following city goals: a. Preserve the city as a distinct, separate community b. Preserve the visual integrity of the city's gateways c. Protect land necessary for designated future transportation routes d. Preserve land for future planned economic development activities e. Provide input to the county on development proposals on land with existing or planned uses that have or may have direct impacts on the city's ability to provide adequate services (e.g., fire, police, water, sewer) f. Maintain compatibility between city and adjacent county land uses Annexations will be pursued contingent upon identifying adequate water and wastewater capacity and contingent upon the availability of other public services. The City will pursue a cooperative agreement with Calaveras County relative to boundaries, development standards and zoning that might be associated with a future annexation in advance of any efforts to pursue annexation. The City will assess potential impacts on special districts that may be affected by annexations (e.g., Altaville-Melones Fire District). In the interim, the City will work cooperatively with the County to designate land within the proposed Primary and, provide the County with proposed land use designations for the Secondary Spheres of Influence consistent with *2020 General Plan* **Map 1B** as amended per **DEIR Table 8.** **MM LAND-02 (MM-MINE-01)** Amend **Implementation Program 4.A.f** **4.A.f Establish Policies for Identifying and Managing Target Mineral Lands within the City Limits and its Sphere of Influence** See **MM-MINE-01** this table below; See **Conservation and Open Space - Mineral Resources – DEIR Section 4.4.2**	Less than significant with mitigation	**Implementation Programs 1.H.c** and **3.E.f** will be amended in conjunction with adoption of the *2020 General Plan*. (Community Development Department, Planning Division) **Implementation Program 4.A.f** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with its adoption. (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Conflict with any applicable habitat conservation plan or natural community conservation plan	Less than significant	None	N/A	N/A
Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	Potentially significant	Development associated with *2020 General Plan* is expected to result in the following impacts that cannot be mitigated to a level of less-than-significant as discussed in the following referenced sections: Cumulative Impacts, Circulation (Traffic): **DEIR Section 4.3** and **DEIR Table 53** Cumulative Impacts, Air Quality: **DEIR Section 4.9** and **DEIR Table 131**	Potentially Significant, Unavoidable	Potentially Significant, Unavoidable – City may consider adopting a statement of overriding considerations to address these impacts (City Council)
NOP Response (LAFCO)—See discussion, **DEIR Section 4.1.5.2**: Ability of the city to provide expanded water and wastewater services to an expanded Sphere of Influence Potential impacts on local services including city services, county services and Altaville-Melones Fire Protection District resulting from potential expansion of the city's sphere of influence Conveyance method for the city's water supply Capacity of city's wastewater facilities	Potentially significant	**MM LAND-03 (MM UTILITY-04)** Amend **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** to include: **Establish a Growth Management /Infrastructure Allocation Program** Establish a growth management program, including ~~investigation~~ adoption of a growth management ordinance, to ~~achieve the following goals~~: Identify Benefit Basins for the provision of new water and wastewater delivery service and capacity. Addresses the timing of potential annexations and recommends priority areas for annexation based on the cost/benefit to provide water, wastewater, road and other services. **MM LAND– 04 (MM UTILITY-06)** Amend the requirements of the *Angels Camp 2020 General Plan* SP land use designation to include the following: Lands designated as SP are expected to integrate and implement plans for the provision of water service and wastewater service and contribute to the cost of increasing the city's capacity to serve deliver service to new SP developments.	Less than significant	**Amendments to Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** will be amended in conjunction with adoption of the *2020 General Plan*. (Community Development Department, Planning Division) Amendments to the Special Planning (SP) General Plan Land Use Designation will occur in conjunction with adoption of the *2020 General Plan* (Community Development Department, Planning Division)
NOP Response (LAFCO): • LAFCO is in the process of preparing a Municipal Service Review and requests that the *Angels Camp 2020 General Plan* EIR serve as environmental documentation for that agency's update of the city's sphere of influence. Encourages the city and county to enter into an agreement relative to boundaries, development standards and zoning that might be associated with a future annexation	Less than significant	None	None	None
DEIR Section 4.2: Housing (HOUSE)				
Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	See above, Land Use	See above, Land Use	See above, Land Use	See above, Land Use
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere	Less than significant	None	N/A	N/A
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	Less than significant	None	N/A	N/A
Implications of *2020 General Plan/Issue raised during scoping* - Reduction in the projected yield of housing units under *General Plan 2020* versus the approved Housing Element 2001-2009	Less than significant	None	N/A	N/A
Issues identified during scoping: Potential for inadequate water and wastewater facilities and capacity to support housing goals.	Potentially significant	See **MM UTILITY -01, 02, -03, -04, -05, -06**	Less than significant	See **DEIR 4.13** – Utilities and Services systems

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.3 Circulation - Transportation, Traffic (CIRCULATION)				
Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways	Potentially significant	**MM-CIRCULATION-01:** See **MM-UTILITY-04** (Growth Management) and below **MM-CIRCULATION-02**: Add **Implementation Program 3.A.r (See below)** **3.A.r Analyze Alternative Truck Routes** Initiate an evaluation of the impacts of truck traffic on Main Street, Angels Camp, the potential reduction in truck traffic related to construction of the Angels Camp By-Pass, and potential for additional reduction in truck traffic related to construction of the Southeast By-Pass **MM CIRCULATION – 03**: Amend **Implementation Measure 3.C.h** as follows: **3.C.h Continue to Support the Calaveras County Transit System** Continue to support the Calaveras County Transit System. Specific methods of support may include, but are not limited to: a. Including requirements for new transit stops in development agreements for large, new developments b. Investigating the establishment of an Angels Camp-to-Murphys shuttle for residents and visitors c. Establishing business-financed transit stops at local hotels d. Establishing a public/private transit partnership modeled after South Lake Tahoe's "BlueGo" program (See **Appendix 3G)** combining private and public partners to provide a comprehensive system of fixed-route and on-demand transit **e. Pursue adopting, or participating in an already adopted, a short-range transit plan** **f. Pursue adopting, or participating in an already adopted, bus shelter improvement program** **MM Circulation -04: Adopt Implementation Program 3.A.s as follows:** **3.A.s Pursue Programs to Offset Impacts Related to Increased Traffic** **Pursue programs to offset impacts related to increased traffic including, but not limited to:** **a. Adopt an Access Management Plan for State Route 49** **b. Pursue a Corridor System Management Plan in cooperation with Caltrans for State Route 4** **c. Participate in the collaborative UPLAN (Partnership in Integrated Planning) modeling efforts being undertaken by the Calaveras Council of Governments to address Land Use, Transportation and Air Quality in Calaveras County and the surrounding region.**	Potentially significant, Unavoidable Development associated with *2020 General Plan* is expected to result in the following impacts that cannot be mitigated to a level of less-than-significant as discussed in the following referenced sections: Cumulative Impacts, Circulation (Traffic): **DEIR Section 4.3** and **DEIR Table 53** Cumulative Impacts, Air Quality: **DEIR Section 4.9** and **DEIR Table 131**	Potentially significant, Unavoidable – City may consider adopting a statement of overriding considerations to address these impacts (City Council)
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	Less than significant	None	N/A	N/A
Substantially increase hazards due to a design feature (sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than significant	None	N/A	N/A
Result in inadequate emergency access	Less than significant	None	N/A	N/A
Result in inadequate parking capacity	Less than significant	None	N/A	N/A
Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)	Less than significant	None	N/A	N/A
Result in a safety hazard for people residing or working in the project area (for projects within an airport land use plan area, or where such a plan has not been adopted , within two miles of a public airport or public use airport)	Not applicable	None	N/A	N/A
Result in a safety hazard for people residing or working in the project area (for projects within the vicinity of a private airstrip)	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Issue identified during scoping: Analyze alternatives allowing community discussion relative to limiting or directing growth to match available transportation resources and cost and feasibility of alternatives and requiring needed transportation improvements at build-out or earlier Given the local populace's demonstrated preference not to pay for transportation improvements necessitated by new development through additional taxes and the fact that a number of expensive projects will be a local responsibility, it would seem prudent to explore additional means of funding those improvements.	Potentially significant	**MM - CIRCULATION – 01 (MM-UTILITY-04)** Amend **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** **Establish a Growth Management /Infrastructure Allocation Program** Establish a growth management program, including ~~investigation~~ adoption of a growth management ordinance, to ~~achieve the following goals~~: a. Encourage a cohesive pattern of urbanization that balances competing interests, including the need for additional housing and related development, and the community desire to maintain community character, ensure adequate public facilities, and provide public open spaces for recreation, economic development and maintenance of scenic resources b. Ensure all new development provides the necessary infrastructure and public facilities required to support the development c. Provide the framework to phase and pace growth so as to minimize its fiscal and environmental impacts, and ensure concurrency between growth, infrastructure and services d. Provide for the accommodation of the city's fair-share housing allocations to meet the needs of all segments of the community e. Establish a growth management program that is consistent with the general plan f. Assure that the rate of population growth will not exceed the average annual growth rates established in the general plan, so that new development occurs concurrently with necessary infrastructure and public service improvements g. Ensure that adequate wastewater facilities and services are available to meet the needs of existing and new development h. Provide sufficient quantities of water for residents and businesses i. Establish limits for new water and wastewater connections consistent with the anticipated timing of capital improvements necessary to provide sufficient capacity as identified in the adopted Water and Wastewater Management Plans, as that plan may be amended. j. Revise water and wastewater master plans based on a range of population growth reflecting the city's historic growth patterns (i.e., 2% to 3.5% population growth, with an average of 2.5% as reflected in the 2007 Regional Transportation Plan) k. Identify Benefit Basins for new local roadways included in the *2020 General Plan* and commence formation of the Benefit Basins in anticipation of new development within the Basins In conjunction with this program, prepare a growth allocation study, jobs/housing balance study to determine a healthy balance between job growth, labor force, affordable housing, wages and the appropriate allocation of water and sewer connections necessary to achieve this balance. In addition, include an economic implementation program to assure that all aspects of the program are accomplished. Within 30 months of adopting *General Plan 2020*, draft a growth management plan addressing projected population growth (ranging from a low of 2% to at least 3.5%) and available infrastructure (water and wastewater services, at a minimum)	Less than significant	Amendments to **implementation programs 1.A.g, 7Ae, 7Bl** and **10Ae** will be adopted in conjunction with adoption of 2020 General Plan (Community Development Department, Planning Division)
Issue identified during scoping: Address local truck routes and how existing intersections will be improved to accommodate trucks serving existing and proposed commercial and industrial sites within the city	Potentially significant	**MM-CIRCULATION-02**: Add **Implementation Program 3.A.r** **3.A.r Analyze Alternative Truck Routes** Initiate an evaluation of the impacts of truck traffic on Main Street, Angels Camp, the potential reduction in truck traffic related to construction of the Angels Camp By-Pass, and potential for additional reduction in truck traffic related to construction of the Southeast By-Pass	Less than significant	New **Implementation program 3.A.r** will be adopted in conjunction with adoption of 2020 General Plan (Community Development Department, Planning Division)
Remaining issues identified during scoping by Caltrans.	Less than significant – except as discussed above	See **DEIR Table 52**	See **DEIR Table 52**	See **DEIR Table 52**

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.4.1: Conservation and Open Space - Agriculture (AGRICULTURE)				
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	Less than significant	None - The California Department of Conservation's Important Farmland Inventory Series Maps do not include Calaveras County. Based on a review of the Department of Conservation's guidelines for determining important farmlands (http://www.consrv.ca.gov/dlrp/FMMP) and a review of the characteristics of soils within the City's Sphere of Influence (*2020 General Plan* **Appendix 4**), there are no rangelands or agricultural lands which are of sufficient size to be of economic importance for the production of food and fiber located within the city limits. Therefore, agricultural resources are not discussed further in the *2020 General Plan*, but are addressed herein in the context of potential future annexations and conversion of prime agricultural lands as defined by LAFCO.	N/A	N/A
Conflict with existing zoning for agricultural use, or a Williamson Act contract	Potentially significant	**MM-AGRICULTURE-01** Add **Implementation Program 4.E.d** as follows: In conjunction with the creation of the Residential Estate zoning district, and **Implementation Program 4.E.c**, include the following provisions: For parcels zoned Residential Estate that are five acres or larger in size, the following agricultural uses are permitted: Agricultural activities including accepted ranching practices, accepted farming practices, private stables and domestic fowl raising (or similar agricultural uses as may be approved by the City). The City will consider including, as a permitted or conditional use: sale on the property of products produced thereon provided that such uses are carried on by a resident of the property, are incidental to the residential use thereof, and are not a nuisance to the contiguous properties.	Less than significant with mitigation	**Implementation Program 4.E.d** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with its adoption. (Community Development Department, Planning Division)
Involve other change in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.	Potentially significant	**MM-AGRICULTURE-02** Amend the intent and purposes of the Rural Residential (RR) general plan land use designation to include the following: To provide opportunities for agricultural uses including, but not limited to: livestock production, crop production, and production of unprocessed agricultural products generally when the parcel is ten (10) acres gross or more in size.	Less than significant	This amendment to the Rural Residential general plan land use designation description will occur in conjunction with 2020 *General Plan* adoption. (Community Development Department, Planning Division)
NOP Response - LAFCO Conversion of prime agricultural lands pursuant to LAFCO definitions for prime agricultural lands	Potentially significant	**MM-AGRICULTURE-02 (See above)**	Less than significant	See above

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.4.2: Conservation and Open Space - Mineral Resources (MINE)				
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 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 Potential Conflicts with Existing Plans (Implications of General Plan): Calaveras County General Plan Policy (IV-6A) within the proposed Angels Camp Sphere could be in conflict with *2020 General Plan* by allowing mining operations on lands identified for residential and commercial uses. The city does not have adopted mineral resource management policies for designated significant mineral areas as required pursuant to California's Surface Mining and Reclamation Act (SMARA) Public Resources Code Section 2762 (because it currently does not have designated mineral resource areas—however, by 2020, designated areas my be identified)	Potentially significant	**MM-MINE-01 (MM-LAND-02)** **Add a new Implementation Program 4.A.f as follows:** **Establish Policies for Identifying and Managing Target Mineral Lands within the City Limits and its Sphere of Influence** In conjunction with Implementation Programs 4.A.a, 4.A.b and 4.A.c and in coordination with Calaveras County's General Plan update, establish policies for identifying and managing target mineral lands with the city limits and its sphere of influence as follows: Any classified mineral lands that meet all of the following criteria (i.e., are not in conflict or potential conflict with existing or planned land uses) will be designated as Mineral Preserve Zone Combining District (:MPZ) through application of a combining district: 1. The site has been classified by the California Geological Survey as Mineral Resource Zone (MRZ-2a or MRZ-2b) under the State Classification System 2. The property does not have over 25% of its area zoned as an urban level residential zoning district (i.e., allowing one acre or less), or over 25% of its area designated as HDR, MDR, SFR, ER, HC, C, CC, SC, SP, P or PR by the General Plan. 3. There are no concentrations of 20 acres of more of property designated as HDR, MDR, SFR, ER, HC, C, CC, SC, SP, P or PR by the General Plan within 600 feet of the property 4. There are no high occupancy structures (i.e., those accommodating more than six persons) such as schools, health care facilities, skilled nursing facilities, residential care homes, hotels or motels within 600 feet of the site. A Notice of Action shall be recorded on those lands meeting the preceding criteria in conjunction with establishing the Mineral Preserve (MPZ) combining district on qualifying properties. Coordinate with Calaveras County in conjunction with its General Plan Update to reflect the preceding policies (or equivalent policies) within the Angels Camp Sphere of Influence as reflect in the *Angels Camp 2020 General Plan.*	Less than significant with mitigation	**Implementation Program 4.A.f** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with its adoption. (Community Development Department, Planning Division)
DEIR Section 4.4.3: Conservation and Open Space - Energy Resources & Solid Waste (ENERGY)				
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs Comply with federal, state and local statutes and regulations related to solid waste	Potentially significant	**MM-ENERGY- 01** Add **Policy 4.B.4** as follows: **4.B.4** Continue to participate in regional efforts to reduce solid waste and recycle in compliance with adopted regional implementation plans. **MM-ENERGY-02** Add **Implementation Program 4.B.j** as follows: **4.B.j** **Continue to Participate in Regional Plans to Support Adequate Solid Waste Disposal Capacity** Continue to participate in the planning process for updates of the Calaveras County Source Reduction and Recycling Element as required by the state. Continue to implement the element, or its equivalent, within the city. Continue to participate in planning efforts to update the county's solid waste parcel fee. Continue to participate in the solid waste parcel fee program or an equivalent method of paying the city's fair share in support of a regional solid waste facility.	Less than significant with mitigation	**Policy 4.B.4** and **Implementation Program 4.B.j** will be added to the Conservation and Open Space Element in conjunction with adopting *2020 General Plan.* (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.4.4: Conservation and Open Space - Scenic Resources/Aesthetics (SCENIC)				
Have a substantial adverse effect on a scenic vista. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially degrade the existing visual character or quality of the site and its surroundings	Potentially significant	**MM-SCENIC – 01 (MM WATER QUALITY -01)** Amend **Implementation Programs 4.C.f, 1Cf, 4Ga, 6Al, 11Ac** as follows: **Prepare a Grading Ordinance/Promote Best Management Practices** Prepare a grading ordinance addressing: when a grading permit is required, when a grading plan shall be prepared, required contents of a grading plan, anticipated grades before and after construction, the total amount of soil to be removed, location and design of retaining walls, erosion control standards, preparation of erosion control plans, recommended erosion control methods, soil disposal, vegetation retention, revegetation, drainage, requirements for erosion and sediment control plans and other elements, as identified. The ordinance, or a companion publication (either prepared as an original publication or adopted from existing publications), should be prepared in conjunction with the grading ordinance and illustrate best management practices. Resources for *Best Management Practices* are listed in *Angels Camp 2020 General Plan* **Appendix 4C.** The ordinance should further establish that no grading permit or permits to allow grading or vegetation removal of more than ten percent of a parcel shall be issued until a site plan, development plan, building permit or other entitlement has been issued for a specific development project unless otherwise necessary for reasons of health and safety as declared by the city. The grading ordinance should further specify that applications for discretionary entitlements for development of one acre or more on slopes averaging 10% or greater, will, at a minimum, be accompanied by a grading plan indicating, at least, the amount of soil to be disturbed; a tree plan indicating the number, size, species and location of trees to be removed and proposals for replacing trees; a vegetation management plan and revegetation plans. Provisions of a Grading Ordinance should be combined with those of a Hillside Management Ordinance to the maximum extent feasible. **MM-SCENIC-02 (MM-WATER QUALITY -02)** Amend **Implementation Programs 1.C.e, 2.B.j, 3.E.c, 6.A.j** and **11.B.d** as follows: **Draft a Hillside Management Ordinance** Draft a hillside management ordinance establishing acceptable hillside slope-related densities and alternatives for hillside construction standards that reduce grading and other adverse environmental impacts. The ordinance should address infill development on city lots (in particular, those lots established prior to the adoption of the city's development standards for creating new parcels) and the appropriateness of setbacks, lot sizes, road widths, road-related facilities (e.g., bike ways, sidewalks), parking standards and related development standards. Provisions of a Hillside Management Ordinance should be combined with those of a Grading Ordinance to the maximum extent feasible. In the absence of a Hillside Management Ordinance, or equivalent, applications for new development of one acre or more on slopes averaging 10% or greater, will, at a minimum, be accompanied by a grading plan indicating, at a minimum, the amount of soil to be disturbed; a tree plan indicating the number, size, species and location of trees to be removed and proposals for replacing trees; a vegetation management plan and revegetation plans.	Less than significant with mitigation	Amendments to **Implementation Programs 1Cf, 4.C.f, 4Ga, 6Al, 11Ac** will be made to the Land Use, Conservation and Open Space and Community Identity Elements, respectively, of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division) Amendments to **Implementation Programs 4.C.h, 4.E.e, 6.A.j** and **11.A.i** will be added to the Conservation and Open Space, Safety, and Community Identity Elements, respectively, of *2020 General Plan* (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	Potentially significant	**MM-SCENIC-03** Add a new **Implementation Program 4.C.h** to address the potential impacts to nighttime views resulting from the addition of lighting within the city limits as follows: **Implementation Program 4.C.h:** **Propose Regulations for Outdoor Lighting** Propose regulations for outdoor lighting promoting a safe and pleasant environment for residents and visitors; protecting and improving safe travel for all modes of transportation; preventing nuisances resulting from unnecessary light intensity, direct glare or light trespass; protecting the ability to view the night sky by regulating unnecessary upward light projection; phasing out non-conforming fixtures; and promoting lighting practices and systems that conserve energy. Guidance of such guidelines may be found at the International Dark Sky Association http://www.darksky.org/	Less than significant with mitigation	**Implementation Program 4.C.h** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division)
DEIR Section 4.4.5: Conservation and Open Space - Biological Resources (BIOLOGY)				
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service	Less than significant	None	N/A	N/A
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service	Less than significant	None	N/A	N/A
Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant	None	N/A	N/A
Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	Potentially significant	**MM-BIOLOGY-01** Amend **Implementation Program 4.D.f:** **4.D.f Provide Guidance to Developers for Assessing/Addressing/Avoiding Adverse Impacts to Biological Resources** Maintain reference materials, contact numbers and a consultants list to assist developers in contacting the appropriate regulatory agency necessary for facilitating environmental reviews for new development in the city and to inform developers of current state and federal regulations pertaining to biological resources. Sample information may include, but is not limited to: websites for wetlands regulations including polices related to no net loss of wetlands and , measures consistent with Section 404 of the federal Clean Water Act addressing filling, removal or hydrological alteration of wetlands and other waters of the United States; regulations pertaining to California Fish and Game Code Section 1600 related to work undertaken in or near a river, stream or lake flowing at least intermittently through a bed or channel and including ephemeral streams and water courses (e.g. diversions, flow changes, extracting materials from, disposal of debris, waste or other materials into any river, stream or lake etc.) and addressing these possible impacts through use of Lake or Streambed Alteration Agreements (LSAA), valley elderberry longhorn beetle guidelines, California Department of Fish and Game (CDFG) wildlife biologist for Calaveras County, representatives from CDFG charged with issuing streambed alteration permits in Calaveras County, and representatives of the United States Army Corps of Engineers issuing wetland permits in Calaveras County. **MM-BIOLOGY-03 Add a new Implementation Program, 4.D.k as follows:** **4.D.k Facilitate Compliance with State Streambed Alteration Regulations** Facilitate compliance with state streambed alteration regulations by requiring the following for all projects involving work in and adjacent to waterways: a. Protect and maintain riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations. b. Provide protection for fish and wildlife resources at risk by considering their various life stages, maintaining migration and dispersal corridors, and protecting essential breeding (i.e., spawning, nesting) habitats. c. Delineate non-structural buffers along streams and wetlands to provide adequate protection to aquatic resources. No grading or construction activities should be allowed within these buffers. d. Place construction materials, spoils or fill, so that they cannot be washed into a stream or lake. e. Prevent downstream sedimentation and pollution. Provisions may include, but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution. f. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should use native vegetation.	Less than significant with mitigation	Amendments to **Implementation Program 4.D.f** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division)
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	Potentially significant	**MM-BIOLOGY-02** Amend **Programs 4.D.j**, **4Cd, 4Fd, 11Bg** as follows: **Consider a Vegetation & Oak Woodlands Management Program** Draft an ordinance to retain significant stands of oak woodlands, clusters of native shrubs and clusters of trees that contribute to defining the city's character. The program should establish thresholds addressing when a city permit is required for vegetation removal and provide guidance for conserving movement corridors for resident wildlife species or those with established migratory wildlife corridors and addressing timing for tree removal to minimize potential impacts to native wildlife nursery and nesting sites. The program should apply to all new development requiring a discretionary entitlement from the city. This program should not apply to vegetation removal required for fire safety as determined by the Angels Camp Fire Department or to vegetation removal required for reasons of public health and safety as determined by city officials.	Less than significant with mitigation	Amendments to **Implementation Programs 4.D.j**, **4Cd, 4Fd, 11Bg** will be added to the Conservation and Open Space Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.4.6: Water Quality & Hydrology – See DEIR Section 4.13 Utilities and Service Systems: Wastewater, Water Quantity, Water Quality, Stormwater Facilities (UTILITY, WATER QUALITY) and DEIR Section 4.6.2: Health & Safety – Flood Hazard & Dam Failure				
DEIR Section 4.5: Noise (NOISE)				
Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Potentially significant	**MM-NOISE-01** Amend **Implementation Program 5.A.d/a/:** **Adopt Construction/Maintenance Activity Noise Management Standards** Adopt construction/maintenance activity noise management standards for activities undertaken in conjunction with issuance of discretionary permits. Work with the development community to establish operating hours or a time span of operation for those activities that may adversely affect neighboring land uses during construction. Additional noise management standards ~~may~~ should include, but ~~are~~ not be limited to: acoustic muffling of construction equipment per Caltrans standards (e.g., properly operating and maintained mufflers); locating staging areas away from sensitive receptors, and maximum noise standards for small engines (e.g. two-cycle engines, leaf-blowers, chainsaws) including use of electrical rather than diesel equipment as feasible. *2020 General Plan* **Appendix 5B** should guide development of the noise management standards. **MM-NOISE-02** Add **Implementation Program 5.A.n/a/** **Adopt and Implement a Noise Ordinance** Adopt a noise ordinance to execute the goals, policies and implementation programs identified in the Noise Element of the *Angels Camp 2020 General Plan*. The noise ordinance should address, but is not limited to addressing, the protection of public health, safety, and welfare; limiting the generation of loud noise from new sources; methods to reduce noise for stationary noise sources associated with new development, new construction and remodeling (e.g., HVAC unit location and design, design and location of loading docks for commercial and industrial land uses); and when an acoustical analysis should be required for new development. The noise ordinance will include, but is not limited to, addressing noise reduction in new residential construction in the following locations as necessary to reduce interior noise levels to 60dB or less in the following locations and using *2020 General Plan* **Appendix 5C** as a guide: • SR 4 • SR 49 **MM-NOISE-03** Add *2020 General Plan* **Appendices 5B, 5C, and 5D**/a/-See Appendices following this table	Less than significant with mitigation	Amendments to **Implementation Program 5.A.d** will be incorporated in the Noise Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division) **Implementation Program 5.A.n** will be added to the Noise Element of *2020 General Plan* in conjunction with adoption. (Community Development Department, Planning Division) *2020 General Plan* **Appendices 5B, 5C,** and **5D** will be added to *2020 General Plan* in conjunction with adoption. (Community Development Department, Planning Division)
Expose persons to or generate excessive ground borne vibration or ground borne noise levels	Less than significant	None	N/A	N/A
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 expose people residing or working in the project area to excessive noise levels.	Less than significant	None	N/A	N/A
Expose people residing or working in the project area to excessive noise levels (for projects within the vicinity of a private airstrip)	Less than significant	None	N/A	N/A
DEIR Section 4.6.1: Health and Safety - Geology, Soils, Geotechnical (GEOLOGY)				
Result in substantial soil erosion or the loss of topsoil	Potentially significant	**MM-GEOLOGY-01** see **MM-SCENIC-01** **MM-GEOLOGY-02** see **MM-SCENIC-02**	Less than significant with mitigation	See MM-SCENIC-O1 and MM-SCENIC-02

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property	Potentially significant	**MM-GEOLOGY-03** Amend **Program 6.A.k,** as follows: **6.A.k** **Require Engineering Studies for Development in Unstable Areas, Soil Testing for Expansive Soils** Require engineering studies to evaluate development in unstable areas (e.g., slopes exceeding 30%) Evaluate the effects of grading on slope stability including standards limiting fill slopes to 2:1 unless a registered civil engineer or certified engineering geologist can demonstrate that the fill slope will be stable and not prone to erosion. Require soil testing on soils with a moderate to high potential for expansion. The city engineer may further require engineering studies on erosive soils of testing indicates that necessity.	Less than significant with mitigation	Amendments to **Implementation Program 6.A.k** will be incorporated in the Safety Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division)
Expose people or structures to 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 (see Division of Mines and Geology Special Publication 42) ii) Strong seismic ground shaking iii) Seismic related ground failure, including liquefaction iv) Landslides	Less than significant	None	N/A	N/A
Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse	Less than significant	None	N/A	N/A
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	Less than significant	None	N/A	N/A
DEIR Section 4.6.2: Health and Safety - Flood Hazard and Dam Failure (FLOOD)				
Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map Place within a 100-year flood hazard area structures which would impede or redirect flood flows	Potentially significant	**MM-FLOOD-01** Add **Implementation Program 6.B.n** as follows: For streams without mapped flood zones and flood elevations: Prior to approval of new development occurring within 75 feet of both sides of Indian Creek, Greenhorn Creek, Cherokee Creek, San Domingo Creek and Lone Gulch (measured from the top of the bank of the drainage or the edge of the riparian zone); the applicant shall identify flood elevations and provide documentation that new development will be located outside of the 100-year flood elevation, prior to approval of new development. The City may waive this requirement if ample evidence is available on-site (e.g., site topography) to clearly establish that new development will occur outside of the 100-year flood elevation.	Less than significant with mitigation	**Implementation Program 6.B.n** will be added to the Public Safety Element of *2020 General Plan* in conjunction with its adoption. (Community Development Department, Planning Division)
Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam	Less than significant	None	N/A	N/A
Inundation by seiche, tsunami, or mudflow	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.6.3: Health and Safety - Fire Protection – Public Services (FIRE)				
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands Issues raised during scoping: Issues raised in response to the NOP (Board of Forestry & Fire Protection): Ensure fire safe development codes used as part of the standard for fire protection for development in Very High Fire Hazard Severity Zones (VHFHSZ) portions of the City meet or exceed statewide standards used for State Responsibility Area 14 CCR Section 1270 The General Plan does not specify whether the City has a VHFHSZ designation. Natural Disclosure hazard maps maintained by the state indicate that nearly the entire City is designated as VHFHSZ. The Board's authority for its review is predicated on the City have a VHFHSZ designation and the City should include in the Safety Element a map of its fire hazard severity zoning. If a VHFHSZ has been adopted, incorporate recommendations included and submit information to the CDF HQ in Sacramento. Ensure vegetation fire hazard reduction around structures meet or exceed Board of Forestry and Fire Protection's Defensible Space Guidelines (www.bof.fire.ca.gov/pdfs/Copyof4291finalguidelines9_29_06.pdf) Adopt the International Fire Code Council Urban Interface Code for new development in urban/wildland interface areas located in the northern portion of the City with VHFHSZ. Provide specific goals and policies for vegetation management as part of the open space plan for fire hazard reduction Ensure residential areas have appropriate resistant landscapes and discontinuous vegetation adjacent to open space and wildland areas The General Plan should address the issue of unique pest, disease, exotic species and other forest health issues in open space areas relative to reducing fire hazard. Identify, reference, or create a specific plan incorporating general concepts and standards from CDF Tuolumne Calaveras or any County Fire Plan Ensure existing residential structures and other "legacy" substandard structures meet current fire safe ordinances pertaining to access, water flow, signing and vegetation clearance.	Potentially significant	**MM-FIRE-01** Add **Implementation Program 7.C.o** as follows: **7.C.o Update Chapter 15.24 of the Angels Camp Municipal Code (Fire Prevention), Including Very High Fire Hazard Severity Zone Map (VHFHSZ) Vegetation Management Plans, Guidelines for New Development in Urban/Wildland Interface Areas, Public Resources Code 4291** Update Chapter 15.24 of the Angels Camp Municipal Code to reference those codes currently enforced by the Angels Camp Fire Department (e.g., Current versions of the California Fire Code and/or national fire codes) as adopted by the State of California to guide fire safe development standards and to eliminate outdated references to fire hazard areas within the city and including, but not limited to: • Identifying (i.e., map) areas of moderate, high and very high fire hazard within the city limits [Very High Fire Hazard Severity Zone (VHFHSZ) Map] as authorized pursuant to Section 15.24.025. • Adopting guidelines for new development in urban/wildland interface areas for each of the fire hazard zones identified on the city's VHFHSZ map including consideration for adopting the International Fire Code Council Urban Interface Code (or equivalent provisions of the California Fire Code) for new development in Urban/Wildlife interface areas and designated as a very high fire hazard severity zone. • Including provisions for when to prepare and guidelines addressing content of Vegetation Management Plans including, but not limited to: clearing hazardous vegetation surrounding existing residential structures—especially in conjunction with changes or expansions of existing use and addressing management of diseased vegetation and non-native invasive species as they relate to wildland fire hazard. • Consider adopting Public Resources Code 4291 to address evacuation and emergency vehicle access, water supplies and fire flow, fuel modification for defensible space and home signing. **MM-FIRE-02** Amend **Implementation Program 7.C.j** **Continue to Work Cooperatively with ~~the California Department of Forestry & Fire Protection (CDF)~~, Cal Fire, Calaveras County Fire District (CCFD) ~~and~~ the United States Forest Services (USFS), U.S. Bureau of Land Management and U.S. Bureau of Reclamation** Continue to work cooperatively with Calaveras County Fire District, ~~California Department of Forestry and Fire Protection and~~, the United States Forest Service, United States Bureau of Land Management (BLM) and U.S. Bureau of Reclamation (BOR) in matters of mutual aid, automatic aid and related fire protection and emergency response endeavors. Meet with BLM and BOR land managers to formulate and implement a plan for reducing fire hazards on BLM wildlands adjacent to the city consistent with the agency's resources management goals Add definitions for "Automatic Aid" and "Mutual Aid" to GP Glossary as follows: **Automatic Aid** is assistance that is dispatched automatically by a contractual agreement between two fire departments, communities or fire districts. **Mutual Aid** is assistance that is dispatched, upon request, by the responding fire department. Usually it is requested upon arrival at the scene. Mutual aid is normally defined in a signed contractual agreement between the subject jurisdictions. **MM-FIRE-03** Add new **Implementation Program 7.C.p** **7.C.p Maintain Vegetation Clearances along Emergency Access Routes** Continue to maintain vegetation clearances along emergency access transportation routes encompassing, at a minimum, the existing width of the roadway.	Less than significant with mitigation	**Implementation Programs 7.C.o** and **7.C.p** will be added to the Public Safety Element of *2020 General Plan* in conjunction with its adoption. (Community Development Department, Planning Division) **Implementation Program 7.C.j** will be amended in conjunction with adopting *2020 General Plan*. (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, need for new construction of which could cause significant environmental impacts in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: Fire Protection	Potentially significant	**MM-FIRE-04** Amend **Implementation Programs 1.B.m and 7.C.a** as follows: **Undertake a "Standard of Coverage" Process Study/Assessment** Secure a technical assistance grant, or similar funding, and undertake a "Standard of Coverage" process study/assessment (aka Standard of Response Coverage Assessment). The "Standard of Coverage" assessment is a community-driven, self-assessment study evaluating fire response, emergency medical response and establishing standards for fire protection and medical response. Guidelines and examples of assessments and the study process are provided in *2020 General Plan* **Appendix 7E.** The assessment should identify areas within the existing city limits and within the city's sphere of influence where new development in the wildland/urban interface has the potential to significantly hinder the city's ability to achieve its adopted standard of coverage.	Less than significant	Amendments to **Implementation Programs 1.B.m** and **7.C.a** will be adopted in conjunction with adoption of 2020 General Plan (Community Development Department, Planning Division)
Issue raised during scoping: Potential impacts on local services including city services, county services and Altaville-Melones Fire Protection District resulting from potential expansion of the city's sphere of influence	Less than significant	None	N/A	N/A
DEIR Section 4.6.4: Health and Safety - Law Enforcement, Public Services (LAW)				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, need for new construction of which could cause significant environmental impacts in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: Police Protection	Less than significant	None	N/A	N/A
DEIR Section 4.6.5: Health and Safety - Emergency Services, Public Services (EMERGENCY)				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, need for new construction of which could cause significant environmental impacts in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: Other public facilities	Less than significant	None	N/A	N/A
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	None	N/A	N/A
DEIR Section 4.6.6: Health and Safety - Hazardous Materials (HAZARD)				
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than significant	None	N/A	N/A
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	Less than significant	None	N/A	N/A
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	Less than significant	None	N/A	N/A
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 for people residing or working in the project area	Less than significant	None	N/A	N/A
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area	Less than significant	None	N/A	N/A
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code (GC) Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	Potentially significant	**MM-HAZARD-01** Amend **Program 6.D.d** as follows: **6.D.d** **Maintain an Inventory of Sites Storing or Using Hazardous Materials** The Angels Fire Department should regularly update, and consider mapping, sites included on its list of sites with Hazardous Materials Business Plans (as provided by the Calaveras County Environmental Health Department and supplemented by the Angels Camp Fire Department) with accompanying hazardous material information to facilitate access to hazardous materials information during spills or releases. Angels Camp will continue to monitor and abide by the deed restrictions and covenants pertaining to no soil disturbances, notifications prior to subsurface work, no disturbances of asphalt and no residential uses pertaining to 260 S. Main St. This information will be entered into the county's GIS database and permit tracking databases.	Less than significant with mitigation	Amendments to **Program 6.D.d** will be adopted in conjunction with adoption of *2020 General Plan*. (Community Development Department, Planning Division)
DEIR Section 4.6.7: Health and Safety - Other safety issues: transportation, severe weather, agricultural disaster, radiological incidents, water supply, utility failures				
Insufficient water supply during emergency situations	Less than significant	None	N/A	N/A
Transportation accidents resulting in inadequate emergency access or emergency escape routes Utility failures disrupting emergency service response, transportation and communications Severe weather resulting in loss of life and property, and interruption of transportation and communication systems	Less than significant	None	N/A	N/A
DEIR Section 4.7: Public Facilities and Services (PUBLIC)				
See above: **DEIR 4.6 - Health & Safety—4.6.3 Fire Protection, 4.6.4 Law Enforcement** See below: **DEIR Section 4.13 Water; Wastewater; Stormwater; Recreation**				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: Other Public Facilities	Less than significant	None	Less than significant	N/A
DEIR Section 4.8: Cultural Resources (CULTURAL)				
Have the potential to eliminate important examples of the major periods of California history or prehistory (Mandatory Finding of Significance)	Less than significant	None	N/A	N/A
Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5	Less than significant	None	N/A	N/A
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5	Less than significant	None	N/A	N/A
Directly or indirectly destroy a unique paleontological resource site or unique geographic feature	Less than significant	None	N/A	N/A
Disturb any human remains, including those interred outside of formal cemeteries	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.9: Air Quality (AIR)				
Violate any air quality standard or contribute substantially to an existing or projected air quality violation Expose sensitive receptors to substantial pollutant concentrations	Potentially significant	**MM-AIR-01** Add the following Implementation Programs: **9.A.q** **Establish Emission Threshold Guidelines for Triggering Individual Project Air Quality Assessments** In cooperation with the CCAPCD, establish a list of project thresholds with the potential to generate a significant adverse impact pursuant to CEQA. The guidelines should be used in determining when an air quality assessment should be conducted for an individual project. Thresholds should be based, to the extent feasible, on the anticipated trips per day to be generated by the project or other factor that can be calculated with relative ease. Air quality assessments shall be completed with oversight by the CCAPCD in compliance with CCAPCD's rules and regulations. Sample thresholds are provided in (*2020 General Plan* **Appendix 9A**)./a/ **9.A.r** **Establish Guidelines for Reducing Vehicle Exhaust Emissions During Construction Activities** In cooperation with the CCAPCD, establish guidelines for reducing vehicle exhaust emissions during project construction activities. Sample guidelines are provided in (*2020 General Plan* **Appendix 9B**)./a/ **Add *2020 General Plan* Appendices 9A** and **9B**/a/ - See Appendices following this table	Less than significant with mitigation	**Implementation Programs 9.A.q** and **9.A.r** and corresponding **Appendices 9A and 9B** will added to the Air Quality Element of *2020 General Plan* in conjunction with adoption. (Community Development Department, Planning Division)
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	Potentially significant	**MM-AIR-02** Amend the following Implementation Program: **9.A.j** **Participate in and Support Regional Air Quality Planning Efforts and Implement Adopted Plans where Mandated by Law** Provide representation from Angels Camp at regional planning events that address the issues and opportunities available for effective air quality management. Participate in planning efforts to prepare and implement a regional Air Quality Plan or State Implementation Plan (SIP) and implement those components applicable to Angels Camp as prescribed by state and federal regulations and continue to comply with the rules set forth by the CCAPCD and CARB including, if required pursuant to AB32 (Global Warming Solutions Act of 2006), preparation of a greenhouse gas emissions reduction plan addressing City emissions. Support cost-effective multi-use modeling and Geographic Information System (GIS) technology to accurately measure air quality parameters.	Potentially significant and unavoidable after mitigation	Amendments to **Implementation Program 9.A.j** will be incorporated into the Air Quality Element of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division)
Conflict with or obstruct implementation of the applicable air quality plan	Less than significant	None	N/A	N/A
Create objectionable odors affecting a substantial number of people	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Greenhouse gas emissions over the life of the project (e.g., from traffic, open burning) could cumulatively contribute to global climate change.	Potentially significant	**MM-AIR-03** Add and amend the following goals, polices and implementation programs **Land Use Element:** Add Goals: 1A-2, 1D-2 Encourage infill development that is compact, mixed use, pedestrian-friendly, transit-oriented and discourages or reduces auto-dependency. 1F-2 Encourage the use of telecommuting to discourage travel by single-occupant motor vehicles. Add a Policy: 1.B.6 Discourage new development in the wildland/urban interface. ▼▼▼◄◄◄

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.10: Income, Employment & Economics (ECONOMICS)				
Pursuant to Section 15131 the Guidelines for the Implementation of the California Environmental Quality Act, potential economic impacts need be addressed only if they have the potential to result in a significantly adverse physical impact on the environment.	Less than significant	None	N/A	N/A
DEIR Section 4.11: Community Identity (COMMUNITY)				
Have a substantial adverse effect on a scenic vista. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway Substantially degrade the existing visual character or quality of the site and its surroundings	Potentially significant	See Conservation and Open Space, Scenic Resources **MM-COMMUNITY-01** (See **MM-SCENIC-01**) **MM-COMMUNITY-02** (See **MM-SCENIC-02**)	Less than significant with mitigation	See Conservation and Open Space, Scenic Resources **MM-SCENIC-01, MM SCENIC-02**
Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	Potentially significant	**MM-COMMUNITY-03**: See Conservation and Open Space, Scenic Resources **MM-SCENIC-03**	Less than significant with mitigation	See Conservation and Open Space, Scenic Resources **MM-SCENIC-03**
DEIR Section 4.12: Recreation (RECREATION)				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, need for new construction of which could cause significant environmental impacts in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: Parks	Less than significant	None	N/A	N/A
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant	None	N/A	N/A
Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
DEIR Section 4.13: Utilities and Service Systems/Water Quality & Hydrology - Wastewater, Water Quantity, Water Quality, Hydrology, Stormwater Facilities & Runoff (UTILITY, WATER QUALITY)				
Violate any water quality standards or waste discharge requirements Exceed **wastewater** treatment requirements of the applicable Regional Water Quality Control Board	Potentially significant	**MM-UTILITY-01** Amend **Implementation Program 2.B.h** and **7.B.j** as follows: ~~**Acquire NPDES Discharge Permits and/or Undertake Viable Alternatives to**~~ **Maintain Sufficient Water and Wastewater Capacity** ~~The city will support policies and legislation facilitating the acquisition of National Pollution Discharge Elimination System (NPDES) discharge permits facilitating the provision of housing.~~ ~~If a discharge permit is denied, whichever occurs first; the city will immediately commence identifying funding and suitable locations for and designing a new reservoir. While new reservoir construction occurs, the city may additionally pursue supplemental programs including, but not limited to:~~ ~~a. The purchase of unused connections from already-approved developments (i.e., a modified transfer of development rights program)~~ ~~b.Negotiating delayed construction of some projects~~ ~~c.Suspending issuance of new wastewater connections~~ ~~d.Acquisition of loans and grants to construct a new reservoir~~ ~~e.Disposal of Title 22 water to alternative sources (e.g., ranchland)~~ If insufficient wastewater storage, treatment or delivery capacity exists to serve existing commitments and new development, then the city will implement a policy of no net increase in wastewater connections until sufficient wastewater capacity has been established to service existing commitments and new development. If insufficient water storage, treatment or delivery capacity exists to serve existing commitments and new development, then the city will implement a policy of no net increase in water connections until sufficient water treatment facilities are established to service existing commitments and new development	Less than significant with mitigation	**Implementation Programs 2.Bh** and **7.B.j** will be amended in conjunction with adopting *2020 General Plan.* (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Require or result in the construction of new **wastewater** treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Potentially significant	**MM – UTILITY – 02** Add a new **Implementation Program 7.B.m** and new *2020 General Plan* **Appendix 7J** as follows: **7.B.m** **At Capacity Wastewater Systems** The city shall implement a process requiring no net increase in wastewater connections in conjunction with adoption of the *2020 General Plan* in the areas connecting to the system identified as "at capacity" in **DEIR Figure 9/a/** (*2020 General Plan* **Appendix 7J**) The program will remain effect until the following is completed: A new sewer line is constructed to serve the North End of Angels Camp (north of SR 4) including all sewer lines currently served by the Altaville Lift Station and discharge has been rerouted from the Altaville Lift Station to the new line freeing up capacity in the Altaville Sewer Line (which also has been identified as "at capacity" by the City). The route of the new sewer line shall be evaluated pursuant to a separate environmental evaluation once a route has been determined. The City anticipates securing funding through bonds or alternative financing with creation of a Benefit Basin to recapture costs over time. All parcels connecting to the new line and in areas served by the current Altaville Lift Station shall be included in the Benefit Basin. Add a definition for "Benefit Basin" in GP Glossary as follows: **Benefit Basin** is a defined geographic area where Benefit Basin fees are established pursuant to California Government Code 66000 et seq to finance new or improve existing infrastructure that provides benefits to those within the boundaries of the identified basin. New development within the basin is subject to the established Benefit Basin fee. **See Appendix 7J, following this Table** **MM-UTILITY-03** Add **Policy 7.A.6:** **7.A.6** New development shall be approved when adequate water and wastewater infrastructure (e.g., sufficient storage, treatment and distribution capacity) exists to serve the new project's projected demand in addition to existing commitments for service for approved projects that have a reasonable likelihood of completion. **MM-UTILITY– 04** (See below)	Potentially significant (pending environmental evaluation of adopted sewer line route) The location of the new sewer line has not been established, therefore, the potential impacts related to the new sewer line are too speculative within the context of this analysis cannot be evaluated within the scope of this study. Potentially significant impacts could occur in conjunction with constructing the new line. Proper implementation of the growth management plan could reduce impacts to a level of less-than-significant.	The referenced policy of no-net increase in wastewater connections will be imposed in conjunction with the adoption of *Angels Camp 2020 General Plan* through a new **Implementation Program 7.B.m** and ***2020 General Plan*** **Appendix 7J** and will remain in effect until this program is fully implemented. (City Council; City Engineer; Community Development Department, Planning and Building Divisions) Potential impacts associated with construction of a new sewer line shall be evaluated pursuant to a separate environmental evaluation once a route for the new line is established. A mitigation monitoring plan will be adopted in conjunction with the new environmental evaluation. (City Council; City Engineer; Community Development Department, Planning and Building Divisions) **Policy 7.A.6** will be added in conjunction with adopting *2020 General Plan* (Community Development Department, Planning Division) Amendments to **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** will be made in conjunction with adopting *2020 General Plan*. (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Result in a determination by the **wastewater** treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments	Potentially significant	**MM-UTILITY-02 and -03** (See above) **MM-UTILITY-04** Amend **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** **Establish a Growth Management /Infrastructure Allocation Program** Establish a growth management program, including ~~investigation~~ adoption of a growth management ordinance, to ~~achieve the following goals~~: a. Encourage a cohesive pattern of urbanization that balances competing interests, including the need for additional housing and related development, and the community desire to maintain community character, ensure adequate public facilities, and provide public open spaces for recreation, economic development and maintenance of scenic resources b. Ensure all new development provides the necessary infrastructure and public facilities required to support the development c. Provide the framework to phase and pace growth so as to minimize its fiscal and environmental impacts, and ensure concurrency between growth, infrastructure and services d. Provide for the accommodation of the city's fair-share housing allocations to meet the needs of all segments of the community e. Establish a growth management program that is consistent with the general plan f. Assure that the rate of population growth will not exceed the average annual growth rates established in the general plan, so that new development occurs concurrently with necessary infrastructure and public service improvements g. Ensure that adequate wastewater facilities and services are available to meet the needs of existing and new development h. Provide sufficient quantities of water for residents and businesses i. Establish limits for new water and wastewater connections consistent with the anticipated timing of capital improvements necessary to provide sufficient capacity as identified in the adopted Water and Wastewater Management Plans, as that plan may be amended. j. Revise water and wastewater master plans based on a range of population growth reflecting the city's historic growth patterns (i.e., 2% to 3.2% population growth, with an average of 2.52% as reflected in the 2007 Regional Transportation Plan) k. Identify Benefit Basins for new local roadways included in the *2020 General Plan* and commence formation of the Benefit Basins in anticipation of new development within the Basins ◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀◀ ▼▼▼▼▼▼▼▼▼▼▼▼ l. Identify Benefit Basins for the provision of new water and wastewater delivery service and capacity. m. Addresses the timing of potential annexations and recommends priority areas for annexation based on the cost/benefit to provide water, wastewater, road and other services. In conjunction with this program, prepare a growth allocation study, jobs/housing balance study to determine a healthy balance between job growth, labor force, affordable housing, wages and the appropriate allocation of water and sewer connections necessary to achieve this balance. In addition, include an economic implementation program to assure that all aspects of the program are accomplished. Within 30 months of adopting *General Plan 2020*, draft a growth management plan addressing projected population growth (ranging from a low of 2% to at least 3.5%) and available infrastructure (water and wastewater services, at a minimum) Add a definition for "Benefit Basin" in General Plan Glossary as follows: **Benefit Basin** is a defined geographic area where Benefit Basin fees are established pursuant to California Government Code 66000 et seq to finance new or improve existing infrastructure that provides benefits to those within the boundaries of the identified basin. New development within the basin is subject to the established Benefit Basin fee.	Potentially significant (pending environmental evaluation of adopted sewer line route) The location of the new sewer line has not been established, therefore, the potential impacts related to the new sewer line are too speculative within the context of this analysis cannot be evaluated within the scope of this study. Potentially significant impacts could occur in conjunction with constructing the new line. Proper implementation of the growth management plan could reduce impacts to a level of less-than-significant.	The referenced policy of no-net increase in wastewater connections will be imposed in conjunction with the adoption of *Angels Camp 2020 General Plan* through a new **Implementation Program 7.B.m** and ***2020 General Plan* Appendix 7J** and will remain in effect until this program is fully implemented. (City Council; City Engineer; Community Development Department, Planning and Building Divisions) Potential impacts associated with construction of a new sewer line shall be evaluated pursuant to a separate environmental evaluation once a route for the new line is established. A mitigation monitoring plan will be adopted in conjunction with the new environmental evaluation. (City Council; City Engineer; Community Development Department, Planning and Building Divisions) **Policy 7.A.6** will be added in conjunction with adopting *2020 General Plan* (Community Development Department, Planning Division) Amendments to **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** will be made in conjunction with adopting *2020 General Plan*. (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Have sufficient **water** supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed Require or result in the construction of new **water** treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Potentially significant	**MM-UTILITY-05** Amend **Implementation Program 2.B.f** and **7.B.h** as follows: **Monitor the City's Water Treatment Plant Capacity to Ensure Sufficient Capacity to Meet the City's Affordable Housing Objectives** If the city's growth rate continues to exceed 2%, the city will undertake one or more of the following programs (or equivalent programs) to ensure adequate (i.e., sufficient storage, treatment and distribution) capacity to meet the city's affordable housing objectives and other new projected development: a. Rearrange facility improvement priorities in the Angels Camp Water Master Plan to give priority to improvements resulting in increased water treatment plant capacity b. Aggressively seek funding to accelerate construction of key improvements to the city's water facilities to allow for the approval of new affordable housing projects in the short-term. Funding sources to be pursued should include state and federal funding supporting the provision of affordable housing. The city intends to apply for at least one new grant~~s~~ prior to June 30, 2009, to assist in accelerating construction of improvements to increase the capacity of the city's water treatment facilities if necessary to accommodate accelerated growth (i.e., addition of a 4th filter). Target funding sources include, but are not limited to: • U.S. Department of Agriculture Small Communities Grant Program • SB 308 (Financing assessment, bond financing, state program) • Redevelopment Funds (See **Programs 2Cf, 7Bc**) The financing plan and timeline for constructing these facility improvements are described in the City of Angels Water Master Plan, 2002, hereby incorporated by reference. If insufficient water treatment capacity exists to serve existing commitments and new development within 24 months of adopting *2020 General Plan*, then the city will implement a policy of no net increase in water connections until sufficient water treatment facilities are established to service existing commitments and new development **MM-UTILITY-06** Amend the requirements of the Angels Camp *2020 General Plan* SP land use designation to include the following: Lands designated as SP are expected to integrate and implement plans for the provision of water service and wastewater service and contribute to the cost of increasing the city's capacity to serve deliver service to new SP developments. **MM-UTILITY-02 (See above)** **MM-UTILITY-03 (See above)**	Less than significant with mitigation	Amendments to **Implementation Programs 2.B.f** and **7.B.h** will be made in conjunction with adopting *2020 General Plan.* (Community Development Department, Planning Division) Amendments to *2020 General Plan*'s development standards for the Special Planning (SP) land use designation will be made in conjunction with adopting *2020 General Plan.* (Community Development Department, Planning Division)

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Violate any **water quality** standards or waste discharge requirements Otherwise substantially degrade **water quality**	Potentially significant	**MM-WATER QUALITY– 01 (SCENIC -01)** Amend **Implementation Programs 4.C.f, 1Cf, 4Ga, 6Al, 11Ac** as follows: **Prepare a Grading Ordinance/Promote Best Management Practices** Prepare a grading ordinance addressing: when a grading permit is required, when a grading plan shall be prepared, required contents of a grading plan, anticipated grades before and after construction, the total amount of soil to be removed, location and design of retaining walls, erosion control standards, preparation of erosion control plans, recommended erosion control methods, soil disposal, vegetation retention, revegetation, drainage, requirements for erosion and sediment control plans and other elements, as identified. The ordinance, or a companion publication (either prepared as an original publication or adopted from existing publications), should be prepared in conjunction with the grading ordinance and illustrate best management practices. Resources for *Best Management Practices* are listed in *Angels Camp 2020 General Plan* **Appendix 4C.** The ordinance should further establish that no grading permit or permits to allow grading or vegetation removal of more than ten percent of a parcel shall be issued until a site plan, development plan, building permit or other entitlement has been issued for a specific development project unless otherwise necessary for reasons of health and safety as declared by the city. The grading ordinance should further specify that applications for discretionary entitlements for development of one acre or more on slopes averaging 10% or greater, will, at a minimum, be accompanied by a grading plan indicating, at least, the amount of soil to be disturbed; a tree plan indicating the number, size, species and location of trees to be removed and proposals for replacing trees; a vegetation management plan and revegetation plans. Provisions of a Grading Ordinance should be combined with those of a Hillside Management Ordinance to the maximum extent feasible. **MM-WATER QUALITY -02 (MM-SCENIC-02)** Amend **Implementation Programs 1.C.e, 2.B.j, 3.E.c, 6.A.j** and **11.B.d** as follows: **Draft a Hillside Management Ordinance** Draft a hillside management ordinance establishing acceptable hillside slope-related densities and alternatives for hillside construction standards that reduce grading and other adverse environmental impacts. The ordinance should address infill development on city lots (in particular, those lots established prior to the adoption of the city's development standards for creating new parcels) and the appropriateness of setbacks, lot sizes, road widths, road-related facilities (e.g., bike ways, sidewalks), parking standards and related development standards. Provisions of a Hillside Management Ordinance should be combined with those of a Grading Ordinance to the maximum extent feasible. In the absence of a Hillside Management Ordinance, or equivalent, applications for new development of one acre or more on slopes averaging 10% or greater, will, at a minimum, be accompanied by a grading plan indicating, at a minimum, the amount of soil to be disturbed; a tree plan indicating the number, size, species and location of trees to be removed and proposals for replacing trees; a vegetation management plan and revegetation plans.	Less than significant	Amendments to **Implementation Programs 1Cf, 4.C.f, 4Ga, 6Al, 11Ac** will be made to the Land Use, Conservation and Open Space and Community Identity Elements, respectively, of *2020 General Plan* in conjunction with adoption (Community Development Department, Planning Division) Amendments to **Implementation Programs 4.C.h, 4.E.e, 6.A.j** and **11.A.i** will be added to the Conservation and Open Space, Safety, and Community Identity Elements, respectively, of *2020 General Plan* (Community Development Department, Planning Division)
Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	Less than significant	None	N/A	N/A
Substantially alter the existing drainage pattern of the site or area, including, through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site	Less than significant	None	N/A	N/A

Impact (Per *Appendix G, CEQA* and Responses to Notice of Preparation)	Level of Significance Prior to Mitigation/b/	Mitigation Measure(s) in Addition to *2020 General Plan* Goals, Policies, Implementation Programs	Level of Significance after Mitigation	Monitoring Provision (Responsible Party)
Require or result in the construction of new **stormwater** drainage facilities or expansion of new facilities the construction of which could cause significant environmental effects	Potentially significant	See above, **MM-UTILITY-04**	Less than significant	Amendments to **Implementation Programs 1.A.g, 7Ae, 7Bl** and **10Ae** will be made in conjunction with adopting *2020 General Plan*. (Community Development Department, Planning Division)
Create or contribute runoff water which would exceed the capacity of existing or planned **stormwater** drainage systems or provide substantial additional sources of polluted runoff	Potentially significant	See above, **MM-UTILITY-04** **MM-UTILITY-07** Add a new **Implementation Program 7.H.i** as follows: **7.H.i Pursue Fair Share Participation and Contributions to Finance and Maintain Adequate Stormwater Runoff Infrastructure and Capacity** The city will identify agencies with jurisdiction over, and pursue contributions to offset impacts created by, facilities that contribute significantly to stormwater runoff and generation of non-point source pollutants within the city limits (e.g. Caltrans). Participation and contributions to financing and maintaining stormwater runoff infrastructure should be formalized in written agreements and should address, but not be limited to : participation in a Stormwater Pollution Prevention Plan (SWPPP), maintenance of off-site drains impacted by contributions to said drainages and participation in studies to identify drainage problems and solutions.		
DEIR Chapter 6: Mandatory Findings of Significance				
Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plan or animal community, reduce the number or restrict the range of a rare of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory	Less than significant	None	N/A	N/A
Does the project have impacts that are individually limited, but cumulatively considerable (Cumulatively considerable is defined as the incremental effects of a project that 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)	Potentially significant	Development associated with *2020 General Plan* is expected to result in the following impacts that cannot be mitigated to a level of less-than-significant as discussed in the following referenced sections: Cumulative Impacts, Circulation (Traffic): **DEIR Section 4.3** and **DEIR Table 53** Cumulative Impacts, Air Quality: **DEIR Section 4.9** and **Table 131**	Potentially significant, Unavoidable	City may consider adopting a statement of overriding considerations to address these impacts (City Council)
Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly	Less than significant	None	N/A	N/A

/a/ *2020 General Plan* **Appendices 5B** through **5D**, *2020 General Plan* **Appendices 9A** and **9B**, **DEIR Figure 1** (*2020 General Plan* **Appendix 5D, "**Proposed Project"**), DEIR Figure 2** (*2020 General Plan* **Appendix 5D** for "Alternative Routes Scenario") and **DEIR Figure 3** (Angels Camp Sewer Capacity Constraints, future *2020 General Plan* **Appendix 7J**)) follow this table

/b/ Reflects level of significance after application of General Plan 2020 Goals, Policies and Implementation Programs.

2020 General Plan Appendix 5B

Sample Noise Attenuation Guidelines

Prior to Grading Permit issuance or issuance of other discretionary permits (whichever ground disturbing action occurs first), future development projects shall demonstrate, to the satisfaction of the Angels Camp Planning Department, that the project complies with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers;

- Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible;

- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers;

- During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors;

- Operate earthmoving equipment on the construction site, as far away from vibration sensitive sites as possible; and

- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

- Appropriate limitations on construction activities during the day. Typically, construction activities are limited to Monday through Friday between the hours of 7:00 A.M. to sunset and on Saturdays from 8:00 A.M. to sunset, excluding Sundays and legal holidays.

- HVAC
  Electrical and mechanical equipment (i.e., ventilation and air conditioning units) shall be located as far away as is feasible from receptor areas. Additionally, the following shall be considered prior to installation: proper selection and sizing of equipment, installation of equipment with proper acoustical shielding, and incorporating the use of parapets into the building design.

- Commercial and Industrial
  Loading docks within at commercial or industrial land located within 100 feet of residential dwelling units or other sensitive receptors shall be designed to have either a depressed (i.e., below grade) loading dock area; an internal bay; or a wall to break

the line of sight between noise sensitive uses and loading operations. Consideration should be given to restricting deliveries to daylight hours or establishing truck routes that avoid residential neighborhoods, as necessary. An acoustical analysis shall be performed to demonstrate that operation of the loading docks does not result in noise levels that exceed City standards at exterior on-site residences living areas or off-site sensitive uses. These components shall be incorporated into the plans to be submitted by future Applicants to the City for review and approval, prior to the issuance of building permits.

2020 General Plan Appendix 5C
Draft Noise Attenuation Approach for New Construction along SR 4 and SR 49 – Sensitive Receptors

The following is a description of noise levels and appropriate noise attenuation methods for each noise contour. The approach is intended to be applicable to new development (i.e., a proposed sensitive receptor or a proposed non-sensitive receptor with the potential to affect a sensitive receptor) along SR 4 and SR 49 within the 60 CNEL, 65 CNEL or 70 CNEL or louder contours per *2020 General Plan* **Appendix 5D**:

60 CNEL

The 60 CNEL contour defines the noise study zone. The noise environment for any proposed Noise sensitive land use (for example, single- or multi-family residences, hospitals, schools, or churches) within this zone should be evaluated on a project-specific basis. The project may require mitigation to meet City and/or state (Title 24) standards. A site and project specific study will be necessary to determine what kinds of mitigation will make the interior building environment acceptable for the given type of land use. Some sites may already be sufficiently protected by existing walls or berms so that no further mitigation would be required.

65 CNEL and 70 CNEL

The 65 CNEL 65 CNEL contours define the noise mitigation zone. Within this contour, new or expanded noise sensitive developments should be permitted only if appropriate mitigation measures, such as barriers or additional sound insulation, are included and City and/or state noise standards are achieved. In some instances it may be possible to show that existing walls, berms, or screening may exist such that required mitigation is already in place.

Noise reduction can be accomplished by the placement of walls, landscaped berms, or a combination of the two. Generally, effective noise shielding requires a solid barrier with a mass of at least four pounds per square foot of surface area, which is large enough to block the line of sight between the source and receiver. Variations may be appropriate in individual cases based on distance, nature and orientation of buildings behind the barrier, and a number of other factors. Garages or other buildings may be used to shield dwelling units and outdoor living areas from traffic noise. Angels Camp does not for the most part does include walls or berms to help attenuate noise.

The City's topography varies along different roadways. For example, along Greenhorn Creek, the residential land uses are located above the roadway. This provides the sensitive land uses with noise attenuation because the line of sight between the roadway and the sensitive land uses.

In addition to site design techniques, noise insulation can be accomplished through proper design of buildings. Sound rated windows (extra thick or multi paned) and wall insulation are also effective techniques. However, none of these measures can realize their full potential unless care is taken in actual construction: doors and windows fitted properly; openings sealed; joints caulked; plumbing adequately insulated from structural members. Additionally, insulating noise sensitive uses, such as residences, schools, libraries, hospitals, nursing and care homes and some types of commercial activities can reduce noise impacts. State and Federal statutes have largely preempted local control over vehicular noise emissions. However, commercial, industrial and certain residential activities provide opportunities for local government to assist in noise abatement. This usually takes the form of limiting the level of noise permitted to leave the property where it may impact other uses.

Although vehicular noise emissions standards are established at the State and Federal levels, local agencies can play a significant part in reducing traffic noise by controlling traffic volume and congestion. Traffic noise is greatest at intersections due to acceleration, deceleration and gear shifting. Measures such as signal synchronization can help to minimize this problem. Likewise, reduction of traffic congestion aids in the reduction of noise. This can be accomplished through the application of traffic engineering techniques such as channelization of turning movements, parking restrictions, separation of modes (bus, auto, bicycle, pedestrian) and restrictions on truck traffic.

Figure 1: *2020 General Plan* Appendix 5D: Future with *Angels Camp 2020 General Plan* Noise Contours (Project)

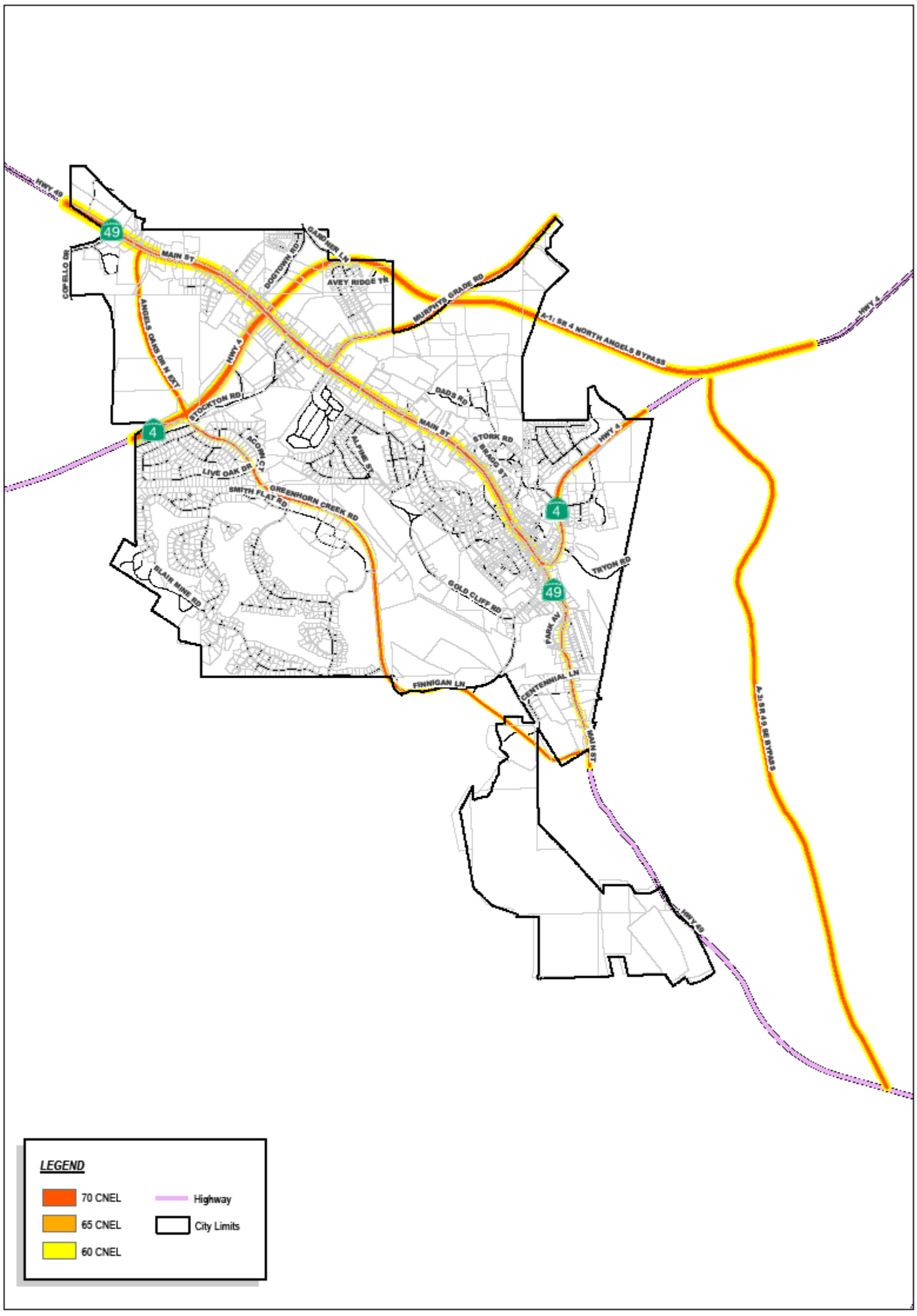
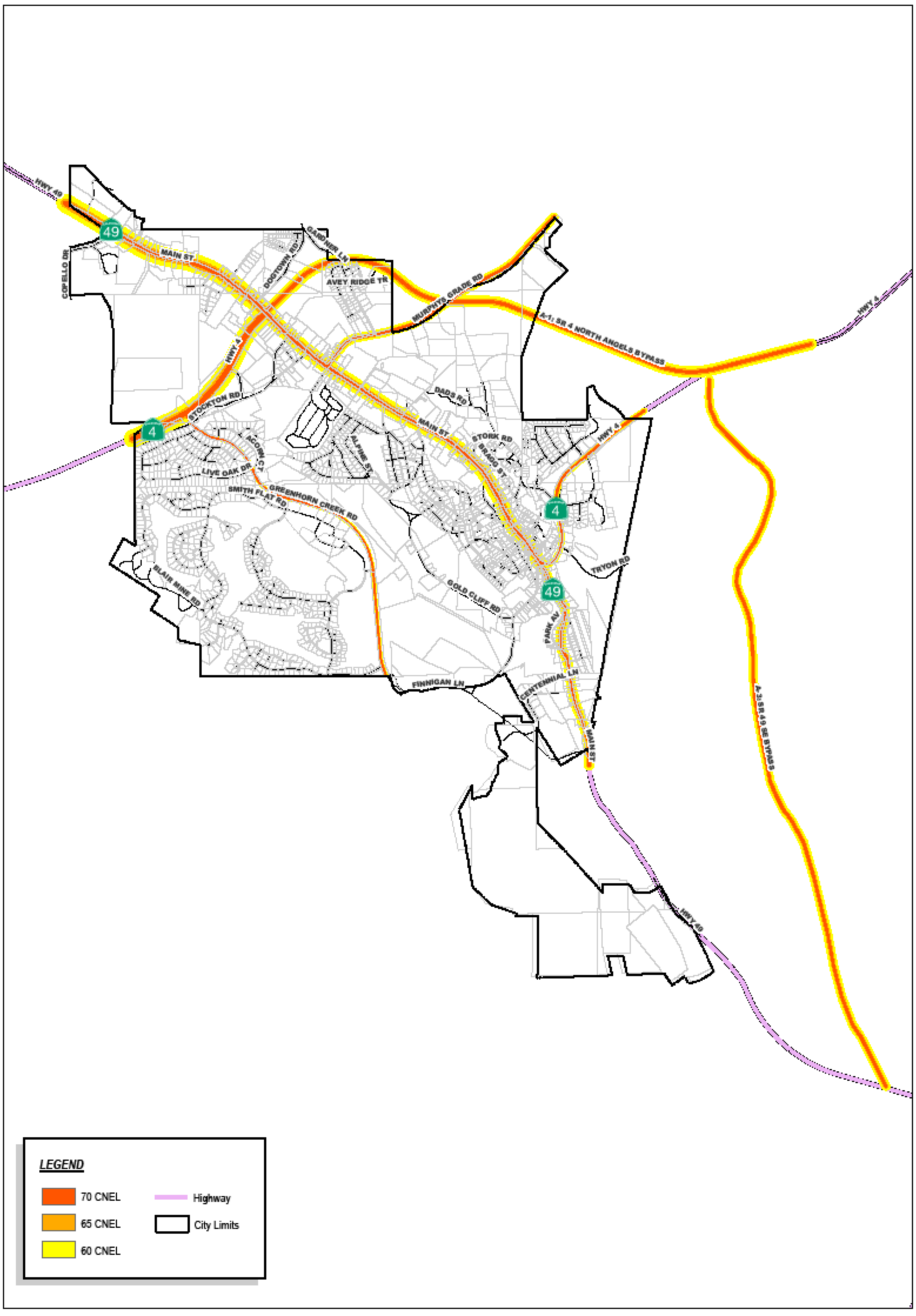


Figure 2: Alternative *2020 General Plan* Appendix 5D (Alternative Routes Scenario Alternative, Noise Contours)



2020 General Plan Appendix 9A
Sample Thresholds for Individual Projects Triggering Need for Air Quality Analyses per CEQA

No quantification of (*enter criteria pollutant here*) emissions is needed for projects less than or equal to the sizes listed in the following tables:

Small Project Analysis in Vehicle Trips

Land Use Category	Project Size (trips/day)
Residential Housing	1,453 trips/day
Commercial	1,673
Office	1,628
Institutional	1,707
Industrial	1,506
Source: San Joaquin Valley Air Pollution Control District, *Guide for Assessing and Mitigating Air Quality*, January 10, 2002 revision.	

Small Project Analysis by Project Type and Size

Land Use Category	Project Size (trips/day)
Housing	
Single Family	152 units
Apartments, Low Rise	220 units
Apartments, High Rise	345 units
Condominiums, General	270 units
Condominiums, High Rise	335 units
Mobile Homes	330 units
Retirement Community	460 units
Office	
General Office Building	110,000 ft^2
Office Park	106,000 ft^2
Government (Civic Center)	57,000 ft^2
Government Office Building	23,000 ft^2
Medical Office Building	52,000 ft^2
Retail	
Free Standing Discount Store	61,000 ft^2
Regional Shopping Center<57,000	11,000 ft^2
Discount Club Store	40,000 ft^2
Supermarket	9,000 ft^2
Convenience Market (w/o gas pumps)	2,000 ft^2
Convenience Market (w/ gas pumps)	2,000 ft^2
Gasoline/Service Station	10 pumps
Quality Restaurant	20,000 ft^2
Restaurant (high turnover sit-down)	9,000 ft^2
Fast Food Restaurant	2,000 ft^2
Day Care Center	22,000 ft^2
Bank (w/ drive-through)	10,000 ft^2
Racquet/Health club	44,000 ft^2
Hotel	200 Units
Motel	170 Units
Source: San Joaquin Valley Air Pollution Control District, *Guide for Assessing and Mitigating Air Quality*, January 10, 2002 revision.	

Projects exceeding the following emission levels are expected to trigger potential significant adverse impacts pursuant to CEQA:

Individual Construction Projects – Triggers for Potentially Significant Adverse Impacts to Air Quality.

Emission	**Threshold**
Ozone precursors	274 pounds per day
PM_{10}	383 pounds per day
Other pollutants	550 pounds per day

Source: Amador County Air Pollution Control District

2020 General Plan Appendix 9B
Sample Guidelines for Reducing Vehicle Emissions during Project Construction

During construction activities, excessive construction equipment and vehicle exhaust emissions shall be controlled by implementing the following measures:

- Properly and routinely maintain all construction equipment, as recommended by manufacturer manuals, to control exhaust emissions;
- Shut down equipment when not in use for extended periods of time to reduce emissions associated with idling engines;
- Encourage ride sharing and use of transit transportation for construction employee commuting to the Project sites;
- Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment; and
- Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing construction activity during the peak-hour of vehicular traffic on adjacent roadways.

Figure 3: Angels Camp Sewer Capacity Constraints 2007 (Proposed *2020 General Plan* Appendix 7J)

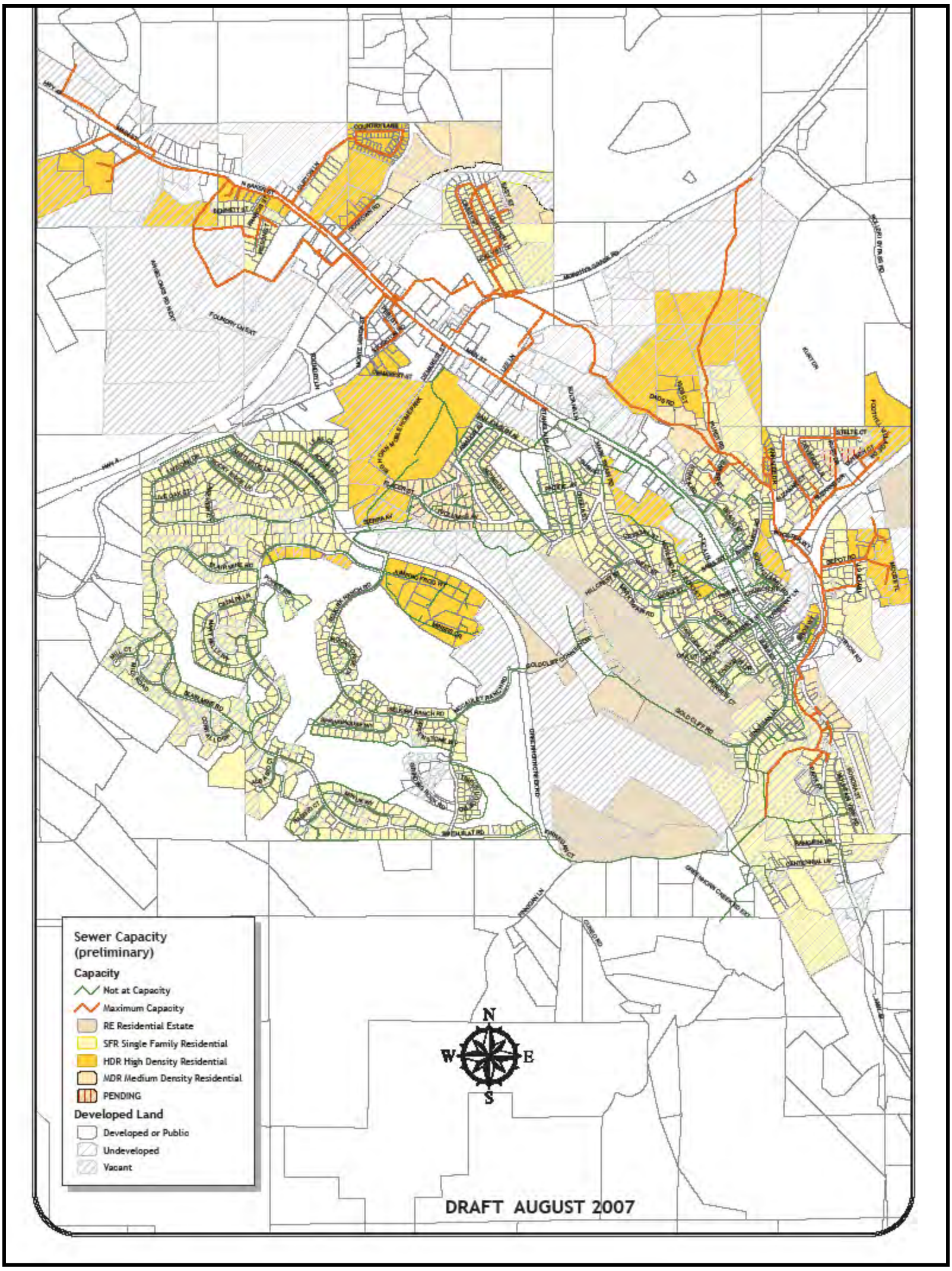


Table 4: Proposed Project Amendments (Non-Mitigation)

Proposed Amendment	Reason for Amendment
Land Use	
Add the following language to **Implementation Programs 1.A.g, 7.A.e, 7.B.l, and 10.A.e:** **The program should be completed in coordination with the collaborative UPLAN (Partnership in Integrated Planning) modeling efforts being undertaken by the Calaveras Council of Governments to assist in anticipating future growth and development and the demand on city and county infrastructure and resources.**	Response to FEIR comments
Amend **Implementation Program 1.H.b** as follows: **1.H.b <u>Continue to Review Development Proposals on Land Within the Primary and Secondary Spheres of Influence and City Area of Interest/Comment</u>** Continue to participate in land use decisions for development located outside of the city limits and within the city's primary and secondary Sphere of Influence and area of interest/comment that directly or indirectly affect the city and its ability to provide adequate police, fire, transportation and other services. <u>Adopt and submit to Calaveras County, a map of the Angels Camp Planning Review Area Boundaries (i.e., Areas of Interest/Comment) indicating those areas in which the City formally requests that the County undertake referrals and consultations with the City Pursuant to California Government Code Section 65919.2 and as illustrated in *2020 General Plan* **Map 1C.**</u>	Clarification
Amend the definition of **Resource Management** as follows: ***Resources Management (RM)*** <u>Location</u> Encompassing areas <u>of the city</u> ~~prone to geotechnical hazards, flooding,~~ <u>including:</u> important scenic or biological resources, ~~or other~~ significant natural areas, <u>areas prone to geotechnical hazards or flooding and similar areas</u>. Includes portions of Angels Creek, Six Mile Creek, Cherokee Creek, Greenhorn Creek and Indian Creek (limited recreational use may be permitted along some portions of these creeks). <u>Minimum Design Standards</u> Generally, development within these areas is limited in order to preserve open areas to protect resources or to avoid natural hazards. • Maximum impervious surfaces: 5%. May be increased to 10% for parcels 5 acres or less in size upon the review and approval of the City of Angels Planning Commission to accommodate minor facilities in support of passive recreational uses which may be compatible with ~~some~~ resource management ~~areas~~ <u>objectives</u>.	Clarification
Shopping Center Commercial (SC) <u>Minimum Design Standards</u> • Maximum impervious surfaces: 80% • A minimum 20% landscaping is required for this land use. • Multi-family residential uses may conditionally be allowed at a minimum density of 15 dwelling units per acre and maximum density of 22 dwelling units per <u>gross</u> acre (excluding density bonus) For parcels adjoining or visible from highways, arterials or collectors, project design shall accommodate the provision of street trees.	Clarification

Proposed Amendment	Reason for Amendment
Circulation	
Amend **Implementation Program 3.A.j** **3.A.j** **Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Arterials** Undertake studies of alternative transportation routes and identify and adopt preferred routes and proposed rights-of-way widths for new Arterials (or Arterial extensions). Support construction of adopted routes to serve future planned land uses or to better serve existing land uses within the following areas (See **Appendix 3D for descriptions of each route**): a. State Route 4 North Angels Bypass b. State Route 49 Bypass (aka Southeast Bypass) **c. ~~State Route 49 West Bypass~~** **c~~d.~~** Wagon Trail Connector project (State Route 4 improvements) Arterial Design shall comply with the circulation guidelines established in **Program 3.A.m,** as feasible.	Error correction in response to FEIR comments
Amend 3.A.r as follows: **3.A.r** **Analyze Alternative Truck Routes** Initiate an evaluation of the impacts of truck traffic on Main Street, Angels Camp, the potential reduction in truck traffic related to construction of the Angels Camp By-Pass, **Wagon Trail Connector,** and potential for additional reduction in truck traffic related to construction of the Southeast By-Pass	Acknowledging additional route that could assist in improving truck traffic and Goods Movement in and around Angels Camp
Add Policy: **3.C.6** Encourage Transit Oriented Development (TOD) near existing and proposed transit routes and bus stops.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Amend **Implementation Program 3.C.g**: **3.C.g** **Expand Available Transit Stops Along Fixed Routes in the City** Encourage development of high- and medium-density residential land uses within one-quarter mile of public transit stops and public transit routes. Encourage the development of public and commercial land uses within one-half to one mile of public transit stops and public transit routes. In conjunction with implementation of the city's *Low-Impact Modes of Transportation Plan*, include locations and design standards for additional transit stops along identified low-impact transportation routes. Locations for new transit stops to be considered may include, but are not limited to: Utica Park, Frog Jump Plaza, Middelton's, large new commercial developments, and community centers.	
Amend **Implementation Program 3.B.a, 1Dc, 4Bb, 9Af,** and **12Ba** as follows: **Encourage *Low-Impact Modes of Transportation*** Continue to designate land uses compatible with compact development patterns and incorporating sidewalk or trail systems that encourage access between residential, commercial, recreational and public facilities and public transportation stops using *low-impact modes of transportation* [e.g., pedestrian, bicycle, *low-speed vehicles* (LSVs)]	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Add Policy: **3.C.6** Pursue transit stop design, locations, and scheduling that encourage safe, clean, and punctual transportation services.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)

Proposed Amendment	Reason for Amendment
Add Implementation Program: **3.C.i** **Improve Transit Stop Facilities** Improve transit stop facilities to assist in encouraging community use by incorporating pull-outs, lighted shelters, benches, trash receptacles and landscaping.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Add Implementation Program: **3.C.j** **Install Transit Stops in Conjunction with New Development and Consistent with the Regional Transportation Plan (RTP)** Install new transit stops in conjunction with moderate-to-large new development within the city limits and in those locations within the city limits as identified in the RTP incorporating the design features identified in **Program 3.C.i**. Transit stops should be required for single-family residential developments in excess of 30 units and for recreational, mixed-use and commercial developments of 10,000 or more square feet.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Amend **Implementation Program 3.D.a, 1E.c, 7Fb, 11Cc** **3.D.a** **Update the City's Parking Standards** Update the city's parking standards to provide specific requirements for a wide variety of land uses and to include illustrations for parking design and landscaping techniques. Incorporate standards for the location and provision of bicycle spaces, motorcycle spaces, *low-speed vehicle* spaces, compact vehicle spaces, landscaping and lighting, ~~and~~ pedestrian-friendly design and bus loading zones.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Add Policy: 3.B.5 Emphasize connectivity between pedestrian, bicycle, transit and road facilities.	
Amend **Implementation Program 3.A.g** **Evaluate Potential Impacts of Traffic Generated by New Development and Significant Expansions of Existing Development** Require proposed new development projects and significant expansions of existing developments to analyze their contribution to increased traffic and to identify and implement improvements necessary to address the increase. Establish traffic study requirements for new development projects such as those included in the *Proposed Calaveras County Traffic Circulation Study*.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Add Policies: 3.E.2 Coordinate with federal and state agencies and local air management districts on matters related to the air quality conformity process specified in the Federal Clean Air Act for transportation projects. 3.E.3 Seek Transportation Planning Grant funding to implement and plan projects that provide awareness of and compliance with climate change guidelines and support development and implementation of best management practices in community and regional planning.	Issue raised during scoping: Release of Draft 2007 Regional Transportation Plan (RTP)
Minor revisions to *2020 General Plan* will be necessary to ensure that the city's *Low-Impact Modes of Transportation* plan and Circulation Element are consistent with the 2007 RTP, 2007 Calaveras County Bicycle Master Plan, and 2007 Pedestrian Master Plan. All changes in **DEIR Section 4.3** are consistent with these plans and will be carried forth into *2020 General Plan* in conjunction with its adoption.	/a/
Corrections to 2020 General Plan Appendix 3, Table 3A removing designated collectors from the list of local roads (See following)	**Clerical**

Proposed Amendment	Reason for Amendment
Amend 2020 General Plan page III-4 as follows: Public Transportation Public transportation in Angels Camp is currently provided by Calaveras Transit which offers ~~both fixed route and Dial-A-Ride~~ **five Deviated Fixed Routes from 6:00 a.m. to 10 p.m. Monday through Friday. No service is offered on the weekend.** ~~service. Dial-A-Ride is offered on Tuesdays in Angels Camp between 11:00 a.m. and 3:00 p.m. Fixed route stops in Angels Camp are located at the Angels Food Market, Save Mart and at the Visitor's Center. Fixed route transit is available to Columbia College, Arnold, San Andreas and other sites throughout Calaveras and Tuolumne Counties.~~ **Inter-County connections are available to Lodi, Columbia College and Jackson with limited routes during ski season between San Andreas and Bear Valley (one round trip on weekends).**	**Reflect change in services in response to FEIR comment**
2020 General Plan, Appendix 3D Amendment. Clarification, description Greenhorn Creek Road South Extension: Greenhorn Creek Road **south to Finnegan Lane approximately following the segment identified as "Finnegan Court" on APN 64-011-31, then** along Finnegan Lane **approximately ¼ mile eastward, then south from Finnegan Lane to the northerly portion of the city's wastewater treatment facility properties in the vicinity of approximately APN 54-003-03 and continuing southwest to** State Route 49 **in the approximate vicinity of the southerly city limit boundary near or south of APN 64-004-31** for the purpose of serving local neighborhoods and improving safety and emergency access. The project should include functional, design and traffic-calming features so it is compatible with the character of the residential areas served by the road. Construction of the road should be development-driven.	**Clarification in response to FEIR comment**
2020 General Plan, Appendix 3D Amendment. Clarification, description Gold Cliff Connector L-5 and unnamed Gold Cliff to Finnegan Lane Connector, L-11 Gold Cliff Connector (Gold Cliff Road to Greenhorn Creek Road at McCauley Ranch Road) at location of existing emergency vehicle access **(oriented approximately east/west and located north of proposed L-11)** A possible connector between Gold Cliff Road or the proposed McCauley Ranch Road Connector (Gold Cliff Road to Greenhorn Creek Road) (see above) southward to Finnegan Lane. **(Oriented approximately north/south and located south of, or connecting with, proposed L-5)**	**Clarification in response to FEIR comment**
Update 2020 General Plan Appendices to coincide with 2007 RTP, including, but not limited to: **Update to Appendix 3H (List of Traffic Studies)** **Note that the following project may be funded through the Safe Routes to School Program:** *Upgrading all crosswalks on Highway 49 and the Murphys Grade Road crosswalk to high visibility, including new or repositioned advance warning signs and additional street lighting where not currently provided.*	**Clerical in response to FEIR comment**

Proposed Amendment	Reason for Amendment
Noise	
Amend Implementation Program 5.A.f as follows: **5.A.f** **<u>Establish Standards for Noise Studies for New Development Near Noise-Sensitive Land Uses</u>** Establish standards for when and how to conduct a noise study in conjunction with discretionary entitlements for new development proposing to locate near existing residential areas, schools, hospitals, nursing homes, churches, libraries or similar *noise-sensitive receptors* when the environmental review process indicates that the proposed land use has the potential to generate excessive noise. <u>Similarly, when new, potentially noise-sensitive development is proposed adjacent to an identified noise generator, require preparation of a noise study.</u> Required noise studies shall be undertaken by qualified consultants approved by the city and shall be undertaken at the applicant's expense.	Clarification
Cultural Resources	
8.B.a **<u>Prepare a Cultural Resources Management Ordinance (CRM)</u>** Prepare a Cultural Resources Management Ordinance (CRM) using the guidelines provided by the State Office of Historic Preservation (OHP) for format and content of a Cultural Resources Management Ordinance (*2020 General Plan* **Appendix 8G**). It is anticipated that the CRM will address, but not be limited to, the following: a. Preservation incentives (See **Programs 8.B.b** and **8.B.c**) b. Criteria and procedures for listing properties on the City Register (see **Program 8.A.i**) c. Guidelines for rehabilitation, restoration, and adaptive re-use of historic structures (See **Program 8.B.g**) d. Guidelines for new construction within historic districts e. Demolition and relocation criteria for buildings, structures and archaeological resources 50 years of age or older (See **Program 8.B.i**) f. Review procedures for projects involving cultural resources and/or projects located within historic districts (See **Program 8.B.h, 8.B.q**.) g. Maintenance standards for designated historic properties h. Establishment of an Historic Preservation Commission (See **Program 8.B.k**) i. Criteria for the protection of archeological resources j. Public hearing procedures that ensure all interested parties will be afforded the opportunity to participate and provide input on cultural resource decisions k. <u>Procedures for the discovery of human remains, including those interred outside of formal cemeteries</u>	Recognize state regulations pertaining to discovery of human remains to assist staff in responding should human remains be discovered during development activities.
Parks and Recreation	
12.A.a **<u>Acquire and Develop Park and Recreation Facilities</u>** Acquire and develop at least ~~21.2± – 22.0±~~ <u>25.7± – 28.4±</u> acres of park and recreation facilities to fulfill the city's projected unmet needs based on a goal of 5 acres of recreational facilities per 1,000 residents and based on a city resident population projection of ~~5,129 – 5,288~~ <u>5,138 to 5,673</u> by the year 2020.	Consistency with 2007 Regional Transportation Plan population projection
Other	
Change all references to the California Department of Forestry and Fire Protection to "Cal Fire"	Agency has changed its name
"Appendix" to "*2020 General Plan* Appendix"	Clarification
Update population projection figures to reflect 2007 Regional Transportation Plan and as reflected in **DEIR Section 4.1** herein.	Consistency with 2007 Regional Transportation Plan

/a/ Due to the October 10, 2007 final adoption of multiple transportation documents, minor revisions to *2020 General Plan* will be necessary to ensure that the city's *Low-Impact Modes of Transportation* plan and Circulation Element is consistent with the 2007 RTP, 2007 Calaveras County Bicycle Master Plan,

and 2007 Pedestrian Master Plan. All changes in **DEIR Section 4.3** are consistent with these plans and will be carried forth into *2020 General Plan* in conjunction with its adoption.

In conjunction with evaluating DEIR comment, the following errors were noted in General Plan Appendix 3, Table 3A (Local roads). **The following corrections are recommended:**

Table 3A: Angels Camp Roadways (*Note: Not all roads listed are city owned and/or maintained)*

A	E (cont'd)	M (cont'd)	S
Acorn Drive	El Dorado Court	~~Mark Twain Road~~	Sasa Place
Alawa Place	Elderberry Lane	Martina Street	Sams Way
Albasio Court		Mary Belle Way	San Joaquin Avenue
Alpine Avenue	F	Mayo Street	Selkirk Ranch Road Sierra
Amador Avenue	Fairview Court	McCauley Ranch Road	Avenue
Annalee Court	Fairview Drive	Mill Road	Slate Circle
Annalee Drive	Fairview Street	Minard Street	Smith Flat Road
Anvil Court	Fiddlers Court	Minna Street	Smokehouse Court
Avey Place	~~Finnegan Lane~~	Mistletoe Court	Sonora Street
Avey Ridge Road	Francis Street	Miwuk Way	Springhouse Road
~~Angel Oaks Drive~~	Foothill Village Drive	Monte Verda Street	~~Stanislaus Avenue~~
		Moose Trail	Stelte Court
B	G	Mountain View Street	Stone Corral Court
Baker Street North	~~Gardner Lane~~	~~Murphys Grade Road~~	Stork Road
Baker Street South	~~Gold Cliff Road~~	Myrtle Street	Sultana Lane
Bennett Street	Greenstone Way		South Summit Road
Birds Way	Grinding Rock Road	N	~~Stockton Road~~
Blair Mine Road	~~Greenhorn Creek Road~~	North Star Loop	Suzanne Court
~~Booster Way~~			Suzanne Drive
Bragg Street	H	O	Sycamore Street
~~Bret Harte Road~~	Hardscrabble Street	Oak Court	
Brunner Hill Road	Harris Street	Oak Place	T
Bush Street	Henry Place	Olivia Place	Thistle Way
	Highland Alley	Oneida Street	Triple Lode Drive
C	Hillcrest Street		Tryon Court
Casey Street	Hillside Court	P	Tryon Road
Catalpa Lane	Holly Street	Pacific Street	Tuolumne Avenue
Centennial Road/Lane		Park Avenue	
Chimney Hill Court	J	Peri Street	U
Church Street	Jumping Frog Way	Perlina Terrace	Utica Lane
Clifton Lane		Pilot Knob Lane	
Copello Drive	K	Pine Street	V
Cornelia Place	Kids Court	Pioneer Mine Court	Vallecito Street/Road
Corral Loop	Kirby Street	Placer Avenue	
Country Lane	~~Kurt Drive~~	Pointe Drive	W
Crystal Street		Prospect Court	West Street
	L	Purdy Road	Wilson Street
D	Lakeview Court		
Dads Road	Leaf Court	Q	
Depot Road	Lee Lane	Quartz Mine Court	
~~Demarest Street~~	Lightner Place		
Deveggio Lane	Lindsay Court	R	
~~Dogtown Road~~	Live Oak Court	Raggio Court	
Dutsch Court	Live Oak Drive	Ramorini Lane	
	Love Street	Rasberry Lane	
E		Rock Forge Loop	
East Street	M	Rocky Ridge Road	
Easy Street	North Main Street	Rolleri Bypass Road	
Easy Circle	South Main Street		
Echo Street	Madison Court		

1.6. Comparison of Alternatives

The following alternatives are analyzed throughout **DEIR Chapter 4**. A comparison of potential impacts associated with each alternative is summarized in **DEIR Table 6 (FEIR Table 3)**

- The "Project" analyzed as the *Angels Camp 2020 General Plan* includes the Greenhorn Creek Road South Extension and Angel Oaks Drive North Extension (Southwest Connector) and State Route 49 Bypass (Southeast Bypass).
- The "No Growth" Alternative (i.e., no new growth within the City limits beyond that which already has occurred as of the date of this analysis)
- The "No Project/Existing Conditions" Alternative (i.e., continue to develop pursuant to the Angels Camp 1995 General Plan)
- The "50% Growth" Alternative (*Angels Camp 2020 General Plan* limited to a 50% growth rate)
- The "Alternative Routes Scenario" which is the equivalent of the "Proposed Project" without the Greenhorn Creek Road South Extension and Angel Oaks Drive North Extension (Southwest Connector) and *with* the State Route 49 Bypass (Southeast Bypass).

Table 3: Comparison of Alternatives

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.1 - Land Use			
2020 General Plan land use designations would have minimal or no relevance since the primary purpose of general plan land use designations is to guide growth. Redevelopment could occur under this scenario pursuant to the *2020 General Plan*, however, the majority of *2020 General Plan* land use designations for *developed* parcels primarily reflect existing uses. Therefore, little, if any change would occur to the city under this scenario. In comparison to the **Proposed Project**, no additional land would be developed for commercial, residential, business, public, recreational, special planning or other uses under this **No Growth Alternative**. The **No Growth Alternative** would fail to meet the following *2020 General Plan* project goals and objectives related to land use designations: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1D*** *Provide for a wide variety of housing types in a quality living environment for city residents.* ▼▼▼▼▼▼▼▼▼▼▼▼	The primary differences between the **Proposed Project** (*2020 General Plan)* and the **No Project Alternative** (*1995 General Plan)* are: ➢ Increase in Special Planning land uses under *2020 General Plan* by 35± acres (1.5%) in comparison to the *1995 General Plan* ➢ Increase in Industrial and Business Attraction and Expansion land uses under *2020 General Plan* by 63± acres (2.8%) in comparison to the *1995 General Plan*. ➢ Decrease in Commercial land uses under *2020 General Plan* by 11.15± acres (0.5%) in comparison to the *1995 General Plan* ➢ Decrease in Residential land uses under *2020 General Plan* by 76± acres (3.3%) in comparison to the *1995 General Plan* As indicated in the preceding summary, a comparison of buildout under the **No Project Alternative** (*1995 General Plan)* and **Proposed Project** (*2020 General Plan)* are very similar with only minor increases in Special Planning (SP) and Business Attraction and Expansion (BAE) land uses with small decreases in Commercial and Residential land uses in keeping with goals to create an improved jobs/housing balance within the city. Potential impacts from these land use changes in terms of land use itself, are minimal and not significant. Specific environmental impacts (other than those related to land use) potentially associated with these changes are analyzed in the following sections. ▼▼▼▼▼▼▼▼▼▼▼▼▼	Significant reduction in land available for special planning, commercial, business, industrial and residential development. Specific environmental impacts (other than those related to land use designations) potentially associated with these changes are analyzed in the following sections. Due to the reduction in business, indsutrial and residential development lands available for new development, the following **Proposed Project** *(2020 General Plan)* goals related to land use would be only partially (50%) met under the **No Project Alternative**: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1D*** *Provide for a wide variety of housing types in a quality living environment for city residents.* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ▼▼▼▼▼▼▼▼▼▼▼▼▼	No *2020 General Plan* land use designation changes would occur under this scenario in comparison to the proposed project. Specific environmental impacts (other than those related to land use designations) potentially associated with these changes are analyzed in the following sections.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
Goal 1F-1 *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal*** *Provide a wide variety of housing suitable for all city residents.* ***Goal 2.A-1*** *Provide for adequate sites to accommodate the housing needs of a variety of households of all income levels with a particular emphasis on providing rental housing.* ***Goal 2C*** *Retain and expand the existing stock of housing available to people of all income levels within the city.* ***Goal 2D*** *Facilitate the provision of decent housing in a suitable environment for all income levels, ethnicities, age levels, sexes and for the disabled and at-risk families consistent with the demographics of the city's population.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*	**Proposed Project** *(2020 General Plan)* goals that would not be met under the **No Project Alternative** related to land use designations are: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*	***Goal*** *Provide a wide variety of housing suitable for all city residents.* ***Goal 2.A-1*** *Provide for adequate sites to accommodate the housing needs of a variety of households of all income levels with a particular emphasis on providing rental housing.* ***Goal 2C*** *Retain and expand the existing stock of housing available to people of all income levels within the city.* ***Goal 2D*** *Facilitate the provision of decent housing in a suitable environment for all income levels, ethnicities, age levels, sexes and for the disabled and at-risk families consistent with the demographics of the city's population.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*	

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.2 - Housing			
No new housing would be built. Redevelopment could occur under this scenario pursuant to the *2020 General Plan*, however, the majority of *2020 General Plan* land use designations for *developed* parcels primarily reflect existing uses and would provide, at best, rehabilitation of existing housing. In comparison to the **Proposed Project**, no additional land would be developed for residential uses under this **No Growth Alternative**. The **No Growth Alternative** would fail to meet the following *2020 General Plan* project goals and objectives related to housing: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1D*** *Provide for a wide variety of housing types in a quality living environment for city residents.* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal*** *Provide a wide variety of housing suitable for all city residents.* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The *2001-2009 General Plan Housing Element* is the **No Project/Existing Conditions Alternative** for the purposes of this analysis relative to the provision of housing. The *1995 General Plan* represents the **No Project/Existing Conditions Alternative** relative to the city's jobs/housing balance. Based on **DEIR Table 16**, the **Proposed Project** *(2020 General Plan)*, including amendments reflecting changes requested by property owners and again assuming that approximately 2/3rds of parcels designated as Special Planning (SP) support residential land uses, has the potential to generate 1,856 dwelling units through 2020 (546± acres X 3.4 du/acre) – well in excess of the 684 to 913 unit need projected to meet population demands through 2020. The adopted *Angels Camp 2020 General Plan* Housing Element 2001-2009 (**Existing Conditions Alternative**) estimates that residential and special planning land uses available for development would yield approximately 1,248 to 1,890 dwelling units. As indicated in the preceding, the **Proposed Project** has the potential to yield residential dwelling units totaling approximately 1,856 dwelling units Therefore, there is nearly no change (i.e., the potential for 34± dwelling units fewer pursuant to the **Proposed Project** Housing Element versus the **Existing Conditions** Housing Element) in the potential to generate residential dwelling units. Both the **Existing Conditions** and **Proposed Project** Housing Elements provide available land sufficient to exceed the projected need for the 684 to 913 dwelling units necessary to accommodate projected population growth through 2020. Therefore, no significant adverse impacts are associated with the provision of housing under either the **Proposed Project** or the **Existing Conditions Alternative**. ▼▼▼▼▼▼▼▼▼▼▼▼▼	As described in **DEIR Section 4.1.8.3**, 189± acres of residential land would be available for residential development in the city and an additional two-thirds of 126.29 acres of special planning designated land (84± acres) under the **50% Growth Alternative** for a total of 273± acres of potential residential land for development in comparison to 546± acres available under the **Proposed Project**. Therefore, using the methods discussed in **DEIR Section 4.2.2** 273± acres of residential land has the potential to generate 928± dwelling units in comparison to the potential for 1,856± dwelling units under the **Proposed Project**. The generation of 928± dwelling units is within the projected range of 684 to 913 dwelling units necessary to meet population growth through 2020. However, should growth occur at the upper range of population growth, the availability of land to accommodate only 928 dwelling units with a demand for a minimum of 913 dwelling units would restrict developer and buyer from a variety of choices in housing location and size and could, potentially, force developers to develop on some marginal land with topographical or other physical restrictions that could otherwise be avoided in favor of less physically restrictive land.	As detailed in *2020 General Plan* **Appendix 2H**, approximately 15 acres of high density residential land is identified for high density residential development dependent on access via the Angel Oaks Drive North extension. *2020 General Plan* **Appendix 2H** indicates that these parcels have the potential to generate 138-157 dwelling units as necessary to fulfill the city's 2001-2009 Housing Element projected housing needs. The inability to access these parcels for development via the Angel Oaks Drive North extension could eliminate the ability to construct 138-157 high density residential dwellings – a potentially significant adverse impact because few relatively vacant large acreage parcels with access to public water and sewer on relatively gentle topography are available for high density residential development in the city. Mitigation to partially reduce this impact could include partial construction of the Angel Oaks Drive North "Extension" from SR 49 to and through Frog Jump Plaza, and eliminating a connection to SR 4 North to provide residential development with both primary and secondary access and the ability to access shopping without exiting onto/adding traffic to SR 49 in an area with an already low level of service (projected to become even lower by 2020). ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
Goal 2.A-1 *Provide for adequate sites to accommodate the housing needs of a variety of households of all income levels with a particular emphasis on providing rental housing.* **Goal 2A-2** Encourage the location of affordable housing in close proximity to jobs, near commercial centers and along low-impact modes of transportation routes to reduce auto-dependency. ***Goal 2C*** *Retain and expand the existing stock of housing available to people of all income levels within the city.* ***Goal 2D*** *Facilitate the provision of decent housing in a suitable environment for all income levels, ethnicities, age levels, sexes and for the disabled and at-risk families consistent with the demographics of the city's population.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.* As indicated in the city's adopted housing element, as certified by the state, the inability to provide additional housing to meet the needs of low, very low and moderate income households would be a significant adverse impact. Under the **No Growth Alternative**, this impact would be significant and unavoidable.	However, under the **Existing Conditions Alternative**, the *1995 General Plan* provides significantly fewer opportunities for job creation. As a result, the following housing-related goals of the **Proposed Project** (*2020 General Plan*) would be met to a lesser extent than could be achieved under **Existing Conditions**/*1995 General Plan* (The *2020 General Plan* nearly doubles the existing stock of land designated for business expansion and attraction from the *1995 General Plan* total of 51.69± acres to the *2020 General Plan*'s proposed 114.83± acres): ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.* The reduced opportunities for development of land uses in the city related to business expansion and attraction in the 1995 General Plan could result in a failure to achieve a satisfactory jobs/housing balance in the city, a potentially significant adverse impact. This impact could be mitigated to a level of less-than-significant by increasing the designation of land uses under the *1995 General Plan* to allow for business attraction and expansion.		However, eliminating access from this development directly to SR 4 North would require development in this area to use SR 49 to travel either south on SR4 North to the Copperopolis area or north on SR4 North to the Murphys area through the same "stressed" intersection. A traffic study at the time of project-specific development would be necessary to determine the extent to which a partial construction of the Angel Oaks Drive North Extension could alleviate potentially significant adverse impacts associated with traffic serving housing in this area. The elimination of the Greenhorn Creek Road South Extension would potentially restrict the ability to develop 34.4± acres located on Assessor's Parcels 58-030-006, -008, -009 and 64-001-019 at a density of 1 dwelling unit per acre to 1 dwelling unit per 3 acres yielding 7-23 small acreage parcels. Without this road extension, it is anticipated that these parcels would be developed at a density not greater than 1 dwelling unit per five acres yielding a total of six residential units. This reduction in total dwelling units from a maximum potential of 23 to a maximum potential of 6 is less-than-significant relative to meeting the city's overall goals of providing housing because alternative developable lands would remain in the city for development of up to 17 one, two or three-acre parcels.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.3 - Circulation			
With or without growth within the city limits, increased traffic levels from the surrounding vicinity will result in the scenario illustrated in **DEIR Figure 17** and **DEIR Table 54.** With construction of no new roadways except for the planned SR 4 North Bypass, the following road segments will operate at a level of service less than the acceptable level of "C": • SR 4- Pool Station Road to Angel Oaks Drive (LOS D) • SR 4 - Angel Oaks Drive to SR 49 (LOS D) • SR 49 - Copello Dr. to SR 4 (LOS D) • SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS E) • SR 49 - Bret Harte Rd. to SR 4 (LOS D) • SR 49 - SR 4 to Centennial (LOS E) • Murphys Grade Rd. - SR 49 to Rolleri Bypass Road (LOS D) ▼▼▼▼▼▼▼▼▼▼▼▼	**No Project/Existing Conditions Alternative** are the same as those identified for the **Proposed Project** because "Existing Conditions" means development of roadways pursuant to the *2007 Regional Transportation Plan* (See **DEIR Section 4.3.2**). However, it is noted that development pursuant to the *1995 General Plan* will not include the following programs established pursuant to the *2020 General Plan* that provide more extensive opportunities for community input in the planning process for and design of new roadways: *3.A.p* *Establish a Citizen Advisory Committee for Circulation* *3.A.q* *Provide for Public Participation in Circulation Improvement Projects* *3.E.g* *Develop Circulation Guidelines* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The **50% Growth Alternative** is expected to jeopardize the likelihood of constructing the Southeast Bypass. Therefore, the **50% Growth Alternative** is anticipated to include the Greenhorn Creek South Extension, the Angel Oaks Drive North Extension and *exclude* the Southeast Bypass (i.e., the **Proposed Project** minus the Southeast Bypass). As indicated in **DEIR Figure 18** and **DEIR Table 56,** in 2025, without construction of the Southeast Bypass the following road segments will operate at a level of service less than the acceptable level of "C": • SR 4 - Pool Station Road to Angel Oaks Drive (LOS D) • SR 49 - Copello Dr. to SR 4 (LOS D) • SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS D) • SR 49 - SR 4 to Centennial (LOS D) • Murphys Grade Rd - SR 49 to Rolleri Bypass Road (LOS D) ▼▼▼▼▼▼▼▼▼▼▼▼▼	As indicated in **DEIR Figure 19** and **DEIR Table 57**, in 2025, construction of the Southeast Bypass and the planned SR 4 North Bypass *without* the Greenhorn Creek Road South Extension and *without* the Angel Oaks Drive Extension, the following road segments will operate at a level of service less than the acceptable level of "C": • SR 4 - Pool Station Road to Angel Oaks Drive (LOS D) • SR 4- Angel Oaks Drive to SR 49 (LOS D) • SR 49 - Copello Dr. to SR 4 (LOS D) • SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS E) • SR 49 - Bret Harte Rd. to SR 4 (LOS D) • SR 49 - SR 4 to Centennial (LOS D)* • Murphys Grade Rd - SR 49 to Rolleri Bypass Road (LOS D) ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
In comparison to the **Proposed Project**, the following road segments would operate at a *lower* (i.e., worse) level of service under the **No Growth Alternative** than would occur with the **Proposed Project**: • SR 4 - Angel Oaks Drive to SR 49 (LOS D versus LOS C) • SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS E versus LOS D) • SR 49 - Bret Harte Rd. to SR 4 (LOS D versus LOS C) • SR 49 - SR 4 to Centennial (LOS E versus LOS C)	**The No Project alternative (existing Angels Camp General Plan) includes, as a high priority project, the "West Arterial Bypass South from Finnegan Lane to SR 49" and the "SR 49 ByPass" for a "200' corridor from Angel Oaks Drive southerly limit to SR 49 South of Angels" classified by the City as its west arterial bypass. The concept was originally conceived in 1980. Several alternatives were identified for the southerly portion of the bypass, one of which is the Greenhorn Creek Road South extension. The northerly portion of the bypass is and remains the Angel Oaks Drive North proposal.** **In contrast to the Proposed Project, the No Project alternative would retain the southerly portion of the facility as an arterial bypass [2020 General Plan downgrades the Greenhorn Creek Road South Extension from an arterial to a collector].**	In comparison to the **Proposed Project**, the following road segments would operate at a *lower* (i.e., worse) level of service under the **50% Growth Alternative** than would occur with the **Proposed Project**: • SR 49 - SR 4 to Centennial (LOS D versus LOS C) • SR 4 - SR 49 to Rolleri Bypass Road (LOS C to LOS B) – both levels being acceptable **In summary, construction of the Southeast Bypass would improve the segment of SR 49 from SR 4 to Centennial from an unacceptable LOS D to an acceptable LOS C. Because the Southeast Bypass is not expected to be constructed under the** 50% Growth Alternative, **this LOS D would remain a potentially significant adverse impact.**	In comparison to the **No Project Alternative**, the **Alternative Route Scenario** results in the improvement of LOS on SR 49 between SR 4 and Centennial Street from a LOS E to a LOS D. In comparison to the **Proposed Project**, the following road segments would operate at a *lower* (i.e., worse) level of service under the **Alternative Routes Scenario** than would occur with the **Proposed Project**: • SR 4 - Angel Oaks Drive to SR 49 (LOS D versus LOS C) • SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS E versus LOS D) • SR 49 - Bret Harte Rd. to SR 4 (LOS D versus LOS C) • SR 49 - SR 4 to Centennial (LOS D versus LOS C)

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Sections 4.4.1, 4.4.2, 4.4.3 and 4.4.4 - Conservation & Open Space - Agriculture, Soils, Minerals, Energy, Scenic			
No new development would result in no new conflicts between pre-existing agricultural uses and new developments- a potentially beneficial effect. The No Growth Alternative would ensure that no future potential mineral extraction activities that are not already impacted would be impacted-a potentially beneficial affect should valuable mineral lands be identified by the state geologist within the project area. The No Growth Alternative has the potential to reduce energy consumption and reduce solid waste generation – a potentially beneficial impact. The No Growth Alternative is expected to minimize changes to the existing scenic character of the city. Therefore, no new degradation of scenic values is likely to occur, a potentially significant beneficial impact. Under the No Growth Alternative, however, rehabilitation of existing developed areas could still occur (e.g., Distinguishing three separate commercial areas along Main Street), as would the ability to alter occupancies for existing buildings (thereby triggering a need for design review for new signage and related alterations). For the purposes of this analysis it is assumed that such rehabilitation efforts would occur in compliance with the *2020 General Plan* and, therefore, result in no significant adverse impacts with the mitigation measures described in **DEIR Section 4.4.4.6.**	Continued development pursuant to the 1995 General Plan will occur without the following program: *4.E.b Evaluate the Need for a Right-to-Farm Ordinance* *Failure to implement the preceding program could result in conflicts between pre-existing agricultural uses and new developments. However, given past development pursuant to the 1995 General Plan, these conflicts are not anticipated to be significant.* The No Project/Existing Conditions Alternative is expected to result in potential future conflicts between existing and planned land uses within Angels Camp and nearby lands within the proposed Primary Sphere of Influence where some potential for mineral extraction may exist-a potentially significant adverse impact. This impact could be reduced to a level of less-than-significant with adoption of the same mitigation measure proposed for the *2020 General Plan* as described in the following. In contrast, the *2020 General Plan* emphasizes minimizing and eliminating these potential conflicts by re-assigning land use designations less likely to result in conflicts between existing and planned land uses within the city limits and its surrounding proposed Primary Sphere of Influence. In addition, *2020 General Plan* includes the following implementation program (a mitigation measure identified in **DEIR Section 4.4.2.5**) to guide future mineral extraction activities with consideration for planned and existing land uses in the city: *4.A.f Establish Policies for Identifying and Managing Target Mineral Lands within the City Limits and its Sphere of Influence (See **DEIR Appendix C** or **DEIR Section 4.4.2.5** for program details)* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The 50% Growth Alternative would likely reduce the occurrence of conflicts between pre-existing agricultural uses and new developments- a potentially beneficial effect. The 50% Growth Alternative would reduce the degree to which potential future conflicts between existing and planned land uses within Angels Camp and nearby lands within the proposed Primary Sphere of Influence might occur by as much as 50%. However, mitigation measures proposed in **DEIR Section 4.4.2.5** are expected to reduce any potential impacts related to these conflicts to a level of less than significant under both the 50% Growth Alternative and per the Proposed Project. The 50% Growth Alternative has the potential to reduce energy consumption and reduce solid waste generation by up to 50% in comparison to the Proposed Project – a potentially beneficial impact. The 50% Growth Alternative would result in the same impacts as those identified for the No Growth Alternative, but to a greater degree than would the No Growth Alternative.	The proposed roadways in this Alternative Routes scenario do not cross soils identified as either Important or Unique and is not classified as farmland of statewide importance by the California Department of Conservation. None of the lands along the proposed southwest connector are under a Williamson Act Land Conservation Contract. Therefore, impacts associated with agricultural resources are expected to remain the same under the Alternative Routes Scenario compared to the Proposed Project – neither is anticipated to impact agricultural resources significantly. The area encompassed by the Southwest Connector does not include important mineral resource areas as identified by the California Geological Survey (formerly California Department of Conservation, Division of Mining and Geology). Three parcels potentially affected by the Southwest Connector are designated as R-S-MN (Residential Suburban-Mining) in recognition of portions of the area having been mined in the past 150 years. None of the mines known to occur in the area were identified in the potential project right-of-way (e.g., Gold Cliff, Specimen Hill, North Star, Dolling or War Eagle). ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	Continued development pursuant to the 1995 General Plan is expected to generate more solid waste and consume more energy in comparison to the *2020 General Plan* due to the absence of the following *2020 General Plan* programs: *4.B.a Encourage Use of Energy-Conserving Designs, Materials and Equipment* *4.B.b Encourage Low-Impact Modes of Transportation* *4.B.c Implement the City's Low-Impact Modes of Transportation Plan* *4.B.d Require New Development to Construct Facilities Integrating With the City's Low-Impact Modes of Transportation Plan* *4.B.e Continue to Support & Promote Alternatives to Open Burning for Biomass Disposal* *4.B.f Expand Opportunities for Recycling in the City Including E-Cycling* *4.B.g Update Title 17 of the City of Angels Municipal Code to Promote Recycling* *4.B.h Coordinate with the County to Promote Efficient Use of Energy Resources* *4.B.i Continue to Support the Calaveras Fire Safe Council to Reduce Fire Hazard Through Organic Recycling* *4.B.j Continue to Participate in Regional Plans to Support Adequate Solid Waste Disposal Capacity* *4.C.h Propose Regulations for Outdoor Lighting* *4.D.g Promote the Use of Designs and Materials that Mimic Natural States for Projects Involving Drainages* ▼▼▼▼▼▼▼▼▼▼▼▼▼		Because the project as anticipated is not expected to preclude future mineral extraction activities in the area, no significant impact on the potential availability of mineral resources is anticipated. The Alternative Routes Scenario is not expected to significantly increase or decrease energy consumption or solid waste except as otherwise described in **DEIR Section 4.9** (Air Quality) relative to contributions to global climate change. The Alternative Routes Scenario would eliminate disturbances to the scenic quality along the proposed roadways associated with road construction. However, because alternative development could occur in the same locations as the Southwest Connector (including access roadways), elimination of the Southwest Connector would not necessarily mean preservation of scenic values along the route of the Southwest Connector. Therefore, impacts associated with the Alternative Routes Scenario are expected to be equivalent to those of the Proposed Project relative to scenic resource impacts.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	11.A.c *Prepare a Grading Ordinance/Promote Best Management Practices* *11.B.d* *Draft a Hillside Management Ordinance* Mitigation for the 1995 General Plan that would reduce potential impacts to scenic resources to a level of less-than-significant include adoption of the identified *2020 General Plan* programs and mitigation measures identified in **DEIR Section 4.4.4.6**. This is a potentially significant adverse impact that can be mitigated to a level of less than significant through adoption of the same or similar programs and mitigation measures proposed in and for *2020 General Plan*. Development pursuant to the 1995 General Plan would lack the following *2020 General Plan* Programs that reduce impacts related to scenic resources – a potentially significant adverse impact for the 1995 General Plan. *4.C.a* *Consider Establishing Scenic Gateways/Scenic Corridors* *4.C.b* *Investigate Establishing a City Street Tree Program* *4.C.c* *Consider a Tree Management Program* *4.C.d* *Consider a Vegetation & Oak Woodlands Management Program* *4.C.e* *Revise the City's Sign Ordinance* *4.C.f* *Prepare a Grading Ordinance/Promote Best Management Practices* *4.C.g* *Continue to Consider the Impacts of New Residential Development on the City's Recreational Facilities*		

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.4.5 - Conservation & Open Space - Biological Resources			
The No Growth Alternative has the potential to reduce impacts to biological resources by eliminating new development—a potentially beneficial impact to biological resources.	The 1995 General Plan (No Project/Existing Conditions Alternative) will result in the development of the same vacant and underdeveloped lands as will occur pursuant to the *2020 General Plan*. Given the compact development patterns anticipated pursuant to both plans, impacts to biological resources under both plans are expected to occur in the same locations and in approximately the same amounts. However, practices for minimizing impacts to biological resources pursuant to the 1995 General Plan are expected to be less effective than those identified in the *2020 General Plan* designed to minimize and avoid impacts to biological resources as follows—a potentially significant impact under the 1995 General Plan. *4.D.c Draft a Creek Corridor Preservation & Management Plan for Angels Creek* *4.D.d Designate Resource Management & Open Space Setbacks Along Creeks* *4.D.e Support Minimum Creek Flows in Angels Creek* *4.D.f Provide Guidance to Developers for Assessing/Addressing/Avoiding Adverse Impacts to Biological Resources* *4.D.h Integrate Coordinated Resources Management Principles in Open Space Management Planning Efforts* *4.D.i Establish a Resources Management (RM) Land Use Designation and Maintain and Update the City's Open Space (OS) Zoning District* *4.D.j Consider a Vegetation & Oak Woodlands Management Program* *1.C.f Prepare a Grading Ordinance/Promote Best Management Practices* Impacts to biological resources under the 1995 General Plan (No Project/Existing Conditions Alternative) can be mitigated to a level of less-than-significant with adoption of the same, or similar programs identified in *2020 General Plan* including mitigation measures identified in **DEIR Section 4.4.5.6.**	Impacts to biological resources are expected to be reduced by up to 50% under the 50% Growth Alternative in comparison to the Proposed Project – a potentially beneficial impact.	The Alternative Routes Scenario would eliminate disturbances to biological resources quality along the proposed roadways associated with road construction. However, because alternative development could occur in the same locations as the Southwest Connector (including access roadways), elimination of the Southwest Connector would not necessarily mean preservation of biological resources along the route of the Southwest Connector. Therefore, impacts associated with the Alternative Routes Scenario are expected to be equivalent to those of the Proposed Project relative to biological resource impacts.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
Conservation & Open Space – Water Quality (Relocated to DEIR Section 4.13)			
DEIR Section 4.5 - Noise			
As discussed in **DEIR Section 4.5.6.1**, new roadways will increase ambient noise levels by more than 5dBA in comparison to noise levels without the roadways—a significant impact pursuant to guidelines established in **DEIR Table 82**. Also, as discussed in **DEIR Section 4.5.6.1,** noise levels along new roadways (e.g., Angels Oak Drive North, Greenhorn Creek Road South Extension, Southeast Bypass) will remain below 60dBA-an acceptable noise level for residential receptors. Therefore, while the **No Growth Alternative** would eliminate a significant impact related to noise from new roadways, it will not eliminate a significantly adverse impact associated with noise from new roadways. In addition, as discussed in **DEIR Section 4.3** (Circulation), new roadways may be constructed within the city limits even under the **No Growth Alternative** because new roadways proposed in *2020 General Plan* (e.g., Angels Oaks Drive North, Greenhorn Creek Road South Extension) are projects identified for construction in the *2007 Regional Transportation Plan* and would not be subject to a **No Growth Alternative** implemented within the city limits, unless the *2007 RTP* is amended. ▼▼▼▼▼▼▼▼▼▼▼▼▼	As previously noted, noise generated from increased traffic originating outside of the city limits (e.g., from the county, from visitors, from commuters) will continue to increase with or without *2020 General Plan* and with or without implementation of the *1995 General Plan* as summarized in the following table. In addition, as noted in **DEIR Section 4.3** (Circulation), the **No Project/Existing Conditions Alternative** for roadways is the equivalent of the recently adopted *2007 Regional Transportation Plan*. The *2007 RTP* includes new roadways proposed in *2020 General Plan* (e.g., Angels Oaks Drive North, Greenhorn Creek Road South Extension) for construction. Therefore, elimination of noise associated with new roadways is not anticipated pursuant to the **No Project/Existing Conditions Alternative.** In short, significant changes in noise levels are not expected to occur under the **No Project/Existing Conditions Alternative**.	As noted in **DEIR Section 4.3**, it is anticipated that funding for the Southeast Bypass may be insufficient under the **50% Growth Alternative**. Elimination of this roadway would reduce noise levels along the proposed route of this roadway. However, as previously discussed, new roadways will increase ambient noise levels by more than 5dBA in comparison to noise levels without the roadways—a significant impact pursuant to guidelines established in **DEIR Table 82**. But, as discussed in **DEIR Section 4.5.6.1**, noise levels along new roadways (e.g., Southeast Bypass) will remain below 60dBA-an acceptable noise level for residential receptors. Therefore, while the **50% Growth Alternative** would eliminate a significant impact related to noise from a new roadway (Southeast Bypass), it will not eliminate a significantly *adverse* impact associated with noise from the Southeast Bypass.	**DEIR Table 90** (**Alternative Routes Scenario**) provides the noise modeling results along roadways within Angels Camp. The highest noise levels would occur North of SR-4 and West of SR-49 (North SR-49). The lowest noise levels would occur along the existing Angels Oaks Drive/Greenhorn Creek Road. The noise contours modeled in **DEIR Table 90** are also graphically depicted in **DEIR Figure 32** (**Alternative Routes Scenario** Noise Contours). Based on these analyses, the following are the most significant findings for the **Alternative Routes Scenario**: • Based on thresholds established in **DEIR Table 82**, none of the generated noise levels are expected to result in a greater than 5 dBA change**.** Therefore, no significant impacts related to noise are anticipated. Noise levels for the **Proposed Project** would be *higher* than those of the **Alternative Routes Scenario** for the following road segments • SR 4 - East of SR-49 (South SR-4) • Existing Angels Oaks Drive/Greenhorn Creek Road (3.2 dBA) ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
It is further noted that, even with a **No Growth Alternative**, noise generated from increased traffic originating outside of the city limits (e.g., from the county, from visitors, from commuters) will continue to increase despite implementation of a **No Growth Alternative** within the city limits (See also discussion **DEIR Section 4.5.9.1, 4.5.9.2**). Therefore, noise levels along SR 4 and SR 49 will continue to increase under this alternative.			Noise levels for the **Proposed Project** would be *lower* than those of the **Alternative Routes Scenario** for the following road segments • SR 49 - North of SR-4 (segment leading from Frog Jump Plaza towards San Andreas) • SR 49 - North SR-4 southward toward Finnegan Lane • SR 49 - South of Finnegan Lane • SR 4 - West of SR-49 (North SR-4) • Murphys Grade Road - North of SR-49 • Southeast Bypass Noise levels for the **Proposed Project** would be *the same as* those of the **Alternative Routes Scenario** for the following road segments • SR-4 North Bypass Extension **Future without project** would generate 20.3± dB less than Future with project at the end of GHC Rd. – a significant cumulative impact per **DEIR Table 82.** However, the **52.6 dBA** does not exceed the 60dB established GP standard (1995 and 2020 General Plans) threshold per **DEIR Figure 31**.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.6.1 - Health & Safety – Geology, Soils			
No new growth would avoid most potential new soil disturbances, a potentially beneficial impact. Risks associated with ground shaking and rupture zones would remain the same for existing structures.	The volume of development occurring on potentially erosive soils and unstable slopes within the city would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of development on erosive soils and unstable slopes to a level of less than significant: *6.A.a* *Prepare an Emergency Operations Plan and Local Hazard Mitigation Plan for the City* *6.A.e* *Require New Development to Evaluate Geotechnical Hazards* *6.A.f* *Require Geotechnical Hazard Evaluations for Critical Use and High Occupancy Structures* *6.A.i* *Designate Identified Hazard Areas Through Appropriate Zoning Where Feasible* *6.A.j* *Draft a Hillside Management Ordinance* *6.A.k* *Require Engineering Studies for Development in Unstable Areas* *6.A.l* *Prepare a Grading Ordinance/Promote Best Management Practices* *6.A.m* *Establish Standards for Erosion and Dust Control* The potentially significant adverse impact of developing on erosive soils and unstable slopes under the 1995 General Plan could be reduced to a level of less than significant with the adoption of the goals, policies and implementation programs found in *2020 General Plan* with mitigation measures as described in **DEIR Section 4.6.1.6**.	Less development means less potential for new development to occur on unstable slopes and/or on erosive soils. However, mitigation measures, in the form of implementation programs (see preceding) in *2020 General Plan* will minimize potential impacts related to new development on unstable slopes and/or erosive soils to a level of less than significant—regardless of the volume of development occurring. However, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide an alternative evacuation route around the city to the north during times of emergency (e.g., earthquake). The inability to divert traffic around the city to the north could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless alternative funding sources (i.e., not requiring significant developer contributions) were identified for road construction.	The proposed southwest connector would be subject to the same risks of rupture and ground shaking as any other development in the city. However, eliminating the Southwest Connector would eliminate an alternative evacuation route (around the southern portion of the city) available to residents should road closures occur along SR 49 through Angels Camp during times of emergency (such as a strong earthquake). The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly around the city can be identified and funded. On-site slopes along the Southwest Connector route encompasses relatively gentle slopes, therefore, threats related to construction on unstable slopes are not anticipated. Soils along the route have a slight to moderate erosion potential. Mitigation measures included as implementation programs in *2020 General Plan* are expected to minimize potential impacts to a level of less than significant. ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
			Soils along the Southwest Connector have a low to high shrink-swell character. Pursuant to mitigation as described in **DEIR Section 4.6.1.6**, *2020 General Plan* defines mitigation to reduce potentially significant impacts associated with development on expansive soils to a less-than-significant level for all new development.
DEIR Section 4.6.2 - Health & Safety – Flooding, Dam Failure			
The No Growth Alternative could potentially decrease the amount of new impervious surfacing throughout the city, thereby reducing future runoff and potentially reducing localized flooding-a potentially beneficial effect. The No Growth Alternative will prevent construction of new roadways in and around the city that would otherwise provide alternative evacuation routes during times of emergency (e.g., flood). In particular, should flooding close transportation routes around the SR 4/49 bridge in Angels Camp, no alternative route around the city to the south (e.g., by way of the Southwest Connector) would be available. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative.	The volume of development occurring within the city would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts associated with risks from flooding and flood damage to a level of less than significant: *6.B.a Prepare an Emergency Operations Plan and Local Hazard Mitigation Plan For the City* *6.B.c Facilitate Assessment of Hazards Associated with Dam Failures Affecting Angels Camp* *6.B.d Consider Preparation of a Flood Damage Prevention Ordinance* *6.B.f Mitigate Impacts on Downstream Drainage Facilities and Property* *6.B.g Designate Resource Management & Open Space Setbacks Along Creeks* *6.B.h Coordinate With the County to Address the Impacts of Development Within the Watersheds of Drainages Flowing Through the City* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with exposure to risks related to flooding would be reduced to a level of less than significant with proper implementation. However, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide an alternative evacuation routes during times of emergency (e.g., flood). In particular, should flooding close transportation routes around the SR 4/49 bridge in Angels Camp, no alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be available. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative.	Portions of the Southwest Connector will cross Angels Creek and Six-Mile Creek – both located within a 100-year flood zone as mapped by FEMA FIRM maps. Bridge design sufficient to avoid destruction or damage a 100-year flood will be required for this connector. Similarly, bridge design will be required to avoid impacts to riparian habitats and wildlife associated with crossing two creeks. This is expected to contribute to the cost of the project, however, mitigation measures exist to minimize and avoid impacts to the creeks and as associated with crossing a flood zone to a level of less than significant. Eliminating the Southwest Connector would eliminate an alternative evacuation route (around the southern portion of the city) available to residents should road closures occur along SR 49 through Angels Camp during times of emergency. ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	6.B.i *Pursue Funding for Preparation of a Hydrological Study* *6.B.j* *Coordinate with Appropriate Agencies and Private Landowners to Ensure Debris Removal in Streams to Reduce the Potential for Damage of Downstream Facilities (e.g., Bridges)* *6.B.k* *Design New Bridges (Pedestrian and Automobile) to Minimize Damage From Major Flood Events* *6.B.m* *Pursue Preparation of Detailed Flood Zone Maps* *6.B.n* *Protect New Development from Flood Hazards* The potentially significant adverse impacts associated with risks due to flooding under the 1995 General Plan could be reduced to a level of less than significant with the adoption of the goals, policies and implementation programs found in *2020 General Plan* including mitigation measures as described in **DEIR Section 4.6.1.6.**		In particular, should flooding close transportation routes around the SR 4/49 bridge in Angels Camp, ~~no~~ **this potential** alternative emergency route around the city to the south would be **un**available. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5). Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.**

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.6.3 - Health & Safety – Fire Protection			
The No Growth Alternative could reduce the amount of new development, thereby reducing demand on fire protection services—a potential benefit. However, as previously noted, fire response in the city is not tied only to population, but also to the large volume of visitors and workers moving through the city at any given time. This alternative would not provide for the construction of either the Southeast Bypass or the Southwest Connector. Both routes would provide alternative evacuation and access routes in and around the city that would benefit fire safety personnel and equipment (and residents) during emergencies. The inability to divert traffic around the city to the south (Southwest Bypass) and the north (Southeast Bypass) could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic to the south and to the north around the city can be identified and funded.	The volume of development (and related demands on fire services) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on fire services to a level of less than significant: Development pursuant to the 1995 General Plan would lack the following *2020 General Plan* Programs to generate funds necessary to meet the increased demands on public services – a potentially significant adverse impact for the 1995 General Plan. *7.A.b* *Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* *7.A.e* *Establish a Growth Management /Infrastructure Allocation Program* *7.C.k* *Pursue Reimbursement for Fire Protection and Emergency Response Services, Police Protection and Criminal Justice Services, and Other City Services in Future Annexations* *7.C.l* *Consider Fixed Funding Sources for Fire and Emergency Medical Response Personnel* *7.D.d* *Support Traffic Circulation Improvements* *7.C.a* *Undertake a "Standard of Coverage" Process Study/Assessment* *7.C.n* *Prepare a Community Wildfire Protection Plan* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%, thereby incrementally reducing demand on fire protection services. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with population increases and demands on public services would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs. Also, as previously noted, it is unlikely that the Southeast ByPass could be constructed under this limited growth scenario. The Southeast ByPass could provide a safe, alternative access and evacuation route during times of emergency (e.g., fire)—a potentially beneficial impact on the ability of fire safety personnel to navigate the city. In the absence of the Southeast Bypass, should an emergency close transportation routes around the SR 4/49 bridge in Angels Camp, no alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be available. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative funding source (not reliant on significant contributions from development fees) is identified and secured.	Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for fire personnel and equipment should road closures occur along SR 49 through Angels Camp during times of emergency. In particular, should a fire block transportation routes in Angels Camp, ~~no~~ **this potential** alternative emergency route around the city to the south would be **un**available. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5). Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated.** ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	7.C.o *Update Chapter 15.24 of the Angels Camp Municipal Code (Fire Prevention), Including Very High Fire Hazard Severity Zone Map (VHFHSZ) Vegetation Management Plans, Guidelines for New Development in Urban/Wildland Interface Areas, Public Resources Code 4291* *7.C.p* *Maintain Vegetation Clearances along Emergency Access Routes* *6.C.a* *Prepare an Emergency Operations Plan and Local Hazard Mitigation Plan for the City* *6.C.c* *Adopt an Emergency Operations Plan Enabling Ordinance* *6.C.h* *Pursue the Provision of Paramedic Services for the City* *6.D.d* *Maintain an Inventory of Sites Storing or Using Hazardous Materials* *6.E.d* *Support the Efforts of the Local HAM Radio Club /Radio Amateur Civil Emergency Services (RACES)* *6.E.e* *Support the Efforts of KVML and Local Access Television to Provide Emergency Updates to Citizens* *6.E.f* *Increase Water Storage Capacity* *6.E.g* *Maintain Information Pertaining to Water Resources in Mines, Underground Rivers and High-Production Wells* *6.E.h* *Maintain Information Pertaining to the Use of Untreated or Semi-Treated Water During Emergency Situations* This potentially significant impact pursuant to the 1995 General Plan can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan*.		**Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.** ~~In addition, fire personnel have indicated that the current locked gate at the end of Greenhorn Creek Road increases response time to GHC from the south during emergencies by a approximately 5 minutes (unlocking the gated entry).~~

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.6.4 - Health & Safety – Law Enforcement			
The No Growth Alternative could reduce the amount of new development in the city, thereby incrementally reducing demand on law enforcement services—a potential benefit. However, as previously noted, demand on law enforcement in the city is not tied only to population, but also to the large volume of visitors and workers moving through the city at any given time. This alternative would not provide for the construction of either the Southeast Bypass or the Southwest Connector. Both routes would provide alternative evacuation and access routes in and around the city that would benefit law enforcement (and residents) during emergencies. The inability to divert traffic around the city to the south (Southwest Bypass) and the north (Southeast Bypass) could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic to the south and to the north around the city can be identified and funded.	The volume of development (and related demands on law enforcement) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on law enforcement to a level of less than significant: *7.D.c* *Pursue Reimbursement for Fire Protection and Emergency Response Services, Police Protection and Criminal Justice Services, and Other City Services in Future Annexations* *7.D.f* *Consider Fixed Funding Sources for Police Personnel* *7.D.d* *Support Traffic Circulation Improvements* *7.D.b* *Identify and Implement Land Use Planning Techniques to Reduce Crime* *7.D.e* *Strive to Maintain a Level of Service Standard for Police Services* *6.C.a* *Prepare an Emergency Operations Plan and Local Hazard Mitigation Plan for the City* *6.C.c* *Adopt an Emergency Operations Plan Enabling Ordinance* This potentially significant impact pursuant to the 1995 General Plan can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan*.	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%, thereby incrementally reducing demand on law enforcement services. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with population increases and demands on public services would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs. Also, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide a safe, alternative access and evacuation route during times of emergency—a potentially beneficial impact on the ability of law enforcement personnel to navigate the city. In the absence of the Southeast Bypass, should an emergency close transportation routes around the SR 4/49 bridge in Angels Camp, no alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be available. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative funding source (not reliant on significant contributions from development fees) is identified and secured.	Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for law enforcement should road closures occur along SR 49 through Angels Camp during times of emergency. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5). Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.**

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.6.5 - Health & Safety – Emergency Services			
The No Growth Alternative could reduce the amount of new development in the city by thereby reducing demand on emergency services—a potential benefit. However, as previously noted, demand on emergency services in the city is not tied only to population, but also to the large volume of visitors and workers moving through the city at any given time. This alternative would not provide for the construction of either the Southeast Bypass or the Southwest Connector. Both routes would provide alternative evacuation and access routes in and around the city that would benefit emergency services (and residents) during emergencies. The inability to divert traffic around the city to the south (Southwest Bypass) and the north (Southeast Bypass) could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic to the south and to the north around the city can be identified and funded.	The volume of development (and related demands on emergency services) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on emergency services to a level of less than significant: *6.C.a Prepare an Emergency Operations Plan and Local Hazard Mitigation Plan for the City* *6.C.c Adopt an Emergency Operations Plan Enabling Ordinance* *6.C.h Pursue the Provision of Paramedic Services for the City* *6.E.d Support the Efforts of the Local HAM Radio Club /Radio Amateur Civil Emergency Services (RACES)* *6.E.e Support the Efforts of KVML and Local Access Television to Provide Emergency Updates to Citizens* This potentially significant impact pursuant to the 1995 General Plan can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan*.	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%, thereby incrementally reducing demand on emergency services. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with population increases and demands on public services would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs. Also, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide a safe, alternative access and evacuation route during times of emergency—a potentially beneficial impact on the ability of emergency services personnel and equipment to navigate the city. In the absence of the Southeast Bypass, should an emergency close transportation routes around the SR 4/49 bridge in Angels Camp, no alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be available. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative funding source (not reliant on significant contributions from development fees) is identified and secured.	Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for emergency services should road closures occur along SR 49 through Angels Camp during times of emergency. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5). Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.**

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.6.6 - Health & Safety – Hazardous Materials			
The No Growth Alternative is expected to eliminate potential new development, therefore, potential new development would not occur on hazardous materials sites (No impacts). This alternative would not provide for the construction of either the Southeast Bypass or the Southwest Connector. Both routes would provide alternative evacuation and access routes in and around the city that would benefit emergency services (and residents) during emergencies (e.g., hazardous materials spills). The inability to divert traffic around the city to the south (Southwest Bypass) and the north (Southeast Bypass) could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic to the south and to the north around the city can be identified and funded.	The volume of development (and related demands on emergency services) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, because *2020 General Plan* slightly increases commercial and industrial land uses in comparison to the 1995 General Plan, the *2020 General Plan* has a slightly increased potential to introduce hazardous materials into the city limits. However, due to mitigation measures in *2020 General Plan*, this impact is not expected to result in a significant adverse impact.	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%, thereby incrementally reducing the volume of hazardous materials stored in the city. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with hazardous materials storage and new development would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs. Also, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide a safe, alternative access route for trucks transporting hazardous materials around the city to the north rather than through the city (as currently occurs). In the absence of the Southeast Bypass, should an emergency related to a hazardous materials spill close transportation routes through Main Street, an alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be unavailable. This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency (e.g., hazardous material spill). ▼▼▼▼▼▼▼▼▼▼▼▼▼	The Southwest Connector is intended to be designed to prohibit "Through Truck" use and allow for truck deliveries only. Therefore, trucks carrying hazardous materials would be restricted to the state highway system and hazardous materials spills from trucks would not be anticipated. Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for emergency services should road closures occur through Angels Camp (Main Street) during times of emergency (e.g., hazardous materials spill). The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5).** ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
		This potential impact cannot be mitigated under this alternative unless an alternative funding source (not reliant on significant contributions from development fees) is identified and secured.	**Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.**
DEIR Section 4.6.7 - Health & Safety - Other Safety Issues			
This alternative would not provide for the construction of either the Southeast Bypass or the Southwest Connector. Both routes would provide alternative evacuation and access routes in and around the city that would benefit emergency services (and residents) during emergencies (e.g., hazardous materials spills, transportation accidents). The inability to divert traffic around the city to the south (Southwest Bypass) and the north (Southeast Bypass) could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic to the south and to the north around the city can be identified and funded. During times of emergency, this No Growth Alternative could limit utility and water demand for local residents to current levels (i.e., not increase those potential demand through new development) – a potential benefit.	The volume of development would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development related to emergency services to a level of less than significant: *6.E.f* *Increase Water Storage Capacity* *6.E.g* *Maintain Information Pertaining to Water Resources in Mines, Underground Rivers and High-Production Wells* *6.E.h* *Maintain Information Pertaining to the Use of Untreated or Semi-Treated Water During Emergency Situations* This potentially significant impact pursuant to the 1995 General Plan can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan*.	The 50% Growth Alternative could reduce the amount of new development in the city by approximately 50%, thereby incrementally limiting utility and water demand for local residents to current levels (i.e., not increase those potential demand through new development) – a potential benefit. Also, as previously noted, it is unlikely that the Southeast Bypass could be constructed under this limited growth scenario. The Southeast Bypass could provide a safe, alternative access route around the city to the north rather than through the city should transportation accidents block movements through Main Street, Angels Camp. In the absence of the Southeast Bypass, should an emergency close transportation routes through Main Street, an alternative route around the city to the north (e.g., by way of the Southeast Bypass) would be unavailable. ▼▼▼▼▼▼▼▼▼▼▼▼▼	Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for emergency services should road closures occur through Angels Camp (Main Street) during times of emergency. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded. **One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5).** ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
		This inability to divert traffic around the city could result in a significant adverse impact to emergency operations during times of emergency (e.g., hazardous material spill). This potential impact cannot be mitigated under this alternative unless an alternative funding source (not reliant on significant contributions from development fees) is identified and secured.	**Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.**
DEIR Section 4.7 - Public Facilities & Services			
The **No Growth Alternative** would not increase demand on other public services – a potentially beneficial impact.	The volume of development would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development related to public service impacts to a level of less than significant: *7.F.a Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* *7.F.c Investigate Re-Establishment of a Parking Fund* *7.F.d Increase Use of Existing Parking Facilities* *7.G.e Pursue Reimbursement for Fire Protection and Emergency Response Services, Police Protection and Criminal Justice Services, and Other City Services in Future Annexations* *7.G.f Formulate a Plan for Re-Use of the City-Owned Post Office* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The **50% Growth Alternative** could reduce the amount of new development in the city by approximately 50%, therby incrementally reducing demand on public services. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with population increases and demands on public services would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs. Similarly, "growth" relative to demand on fire, law enforcement, emergency services is not soley dependent on new growth in the city, but is also linked closely to increases in daily population resulting from workers, tourists and other visitors. Therefore, while this alternative might incrementally lower demands, the reduced demand is not expected to reach the threshold of significantly lower.	Except as otherwise described in **DEIR Sections 4.3** and **4.6**, this alternative would not affect public service levels.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	7.I.a Participate in School Expansion/Relocation Planning Efforts This potentially significant impact pursuant to the *1995 General Plan* can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan.*		
DEIR Section 4.8 - Cultural Resources			
This alternative would reduce the potential for impacts to occur to cultural resources – a potential benefit.	The volume of development would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development related to public service impacts to a level of less than significant: *8.B.a Prepare a Cultural Resources Management Ordinance (CRM)* *8.A.b Adopt a Priority Plan for Future Historic Resources Inventories* *8.A.c Establish Professional Standards for Cultural Resources Consultants* *8.A.d Adopt Cultural Resources Study Standards* *8.A.f Amend and Update the Existing Historic (:H) Combining District* *8.A.g Identify and Designate Historic Districts* *8.A.j Involve Property Owners and Stakeholders* *8.B.b Provide Historic Preservation Incentives* *8.B.f Establish Criteria for CEQA Review for Projects Involving Cultural Resources* *8.B.g Prepare Design Guidelines for the Preservation of Historic Resources* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The **50% Growth Alternative** could reduce the amount of new development in the city by approximately 50%, therby reducing potential impacts on cultural resources. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with impacts to cultural resources would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs.	Pursuant to a records search at the Central California Information Center (May, 2005) by Francis Heritage Services, no known cultural resources have been recorded within the project right-of-way. Based on a site inspection, historic resources are located within or near the potential right-of-way including historic mining resources, mines, stamp mill, foundations, powder house, old residence, and similar resources. The potential for pre-historic resources is unknown until Native American consultations and a full cultural resource survey of the route can be conducted by a professional Therefore, the potential to encounter and alter cultural resources along this route exists. Mitigation pursuant to *2020 General Plan* is expected to reduce potential impacts to cultural resources a level of less-than-significant. ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	8.B.h *Update Development Standards for the Historic Commercial (HC) District* *8.B.i* *Establish a Review Process for Historic Structures* *8.B.j* *Adopt Criteria and Procedures for the Review of Demolition and Relocation for Buildings and Structures 50 Years of Age and Older* *8.B.l* *Consider Establishment of an Historic Preservation Commission* *8.B.p* *Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* *8.B.r* *Establish Procedures for Addressing Unanticipated Cultural Resources* *8.B.x* *Consult with Native Americans in Conjunction with General Plan and Specific Plan Review and Adoption* This potentially significant impact pursuant to the *1995 General Plan* can be mitigated to a level of less-than-significant with adoption of the same or similar programs as identified in the *2020 General Plan.*		Without the Southwest Connector, cultural resources would be unaffected by road construction. However, alternative development on properties associated with the Southwest Connector could impact resources to a similar or greater degree dependent upon the nature of development proposed.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.9 – Air Quality			
The primary cause of air pollution within the city primarily is from transport. Therefore, even with the **No Growth Alternative** for the city, air pollutant levels are not expected to decline to a level of less-than-significant. Similarly, air pollutants related to increased traffic levels are primarily related to increased traffic from outside the city limits traveling through the city (e.g., commuters, visitors, county). The **No Growth Alternative** for the city would not eliminate this traffic and would not eliminate the effects associated with air pollution.	Impacts would be nearly the same as described in **DEIR Section. 4.9.8.2.** with the following exception. Both the *1995 General Plan* and *2020 General Plan* are likely to contribute incrementally, to an unknown degree, to global climate change, this is a potentially significant adverse cumulative impact that would remain potentially significant and adverse under the **No Project/Existing Conditions Alternative**. However, because ***2020 General Plan*** includes multiple programs for reducing city contributions to global climate change, it is likely that development pursuant to the *1995 General Plan* would have a greater cumulative contribution to global climate change than would the *2020 General Plan*—both alternatives resulting in a potentially significant and unavoidable impact that cannot be further mitigated at this time. Applicable *2020 General Plan* programs addressing global climate change that are not found in the *1995 General Plan* include, but are not limited to those programs detailed in **DEIR Section 4.9.6**. and **DEIR Table 131.**	Impacts would be nearly the same as described in **DEIR Section. 4.9.8.2,** except that provisions addressing global climate change would be implemented for growth occurring pursuant to this alternative.	Impacts would be nearly the same as described in **DEIR Section. 4.9.8.2** except as follows: In order to analyze air quality impacts associated with different vehicular travel patterns, specifically, for the **Alternative Routes Scenario**, carbon monoxide levels must be analyzed. Specifically, impacts associated with specified roadways and intersections are addressed through analysis of Carbon Monoxide "hot spots." Carbon monoxide emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998 despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. ▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes

(Alternative Routes Scenario – Air Quality Continued) ▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄◄

Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection and maintenance programs. As discussed above under the Regulatory Framework discussion, Calaveras County is currently designated as an attainment area for carbon monoxide.

It is anticipated that the various roadway improvements and extensions within Angels Camp would not result in a CO hotspot. Even at the most congested intersection, CO levels area rarely an issue. According to the South Coast Air Quality Management District (SCAQMD), even the Wilshire Boulevard/Veteran Avenue intersections, one of the most congested intersections in Los Angeles County with an average daily traffic volume of about 100,000 vehicles per day does not result in a CO hotspot. The modeling conducted at the Wilshire Boulevard/Veteran Avenue intersection indicated that CO levels were well below Federal and State CO standards. Traffic volumes along roadways within Angels Camp would be well below 100,000 vehicles per day. It is anticipated that CO hotspots would not be generated with the implementation of the *2020 General Plan.* Additionally, future projects within Angels Camp would be subject to the rules and policies provided within the *Angels Camp 2020 General Plan*. Policies within the Circulation Element would result in improved traffic flow, reduced vehicle miles traveled, and thus fewer emissions (See **DEIR Table 53**). Therefore CO impacts would be considered less than significant.

As previously noted, in comparison to the **No Project Alternative**, the **Alternative Route Scenario** (Southeast Bypass *without* GHC south extension and *without* Angel Oaks North extension) results in the improvement of LOS on SR 49 between SR 4 and Centennial Street from a LOS E to a LOS D.

In comparison to the **Proposed Project**, the following road segments would operate at a *lower* (i.e., worse) level of service under the **Alternative Routes Scenario** than would occur with the **Proposed Project**:

- SR 4 - Angel Oaks Drive to SR 49 (LOS D versus LOS C)
- SR 49 - Murphys Grade Rd. to Bret Harte Rd. (LOS E versus LOS D)
- SR 49 - Bret Harte Rd. to SR 4 (LOS D versus LOS C)
- SR 49 - SR 4 to Centennial (LOS D versus LOS C)

By contributing to an overall reduced LOS as described above, this alternative could contribute incrementally, to a greater extent than would the **Proposed Project,** to the potentially significant and unavoidable contributions to global climate change—neither alternative would reduce this impact to a level of less-than-significant.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.10 - Economics			
The following project objectives cannot be fullfilled with non-devlopment of designated Business Attraction and Expansion (BAE) and Industrial parcels: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*	The *1995 General Plan* does not reflect 2002 studies (See introduction, **DEIR Section 4.10**) conducted to identify job types and potential locations for business attraction and expansion within the city. Therefore, following project objectives cannot be fullfilled with non-devlopment of designated Business Attraction and Expansion (BAE) parcels (that do not exist) under the *1995 General Plan*. ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.* Similarly, Industrial lands designated for development under the *1995 General Plan* are located adjacent to Greenhorn Creek and Angel Oaks Subdivisions on relatively steep topography highly visible to the southern scenic entrance to the city and across from ▼▼▼▼▼▼▼▼▼▼▼▼▼	Due to the reduction in business expansion and attraction (BAE) and Industrial lands from 82.56± to 41.28± acres, the following **Proposed Project** *(2020 General Plan)* goals related to land use would be only partially (50%) met under the **No Project Alternative**: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ***Goal 1D*** *Provide for a wide variety of housing types in a quality living environment for city residents.* ***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*	Under the **Alternative Routes Scenario**, the Angel Oaks Drive North extension would not be constructed. This could eliminate the ability to fully develop Business Attraction and Expansion parcels located in this area and identified as target parcels for development pursuant to *Feasibility Study City-Owned Industrial Park, City of Angels Camp*, (Applied Development Economics, November, 2002) – and as illustrated in **DEIR Figure 42**. The inability to access these parcels for development via the Angel Oaks Drive North extension could significantly reduce the city's ability to generate median wage jobs. Due to the potential reduction in accessible Business Attraction and Expansion and Industrial lands, the following **Proposed Project** *(2020 General Plan)* goals related to land use would be only partially met under the **Alternative Routes Scenario**: ***Vision:*** *To create family sustaining jobs and healthy well-balanced community* ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	Kurt Drive along SR 4 East in an area historically used for rail and lumber processing, but not occupied by extensive historic buildings and highly visible from this easterly scenic entry to the city. Both locations have environmental constraints likely to restrict their development potential as industrial sites. The *2020 General Plan* relocates Business Expansion and Attraction uses to those areas more visible from major roadways (as this land use requires extensive landscaping) and to lands with more gentle topography and an apparently lower density of historic structures therby allowing for more economic development with fewer environmental constraints. Finally, *2020 General Plan* more than doubles the total Business Attraction and Expansion and Industrial lands within the city from the 51.7± total acres in the *1995 General Plan* to 114.8± total acres (*2020 General Plan*) thereby significantly increasing the city's ability to meet its stated objectives related to economic development. *10.A.b Investigate the Feasibility of Establishing an Economic Development - Housing Coordinator/Facilitator/Special Events Coordinator* *10.A.a Maintain Lists of Vacant Commercial and Business Attraction & Expansion Lands* *10.A.c Establish and Maintain a Business Attraction and Expansion Land Use Designation/Pursue Development of an Angels Camp Business Attraction & Expansion Park(s)* *10.A.d Develop a Business Attraction and Expansion (BAE) Zoning District* *10.A.e Establish a Growth Management /Infrastructure Allocation Program* *10.A.f Facilitate Establishment of a City/County Industrial Park* ▼▼▼▼▼▼▼▼▼▼▼▼▼		***Goal 1F-1*** *Encourage well-designed business attraction and expansion proposals which are compatible with the rural character of the community, contribute positively to the city's economic base, and improve the city's jobs/housing balance.* ***Goal 10A*** *Maintain and enhance the city's economic vitality while conserving the city's social, cultural, environmental, and aesthetic resources.* ***Goal 10B*** *Encourage the location of median wage jobs in the city to assist in increasing the accessibility of housing for low, very low and moderate income households.*

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	10.A.g Encourage Communications Infrastructure *10.A.l Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* *10.A.m Provide a Community Forum to Establish Large Retail Facility Design Guidelines* *10.A.n Consider Adopting Bonding Standards for Non-Historic Large Retail Facilities* *10.B.a Facilitate and Promote Moderate-Wage Job-Training Efforts Compatible with the City's Employment Projections* *10.B.b Support the Maintenance/Encourage the Location of a Satellite Campus(s)/Learning Center in Association with Columbia College or Other Colleges in or Near the City* *10.B.c Seek to Provide Funding Assistance for Small Businesses* *10.B.d Monitor Jobs-Housing Balance* *10.C.a Continue to Support the Calaveras County Economic Development Company (EDC)* *10.C.c Encourage Recreation-Related Commercial Uses* *10.C.f Support Business Retention* Failure to achieve one of *2020 General Plan*'s stated goals (i.e., eliminating the preceding programs) in and of itself is unlikely to create a significant adverse physical impact on the environment unless economic impacts become significant enough to result in physical degradation of the community. However, such an analysis is outside the scope of this document.		

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.11 Community Identity			
The **No Growth Alternative** would eliminate new development. Therefore, no new degradation of scenic values is likely to occur, a potentially significant beneficial impact. However, without new growth, economic decline could result. If significant, this could result in physical deterioration of buildings, thereby creating a potentially significant adverse impact on the community's identity.	The volume of development (and related changes to community identity) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on community identity to a level of less than significant: *11.A.a* *Support Programs and Efforts that Help Establish the City as a Healthy Community: Promote/Facilitate Public Participation in Local Government* *11.A.b* *Prepare Illustrated Guidelines for Project Design* *11.A.c* *Prepare a Grading Ordinance/Promote Best Management Practices* *11.A.d* *Establish Standards for Erosion and Dust Control* *11.A.e* *Evaluate the Need for a Right-to-Farm Ordinance* *11.A.f* *Establish an Annexation Plan* *11.B.a* *Establish a Resources Management (RM) Land Use Designation and Maintain and Update the City's Open Space Zoning District* *11.B.b* *Designate Resource Management & Open Space Setbacks Along Creeks* *11.B.c* *Promote the Use of Designs and Materials that Mimic Natural States for Projects Involving Drainages* *11.B.d* *Draft a Hillside Management Ordinance* *11.B.e* *Consider a Tree Management Program* *11.B.f* *Investigate Establishing a City Street Tree Program* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The **50% Growth Alternative** could reduce the amount of new development in the city by approximately 50% thereby potentially reducing impacts to community identity. However, because all new development in the city would be subject to the same mitigating programs as described in the preceding paragraphs, potential impacts associated with changes to community identity would be reduced to a level of less than significant with proper implementation of *2020 General Plan* programs.	Without the proposed Southwest Connector, the community identity of Greenhorn Creek and Angel Oaks would remain the same. With construction of the Southwest Connector, increased traffic along Greenhorn Creek Road and Angel Oaks drive would change the character of the communities—a potentially significant impact. As indicated in the Air Quality (**DEIR Section 4.9**) analysis such changes are not significant. As indicated in the Noise (**DEIR Section 4.5**) analyses, the potential change relative to noise is significant, but not adversely significant with construction of the Southwest Connector. Remaining issues relative to community character potentially associated with the Southwest Connector include light and glare. Proper implementation of **Program 4.C.h** (see **DEIR Appendix C** and **DEIR Table 68)** would reduce these potential impacts to a level of less-than-significant. For other issues relative to community character that may be less tangible the following *2020 General Plan* implementation programs were developed specifically to address issues of community character relative to major new roadways: ▼▼▼▼▼▼▼▼▼▼▼▼▼

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	11.B.g *Consider a Vegetation & Oak Woodlands Management Program* *11.B.h* *Update the City's Landscaping Provisions/Street Trees* *11.B.i* *Consider Establishing Scenic Gateways/Scenic Corridors* *11.C.a* *Screen Existing Outdoor Storage Areas* *11.C.b* *Eliminate Visible Storage Facilities/Mini-Storage Facilities Along State Routes 4 and 49* *11.C.c* *Update the City's Parking Standards* *11.C.d* *Revise the City's Sign Ordinance* *11.C.e* *Develop a Master Plan for Context Sensitive Solutions - Caltrans Coordination* *11.C.g* *Underground Utilities Along Highway Corridors* *11.D.a* *Establish and Maintain Four Distinct Commercial Districts* *11.D.b* *Establish Design Guidelines for Each of the City's Distinct Commercial Districts* *11.D.d* *Consider Adopting Bonding Standards for Non-Historic Large Retail Facilities* *11.D.e* *Provide a Community Forum to Establish Large Retail Facility Design Guidelines* *11.D.f* *Encourage the Relocation and Concentration of Existing Industrial Uses to Industrial Parks* *11.E.a* *Retain and Enhance Historic District Vitality* *11.E.b* *Preserve Cultural Resources* *11.E.c* *Prepare Design Guidelines for the Preservation of Historic Resources* *11.E.d* *Update Development Standards for the Historic District* *11.E.e* *Support and Promote Events Celebrating the City's Culture, History, Industries, Recreational Opportunities and Natural Resources* ▼▼▼▼▼▼▼▼▼▼▼▼▼		**3.A.p** **Establish a Citizen Advisory Committee for Circulation** **3.A.q** **Provide for Public Participation in Circulation Improvement Projects** Proper implementation of these programs is expected to reduce the potential impacts on community character related to major new roadways to a level of less-than-significant. However, project-specific issues (e.g., privacy on specific lots, safety at specific crossings),are dependent upon final project design and are subject to a project-by-project review for individual projects – and are outside the scope of this analysis.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	The potentially significant adverse impact of developing without these guidelines and programs under the *1995 General Plan* could be reduced to a level of less than significant with the adoption of the goals, policies and implementation programs found in *2020 General Plan* with mitigation measures as described in DEIR Section 4.11.6**.**		
DEIR Section 4.12 Recreation			
As with the 50% growth scenario, the no growth alternative could result in a significant adverse impact on the provision of recreational facilities. Simply put, new development and the fees generated by new development currently funds recreational facilities. Without growth, demand from non-residents will continue to grow and use of existing recreational facilities will continue to increase without a corresponding form of funding to maintain and increase the facilities to meet the needs of non-residents—a potentially significant adverse impact. This impact could be reduced to a level of less-than-significant if a funding source tied to non-residents and not tied to development could be identified to assist in the maintenance and provision of recreational facilities.	The volume of development (and related increases in demand for and impacts on recreational facilities) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan* because both plans target development on the same vacant and underdeveloped parcels within the city—at approximately the same levels. However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on recreational facilities to a level of less than significant: *7.E.b* *Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* *7.E.c* *Strive to Achieve an Increased Recreational Facilities Level of Service of 5 Acres per 1,000 Population* *7.E.d* *Update the City Services Impact Mitigation Fees to Recognize the Increased Recreational Level of Service* *7.E.e* *Consider Fixed Funding Sources for Recreational Services Personnel* *12.A.a* *Acquire and Develop Park and Recreation Facilities* ▼▼▼▼▼▼▼▼▼▼▼▼▼	The **50% Growth Alternative** could reduce the amount of new development in the city by approximately 50% thereby potentially reducing demands on recreational facilities. Similarly, reducing new development levels would reduce fees available for development of new recreational facilities. Because recreational facilities are closely tied to the pace of new development (i.e., increased demand), changes in demand for and impacts on recreational facilities are not anticiapated under this scenario. However, should impacts to recreational facilities continue to increase due to non-resident populations, new development would be unable to keep pace with this demand resulting in insufficient provision of recreational facilities to meet all of the community's needs (e.g., both resident and non-resident).	The Southwest Connector does not cross property identified for future recreational uses. Therefore, no changes associated with recreational uses pursuant to this alternative are anticipated.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	12.A.b *Develop and Adopt a Park and Recreation Master Plan* *12.A.c* *Establish a Trail System Integrated with Regionally-Planned Facilities Located Within or Near the City's Sphere of Influence* *12.A.d* *Continue to Support Establishment and/or Maintenance of a Regional Park Facility Within or Near the City's Sphere of Influence and Support Maintenance of Existing Facilities with the City's Area of Interest* *12.A.f* *Promote Shared Use to Expand the Variety and Quantity of Available Facilities and to Distribute Costs and Manpower to Acquire, Construct and Maintain Facilities* *12.A.g* *Continue to Promote the Use of Public Lands* *12.A.i* *Facilitate Establishment of a Community-Based Organization to Accept Donations and Spearhead Community Projects* *12.B.b* *Implement the City's Low-Impact Modes of Transportation Plan* *12.B.h* *Require New Development to Construct Facilities Integrating with the City's Low-Impact Modes of Transportation Plan* *12.C.i* *Promote Healthy Arts Programs* *12.D.a* *Select Park and Recreation Facility Sites and Designs to Minimize Changes in Topography and Vegetation* *12.D.b* *Select Park and Recreation Facility Sites and Designs to Maximize Safety* *12.D.c* *Design Facilities to Minimize Impacts to Adjoining Land Uses* *12.E.a* *Consider Establishing a Redevelopment Agency to Assist in the Provision of Affordable Housing, to Fund Infrastructure Improvements, and to Achieve Other City Goals Identified in the General Plan* ▼▼▼▼▼▼▼▼▼▼▼▼▼		

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	12.E.c *Facilitate and Support Community-Based Park and Recreation Efforts* *12.E.d* *Support and Encourage Adopt-A-Park Programs* *12.E.e* *Continue to Maintain Funding for Recreational Facilities* *12.E.f* *Continue to Consider the Impacts of New Residential Development on the City's Recreational Facilities* *12.E.g* *Promote Shared Use to Expand the Variety and Quantity of Available Facilities and to Distribute Costs and Manpower to Acquire, Construct and Maintain Facilities* **The potentially significant adverse impacts associated with the provision and use of recreational facilities under the *1995 General Plan* could be reduced to a level of less than significant with the adoption of the goals, policies and implementation programs found in *2020 General Plan*.**		

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
DEIR Section 4.13 - Water Quality and Quantity, Wastewater, Stormwater/Runoff			
The No Growth Alternative would eliminate increased demands on the city's water and wastewater system. However, No Growth also would eliminate funding sources for maintaining, rehabilitating and improving the city's existing system. Deterioration of the existing system could result in a significant adverse impact to the city's ability to provide water and wastewater services. This potential impact could be mitigated by identifying a reliable funding source that does not depend on new development. Eliminating new development (No Growth Alternative) has the potential to reduce non-point source pollution and improve water quality – a potentially significant beneficial impact.	As indicated in **DEIR Table 157,** wastewater generation will *decrease* by less than 13,318± GPD under *2020 General Plan* in comparison to the 1995 General Plan. The primary decrease will result from converting some residential land uses to more commercial and industrial land uses under *2020 General Plan*—a potentially beneficial effect. As indicated in **DEIR Table 159,** water demand will *decrease* by approximately 180,978± GPD under *2020 General Plan* in comparison to the 1995 General Plan. The primary decrease will result from converting some residential land uses to more commercial and industrial land uses under *2020 General Plan* – a potentially beneficial effect. As indicated in **DEIR Table 160,** total runoff from impermeable surfaces will *increase* by approximately 1.8% (40.78± acres) under *2020 General Plan* in comparison to the 1995 General Plan. The primary increase will result from converting some rural residential land uses to more urban residential land uses and increasing the total in industrial/business park and commercial land uses under *2020 General Plan*. However, given that the increase in impermeable surfaces is only 1.8%, this impact is not considered significant. The volume of development (and related demand for water and wastewater service) would be nearly the same under the 1995 General Plan in comparison to the *2020 General Plan*, as indicated in the preceding paragraphs, because both plans target development on the same vacant and underdeveloped parcels within the city—at approximately the same levels. ▼▼▼▼▼▼▼▼▼▼▼▼▼	As with the No Growth Alternative, the 50% Growth Alternative would reduce the degree to which demands on the city's water and wastewater system increase. However, this scenario also would significantly reduce funding sources for maintaining, rehabilitating and improving the city's existing system. Deterioration of the existing system could result in a significant adverse impact to the city's ability to provide water and wastewater services. This potential impact could be mitigated by identifying a reliable funding source that does not depend on new development. Impacts to water quality are expected to be reduced by up to 50% under the 50% Growth Alternative in comparison to the Proposed Project – a potentially beneficial impact.	Eliminating the Southwest Connector is not anticipated to alter demand on water or wastewater facilities—unless the route is viewed as a potential route for a new water and/or sewer lines to improve city services. Eliminating the Southwest Connector could slightly reduce the amount of impervious surfacing in the area, thereby potentially minimizing runoff-a potential beneficial effect. However, given the volume of impervious surfacing city-wide, the elimination of this roadway is not expected to significantly reduce runoff (in part because alternative roadways will be constructed to serve development on the subject parcels). The Alternative Routes Scenario would potentially eliminate road crossings over both Angels Creek and Six-Mile Creek—a potentially beneficial impact. However, because alternative development could occur in the same locations as the Southwest Connector (including access roadways crossing these creeks), elimination of the Southwest Connector would not necessarily mean preservation of these creeks and elimination of creek crossings along the route of the Southwest Connector. Therefore, impacts associated with the Alternative Routes Scenario are expected to be equivalent to those of the Proposed Project relative to biological resource impacts.

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	However, the 1995 General Plan lacks the following programs found in *2020 General Plan* that would reduce potentially significant impacts of new development on these facilities to a level of less than significant: *7.H.b* *Continue to Maintain and Upgrade Storm Drainage Facilities* *7.H.c* *Mitigate Impacts on Downstream Drainage Facilities and Property* *7.H.d* *Coordinate with the County to Address the Impacts of Development Increasing Runoff, Flood Hazards or Affecting the City's Storm Drain System within the Watersheds of Drainages Flowing through the City* *7.H.e* *Coordinate with Appropriate Agencies and Private Landowners to Ensure Debris Removal in Streams to Reduce the Potential for Damage of Downstream Facilities (e.g., Bridges)* *7.H.f* *Investigate Potential Underground Hazards Associated with New Public Facilities* The potentially significant adverse impacts associated with the provision and use of drainage facilities under the *1995 General Plan* could be reduced to a level of less than significant with the adoption of the goals, policies and implementation programs found in *2020 General Plan*. The 1995 General Plan (No Project/Existing Conditions Alternative) will result in the development of the same vacant and underdeveloped lands as will occur pursuant to the *2020 General Plan*. Given that the intensity of development under both scenarios will be similar, impacts to water quality under both plans are expected to occur in approximately the same amounts. ▼▼▼▼▼▼▼▼▼▼▼▼▼		

No Growth	No Project (*1995 General Plan*)	50% Growth with *2020 General Plan*	Alternative Routes
	However, practices for minimizing impacts to water quality pursuant to the 1995 General Plan are expected to be less effective than those identified in the *2020 General Plan* designed to minimize and avoid impacts to water quality as follows—a potentially significant impact under the 1995 General Plan. *4.G.a Prepare a Grading Ordinance/Promote Best Management Practices* *4.G.b Promote and Support Activities to Reduce Non-Point Source Pollution* *4.G.c Designate Resource Management & Open Space Setbacks Along Creeks* *4.G.i Consider Initiating a Citizen's Water Quality Monitoring Program* *4.G.k Pursue Preparation and Adoption of a Non-Point Source Pollution (NPS) Pollution Control Implementation Program* *6.A.m Establish Standards for Erosion and Dust Control* *4.D.c Draft a Creek Corridor Preservation & Management Plan for Angels Creek* *4.D.d Designate Resource Management & Open Space Setbacks Along Creeks* *4.D.e Support Minimum Creek Flows in Angels Creek* *4.D.f Provide Guidance to Developers for Assessing/Addressing/Avoiding Adverse Impacts to Biological Resources* *4.D.i Establish a Resources Management (RM) Land Use Designation and Maintain and Update the City's Open Space (OS) Zoning District* Impacts to water quality under the 1995 General Plan (No Project/Existing Conditions Alternative) can be mitigated to a level of less-than-significant with adoption of the same, or similar programs identified in *2020 General Plan* including mitigation measures identified in **DEIR Section 4.13.6.**		

Chapter 2. LIST OF PERSONS, ORGANIZATIONS AND PUBLIC AGENCIES COMMENTING ON THE DRAFT EIR

A. Elaine Morris
B. Jack Lynch
C. Craig Turco
D. Angels Camp Fire Marshall
E. Calaveras Council of Governments
F. California Department of Fish and Game
G. California Department of Transportation
H. Governor's Office of Planning and Research

Chapter 3. COMMENTS ON DRAFT EIR AND RESPONSES BY CITY

A. Elaine Morris
B. Jack Lynch
C. Craig Turco
D. Angels Camp Fire Marshall
E. Calaveras Council of Governments
F. California Department of Fish and Game
G. California Department of Transportation
H. Governor's Office of Planning and Research

A

Amy Augustine

From: David W. Hanham [Davidhanham@Angelscamp.gov]
Sent: Monday, September 29, 2008 8:32 AM
To: 'Amy Augustine'
Subject: FW: DEIR for 2020 General Plan and Draft 2020 General Plan

Amy:

The comments below are from Elaine Morris. Also, have we gotten any other comments on the plan yet.

Thanks:

David Hanham
Asst. Planning Director
City of Angels
571 Stanislaus Ave, Suite J
Angels Camp, CA 95222
(209) 736-1346 Office
(209) 736-9048 Fax

-----Original Message-----
From: Elaine Morris [mailto:morris@mlode.com]
Sent: Monday, September 29, 2008 8:07 AM
To: davidhanham@angelscamp.gov
Subject: DEIR for 2020 General Plan and Draft 2020 General Plan

Hi Dave:

I have some questions and concerns regarding the Circulation Element :

DEIR Page 167, Map reference L-11, Unnamed connector - Gold Cliff to Finnegan Lane.
Description/design features: "A possible connector between Gold Cliff Road or the proposed McCauley Ranch Road connector (Gold Cliff Road to Greenhorn Creek Road) (see above) southward to Finnegan Lane."

I believe the (see above) is DEIR Page 166, Map reference L-5 - Gold Cliff connector.
Description/design features: "Gold Cliff connector (Gold Cliff Road at McCauley Ranch Road) at location of existing emergency vehicle access".

I believe these two items are somehow connected, but when looking at the map DEIR Figure16, it is confusing. Please explain so it is more understandable.

A1

DEIR Page 163, Map reference C-2, Collector Greenhorn Creek Road South Extension
Description/design features: "Greenhorn Creek Road South along Finnegan Lane to State Route 49 South, etc."

The map DEIR Figure 16 shows extension of Finnegan Lane below Gold Cliff Road to connect with Greenhorn Creek Road Extension south. Is this correct?

I believe the Description/design feature above stating, " Greenhorn Creek Road south along Finnegan Lane to State Route 49 south", is confusing as Finnegan Lane also proceeds to State Route 49 at the South 4/49 intersection in the Historic Downtown area. Please make this more understandable.

A2

1

Draft 2020 General Plan Circulation Element III-12 and DEIR Page 712.

Implementation Program 3.A.j. Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses. - Arterial

Implementation Program 3.A.j. (C) State Route 49 West Bypass.

This should be removed from the General Plan since there is no 49 West Bypass planned.

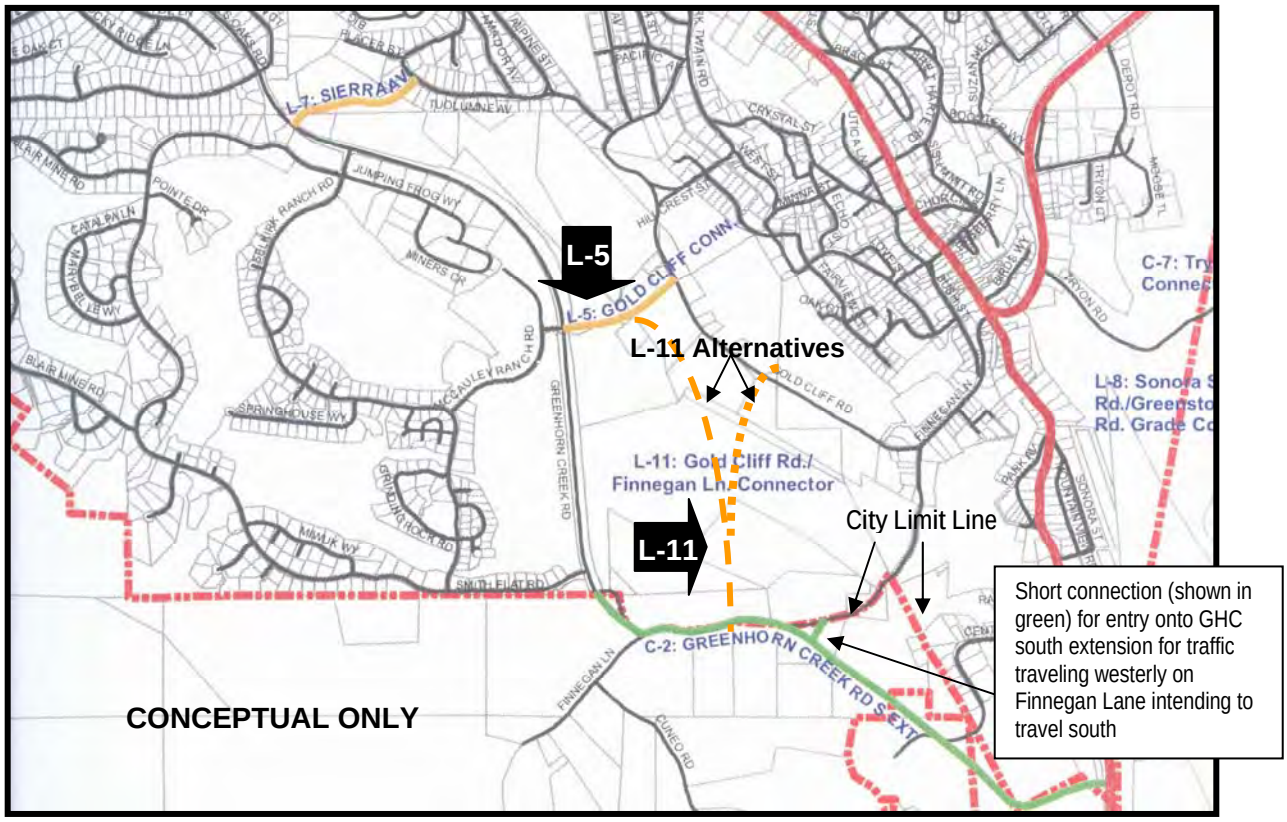
A3

Thanks.

Elaine Morris
Planning Commission

A-1: The two roads referenced are two different roads (that could ultimately be connected). The map proposed for adoption and indicating proposed roads pursuant to Angels Camp 2020 General Plan is General Plan Appendix 3C. That map indicates that L-5 is a generally east/west connection between Gold Cliff Road and McCauley Ranch Road. L-11 is a potential road located either south of connector L-5 and oriented in a generally north/south direction connecting Gold Cliff Road to Finnegan Lane; or connecting with L-5 southward to Finnegan Lane. Because a route has not been suggested for L-11, it is not drawn in General Plan Appendix 3C. If both roads were indicated in General Plan Appendix 3C, the conceptual plan would appear as follows:

Figure 4: Relationship between Gold Cliff Road Connectors L-5 and L-11



For clarification, **DEIR Table 41** (and equivalent General Plan 2020 **Appendix 3D**) should be amended as follows:

Table 5: Excerpt 2020 General Plan Appendix 3D

Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)
L-5	--	LOCAL: Gold Cliff Connector	Gold Cliff Road to Greenhorn Creek Road Gold Cliff Connector East/West Connector McCauley Ranch Road Connector	Gold Cliff Connector (Gold Cliff Road to Greenhorn Creek Road at McCauley Ranch Road) at location of existing emergency vehicle access (oriented approximately east/west and located north of proposed L-11)	2001 Regional Transportation Plan; Angels General Plan; Angels Circulation Study; Greenhorn Creek Road Access Road Study, Prism Engineering and Weber Ghio & Associates, June 2005	Local	$450,000
L-11	--	LOCAL: Unnamed Connector - Gold Cliff to Finnegan Lane		A possible connector between Gold Cliff Road or the proposed McCauley Ranch Road Connector (Gold Cliff Road to Greenhorn Creek Road) (see above) southward to Finnegan Lane. (Oriented approximately north/south and located south of, or connecting with, proposed L-5)	Angels General Plan	--	--

A-2: DEIR Figure 16 (i.e., General Plan Appendix 3C) is not intended to show a connection from Finnegan Lane below Gold Cliff Road to the Greenhorn Creek south extension. As shown in FEIR Figure 4, red dashed lines are shown in that vicinity. These red dashed lines are city limit boundaries and not proposed roadways. To distinguish between Finnegan Lane's existing connection with SR 49 and the proposed Greenhorn Creek Road extension south to SR 49, the following clarification is recommended:

Table 6: Excerpt 2020 General Plan Appendix 3D

Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)	Planned Regional Transportation Facility Improvements (Excludes *Low Impact Modes of Transportation* Facilities)
C-2		COLLECTOR: Greenhorn Creek Road South Extension		Greenhorn Creek Road south to Finnegan Lane approximately following the segment identified as "Finnegan Court" on APN 64-011-31, then along Finnegan Lane approximately ¼ mile eastward, then south from Finnegan Lane to the northerly portion of the city's wastewater treatment facility properties in the vicinity of approximately APN 54-003-03 and continuing southwest to State Route 49 in the approximate vicinity of the southerly city limit boundary near or south of APN 64-004-31 for the purpose of serving local neighborhoods and improving safety and emergency access. The project should include functional, design and traffic-calming features so it is compatible with the character of the residential areas served by the road. Construction of the road should be development-driven.	2001 Regional Transportation Plan; Angels General Plan	Local	$9,534,850

A-3: The comment is correct. The SR 49 West By-Pass does not exist and should be removed. The following change is recommended to 2020 General Plan Implementation Program 3.A.j.

3.A.j ***Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Arterials***

Undertake studies of alternative transportation routes and identify and adopt preferred routes and proposed rights-of-way widths for new Arterials (or Arterial extensions). Support construction of adopted routes to serve future planned land uses or to better serve existing land uses within the following areas (See ***Appendix 3D for descriptions of each route****):*

b. State Route 4 North Angels Bypass
b. State Route 49 Bypass (aka Southeast Bypass)
c. ~~State Route 49 West Bypass~~
c~~d.~~ Wagon Trail Connector project (State Route 4 improvements)

Arterial Design shall comply with the circulation guidelines established in ***Program 3.A.m,*** *as feasible.*

Amy Augustine

B

From: JACK LYNCH [jackplynch@sbcglobal.net]
Sent: Thursday, October 09, 2008 1:46 PM
To: AMY AUGUSTINE
Subject: Fw: ANGELS CAMP DEIR - AUGUST 2008

Amy, Resending with revised email address. Jack

--- On **Thu, 10/9/08, JACK LYNCH** ***<jackplynch@sbcglobal.net>*** wrote:

From: JACK LYNCH <jackplynch@sbcglobal.net>
Subject: ANGELS CAMP DEIR - AUGUST 2008
To: "AMY AUGUSTINE" <landplane@mlode.com>
Cc: "DAVID HANHAM" <davidhanham@angelscamp.gov>
Date: Thursday, October 9, 2008, 1:42 PM

Amy,

In Chapter 2, Section 2.1.3 on p. 51, it states: "The primary area of controversy for the 2020 General Plan is the inclusion of the Greenhorn Creek Road extension south to SR 49. ~~A large number of residents in the Greenhorn Creek subdivision are opposed to through-traffic~~ in the neighborhood." **B1**

This section needs to be corrected to show that the residents of Angel Oaks, Greenhorn Creek, the Historic District along Finnegan Lane, and the Annex along Centennial Road all opposed the extension at many meetings and Public Hearings. In addition to discussions at the General Plan sessions, you may not be aware of the meetings held prior to a ballot measure on the road where these residents spoke against the extension. The proposal to build the road and the funding for it was defeated in 2005 by 86% of the vote against. **B2**

Please rewrite to reflect these facts so that the record is complete.

You also received verbal comments from Roger Neuman who challenged the determination that the proposed road is a "Connector." He claimed that it was to be designated a "residential street" if ever built. The designation of the proposed road needs to be corrected and made acceptable to the citizens of the City. **B3**

Amy Augustine

From: JACK LYNCH [jackplynch@sbcglobal.net]
Sent: Thursday, October 09, 2008 3:01 PM
To: AMY AUGUSTINE
Cc: DAVID HANHAM
Subject: ANGELS CAMP DEIR - AUGUST 2008

B

Amy,

In Chapter 2, Section 4.6.3 on p. 61, "Fire Protection", the entire statement needs to be reexamined to consider and include the following facts:

1. There are four fire stations within the City limits of Angels Camp. Three are at the North of the City (Angels Camp #2 on Monte Verde St., Altaville-Melones on Monte Verde St., and Calfire on SR 49) and one station at the South of the City on SR 4. This impressive resource of fire protection needs to be shown. In the event of a SR 49 road closure, engines and staff can be dispatched to both sides of a closure and remain on a standby basi-
2. If the road closure was on the North 49, the only section without alternate access would be a 1/4 mile section between Stanislaus Ave. and Demarest/Murphys Grade Rd. Considering that fire companies are on both sides this potential closure, this should not be a problem. **B4**
3. In the event there was a road blockage of South 49 south of the bridges, there are alternate roads along this roadway, i.e., Park Ave. to Mayo Rd. and Martina St. to Sonora St. Fire service could access one side of a closure promptly and other apparatus would have to respond by going "cross country" or travel around and approach via Red Hill road and then SR 49. Your text should address the proposal to build the Sonora Street/Tryon Road/ Greenstone Mine Road Grade Connector to give an alternate access to the South end of the City and the Annex. Why hasn't it been included? **B5**
4. Please confirm in writing from City fire personnel "that the locked gate at the end of Greenhorn Creek Rd./Finnegan Court increases response time to GHC from the south by approximately 5 minutes (unlocking the gated entry)." City fire personnel have been asked to run response time comparisons between Finnegan Lane/Finnegan Court travel time including unlocking the gate to GHC vs. SR 49, Stockton Rd., Angel Oaks Drive, Greenhorn Creek Road to the GHC area. This latter route is over a mile longer and along busy SR 49. **B6**
5. Please explain why this section continues to focus on the "Southwest Connector" (the Angel Oaks Drive, Greenhorn Creek Road, Finnegan Lane extension) when the road and its funding was turned down by the voters in 2005. **B7**

Jack Lynch

Amy Augustine

B

From: JACK LYNCH [jackplynch@sbcglobal.net]
Sent: Thursday, October 09, 2008 3:34 PM
To: AMY AUGUSTINE
Cc: DAVID HANHAM
Subject: ANGELS CAMP DEIR - AUGUST 2008

Amy,

In Section 4.1 on p. 104, the draft states that "the city should plan for a resident population annual average growth rate ranging between approximately 2.52% and 3.2% for the 15-year planning period". This would cover the period from 2005 to 2020. Given that the population has grown 3.2% during the past 20 years, this projection would appear reasonable.

However, one needs to recognize the fact that there was a population "bubble" increase in the City population between 1999 and 2004 due to the annexation and building of the GHC development and the build out of Angel Oaks. Past population growth of the City form 1981 to 1990 was at a rate of 0.9% per CA Dept. of Finance Reprt 90 E4. From 1991 to 2000, population was at arate of 1.6% per Table 2 of Dept. of Finance including 1990 and 2000 Census Counts. From 1999 to 2005, population growth was 4.1% due to GHC and Angel Oaks build outs. This major growth needs to be considered as an event rather than a projection of the rate to be expected forthe next 15 years. Ther is no expectation of a project of this size on the horizon considering the open lots not being built on at the present. **B8**

The data shows that the population growth for 5 years from 2003 to 2008 is 1.2% and growth over the past 3 years only at a rate of 0.7%.

Please review the population projection again. A growth rate of 1.2% should be considered based on the past 5 years. Also, it would be more reasonable based on the County's projected growth of 1.8% through 2020.

Jack Lynch

Amy Augustine

B

From: JACK LYNCH [jackplynch@sbcglobal.net]
Sent: Thursday, October 09, 2008 3:59 PM
To: AMY AUGUSTINE
Cc: DAVID HANHAM
Subject: ANGELS CAMP DEIR - AUGUST 2008

Amy,

On p. 103 under Regional Housing Need Allocation (RHNA), the data shown needs to be updated to cover the current and adopted period from January 2007 to August 2014. This report shows a housing need in Angels Camp of 201 units vs. the 282 units based on the study ending in 2008. The 201 units would project a 535 person increase over the 7.5 year period for an average 71 persons per year vs. the 100 persons per year increase shown in the draft. This difference is a 29% reduction in population growth using the current housing need data. **B9**

A 29% decrease in population growth from the projection of 2.52% to 3.2% would convert to a new range of 1.8% to 2.3%. The new RHNA data needs to show along with a revised population growth rate. The current RHNA data was given to Tim Shearer in February, 2008 so that it could be incorporated into this draft. **B10**

Jack Lynch

B1: The following clarification to DEIR Section 2.1.3 is recommended in response to this comment:

> **Areas of Controversy**
> *The primary area of controversy for the 2020 General Plan is the inclusion of the Greenhorn Creek Road extension south to SR 49.* ***There is opposition*** ~~*A large number of residents in the Greenhorn Creek subdivision are opposed*~~ *to through-traffic* ~~*in*~~ ***in*** *the* ***areas that could be affected by the extension*** ~~*neighborhood*~~ *(See* ***DEIR Section 1.1.7*** *for a summary of comments received).*

B2: Potential physical changes to the environment related to the Greenhorn Creek Road extension and raised at public hearings are addressed in the DEIR and FEIR for the 2020 General Plan; however, the source and level of opposition to the Greenhorn Creek Road Extension is an issue outside the scope of this study to be considered by the city's elected officials.

It is noted that the measure defeated in 2005 (Resolution #05-09, Ordinance No. 420—see FEIR Appendix B) rejected the proposed financing mechanism (a sales tax increase of 0.75%) for the Greenhorn Creek Road extension rather than the roadway itself. However, from an environmental impact standpoint, after defeat of the measure, the planning committee for the 2020 General Plan changed the scope of the Greenhorn Creek Road extension from an arterial (as originally proposed) to a collector to reflect input from the public relative to maintaining community identity through the area by eliminating the use of the road as a "by pass" and rather designing and designating it for local use (i.e., a collector road is designed on a smaller scale than an arterial and is designed to handle lower volume traffic levels—see response to B3).

It is further noted that the Greenhorn Creek Road Extension South/Angel Oaks Drive Extension North is currently part of the Angels Camp General Plan (1995) listed as a high priority project. No general plan amendment altering the existing general plan has been identified. The route is designated in the 1995 plan as an arterial bypass. In contrast, the 2020 General Plan downgrades that status to a collector.

B3: 2020 General Plan defines the various types of planned and existing roadways in Angels Camp per the following as stated in Appendix 3C of 2020 General Plan:

> *The functional classification of streets and highways in Angels Camp is as follows (Calaveras County 2006 Regional Transportation Plan, LSC Transportation Consultants, Inc.):*
>
> ***Arterial***
> *Arterials are roadways that are expected to provide relatively high speeds with minimum interference to the through-traffic flow or a low proportion of access points. Within Calaveras County, all State Routes are classified as Arterials. Arterial roadways within Angels Camp are:*
>
> - *State Route 49*
> - *State Route 4*
>
> ***Collectors***
> *Collectors move traffic from traffic generators such as residential areas or commercial centers, to other Collectors or Arterials. Collectors are generally located within residential*

areas, where they connect a number of Local Roads to other-Collectors. Collectors within the Angels Camp Sphere of Influence include:

- *Angel Oaks Drive*
- *Booster Way (State Route 4 to Bret Harte Road)*
- *Bret Harte Road (Booster Way to State Route 49)*
- *Demarest Street*
- *Dogtown Road (State Route 49 to Fricot City Road)*
- *Finnegan Lane (State Route 49 to Gold Cliff Road)*
- *Gardner Lane (Murphys Grade Road to Dogtown Road)*
- *Gold Cliff Road (Finnegan Lane to Tuolumne Avenue)*
- ► *Greenhorn Creek Road* ◄
- *Kurt Drive (State Route 4 to Suzanne Drive)*
- *Mark Twain Road (Crystal Street to State Route 49)*
- *Murphys Grade Road*
- *Stanislaus Avenue (Gold Cliff Road to State Route 49)*
- *Stockton Road (Angels Oaks Drive to State Route 49)*

Local Roads
The Local Road system primarily provides access to residential property and other areas that are not directly served by the Collector or Arterial system. Local Roads within Angels Camp are all roads not classified under the Arterial or Collector categories. There are approximately 123 Local Roads within Angels Camp. Local Roads are listed ***Table 3A****. Not all listed Local Roads are city-owned and/or maintained.*

► ***Other*** ◄
As used in the Angels Camp General Plan, ***"Connector"*** *(or connecting roadway) is a descriptive term for an Arterial, Collector or Local Road that connects two roadways together. "Connector" is not a functional roadway classification and, as such, does not have specified construction standards. Construction standards are based on the connecting roadway's status as an Arterial, Collector, or Local Road.*

The City's functional roadway classification for roads that serve both Angels Camp and Calaveras County (i.e., Murphys Grade Road, Dogtown Road) may differ from the County's classification. The City's classification relates to how the road functions with respect to Angels Camp, while the County's functional roadway classification is made in the context of how the road serves the County.

As noted in the response to B1, the Greenhorn Creek Road extension was originally designated as an arterial roadway (as described in the preceding definitions). Arterials are large-scale roads such as SR 49 and SR 4. Based on public input, the General Plan's Planning Committee recommended re-designating the roadway as a collector. Existing city Collectors include roadways such as Finnegan Lane, existing Greenhorn Creek Road, and existing Angel Oaks Drive. Draft 2020 General Plan Appendix 3D (See item C-3 in that appendix) designates the Greenhorn Creek South Extension as a collector reflecting the recommendation of the planning committee to make the roadway more compatible with the surrounding community and the existing designation of Greenhorn Creek Road and Angel Oaks Drive.

The Planning Commission has the option to recommend and the City Council has the option to decide to re-designate the Greenhorn Creek Road South Extension to be a Local Road as defined in the 2020 General Plan in conjunction with public hearings to adopt 2020 General Plan. Examples of Local Roads include elderberry

lane, bird's way, and Sonora Street. The function of the Greenhorn Creek Road South Extension as a local road rather than a collector road has not been evaluated in terms of effects on its capacity to relieve congestion at various intersections nor on the function of the existing Greenhorn Creek Road (a collector road). Prior to re-designating Greenhorn Creek Road South Extension from a collector road to a local road; additional environmental evaluation would be required to address these issues.

Note that the term "connector" should not be confused with the term "collector." The term "connector," as indicated in the 2020 General Plan Appendix 3C, simply describes the fact that one roadway (of any shape, form or size) is "connecting" to another roadway (of any shape, form or size). In contrast, the terms "arterial," "collector," and "local road" carry with them technical implications related to the form and size of the roadway either as it currently exists or will exist when built to maximum capacity.

As noted previously, he Greenhorn Creek Road Extension South/Angel Oaks Drive Extension North is in the current Angels Camp General Plan (1995) listed as a high priority project, although the southerly portion of the project is not fully defined and alternatives linking Finnegan Lane to SR 49 South of Centennial Lane are left open to discussion. No general plan amendment (to the 1995 General Plan) removing the proposed project—first conceived in 1980--has been identified. The route is designated in the 1995 plan as an arterial bypass. In contrast, the 2020 General Plan *downgrades* that status to a collector (for the Greenhorn Creek Road South Extension option only).

B4: The Community Development Department consulted with the City Fire Department, City Police Department and City Fire Marshall to review these concerns. Nathan Pry, Fire Marshall Angels Camp; Greg Peterson, Deputy Chief - Angels Camp Fire Department; and Dale Mendenhall, Police Chief - Angels Camp Police Department agreed with the comments that extending GHC Road would not significantly improve response time for either police or fire during normal operating conditions summarized as follows pursuant to the letter contained in **FEIR Appendix A**:

> *The extension of Greenhorn Creek Road from its existing gated closure at the southern end of Greenhorn Creek Road to SR 49 South would not significantly improve response time for either police or fire during normal operating conditions.*
>
> *However, a through road from Greenhorn Creek Road to SR 49 South would improve safety during emergency situations involving the closure of SR 4 in the vicinity of the Angel Oaks Drive entrance at SR 4. In the event that a fire or road closure blocks the existing entrance to the Angel Oaks and Greenhorn Creek subdivisions from SR 4, the Greenhorn Creek Road extension to SR 49 South would assist in evacuating citizens from Angel Oaks and Greenhorn Creek Subdivisions quickly. A paved Greenhorn Creek Road extension to SR 49 South with two full lanes would enable emergency response vehicles and equipment to enter the subdivision at the same time as residents are evacuating the subdivision.*
>
> *Similarly, in the event of a road closure on Main Street (SR 49) halting traffic on SR 49 (e.g., hazardous material spill, damage to the SR 4/49 bridge or a vehicle accident blocking Main Street); a Greenhorn Creek Road connection to SR 49 South would allow traffic to continue flowing from SR 49 South to SR 49 North (i.e., allowing temporary travel around the city) during an emergency road closure on Main Street.*

As further noted, police and fire officials found that, even considering the locations of existing police and fire stations, emergency response would be improved during *emergency* situations involving the closure of either SR 4 in the vicinity of the Angel Oaks Drive entrance off SR 4 or the closure of Main Street (SR 49).

In response, the **DEIR Table 3 (Comparison of Alternatives)** and associated **DEIR Sections 4.6.2.8, 4.6.3.8, 4.6.4.8, 4.6.5.8, 4.6.6.8,** and **4.6.7.8** are amended as follows:

> *Eliminating the Southwest Connector would eliminate an alternative access and evacuation route (around the southern portion of the city) for fire personnel and equipment should road closures occur along SR 49 through Angels Camp during times of emergency. In particular, should a fire block transportation routes in Angels Camp, ~~no~~* ***this potential*** *alternative emergency route around the city to the south would be* ***un****available. The inability to divert traffic around the city to the south could result in a significant adverse impact to emergency operations during times of emergency. This potential impact cannot be mitigated under this alternative unless an alternative means of diverting traffic in a southerly direction around the city can be identified and funded.* ***One potential alternative providing an alternative emergency route around the southern portion of the city has been identified as the Sonora/Greenstone Mine/Tryon Road Connector (See FEIR Figure 5). Prior to adopting this as an alternative emergency route [should the Greenhorn Creek Road South Extension not be constructed], the feasibility of this roadway to accommodate traffic volumes along SR 49 as an emergency alternative would have to be investigated. Other issues related to levels of service discussed elsewhere would remain without construction of the Greenhorn Creek South Extension.***
>
> ~~*In addition, fire personnel have indicated that the current locked gate at the end of Greenhorn Creek Road increases response time to GHC from the south during emergencies by a approximately 5 minutes (unlocking the gated entry).*~~

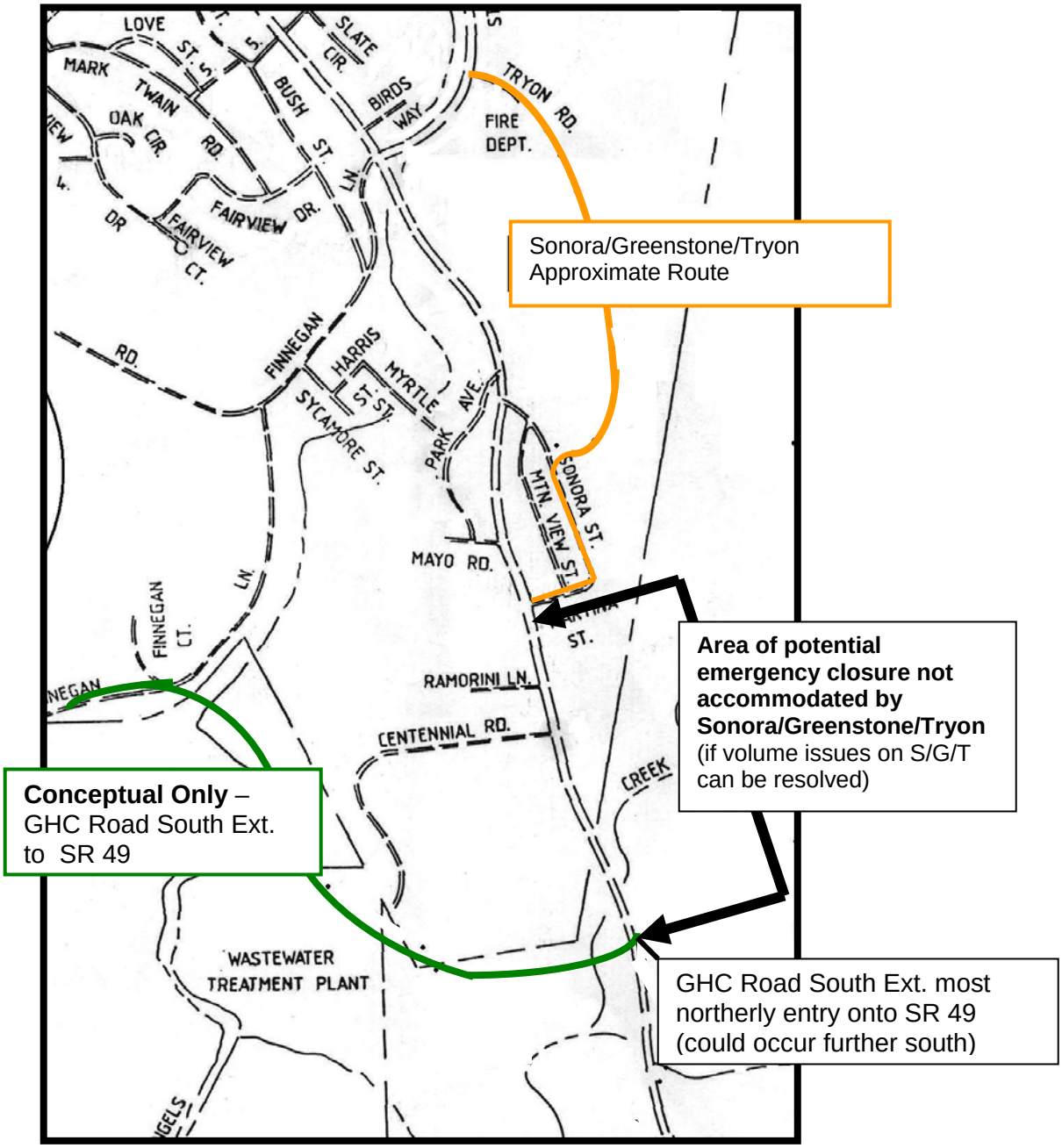
B5: The commenter is correct that the construction of the Sonora Street/Tryon Road/Greenstone Mine Road Connector could provide a *portion* of a limited volume alternative emergency route from SR 49 South to SR 4 and around the new SR 4 By-Pass to SR 4 if the Sonora/Tryon/Greenstone Road is constructed. The Sonora/Tryon/Greenstone Road was originally proposed specifically as an emergency route for those living in the Sonora St./Mt. View subdivision area with an expectation that the roadway would handle only those specific residents. This was due largely to the limitations due to existing development that would hinder widening the streets along this route sufficiently to accommodate a larger traffic volume. Should the City determine that this alternative could alleviate some of the circulation concerns related to emergency closures on SR 49 in lieu of the GHC extension south to SR 49, then the City should adopt performance standards for this roadway relative to roadway width sufficient to accommodate two-way traffic during emergency road closures along SR 49 (Main Street). The feasibility of widening existing roads and establishing a new roadway along this route for a larger volume of traffic would have to be investigated prior to making a finding that this alternative could serve as an alternative emergency route for the volume of traffic along SR 49 in the vicinity.

In addition, as shown in the following figure, the Greenhorn Creek Road South Extension is planned to emerge onto SR 49 farther south than would the Sonora Street/Tryon Road/Greenstone Mine Road Connector. Therefore, the GHC Extension South would be effective for emergency closures occurring over a larger stretch of SR 49 than would the Sonora/Tryon/Greenstone Road.

Finally, the Sonora Street/Tryon Road/Greenstone Mine Road Connector does not address emergency ingress and egress from GHC subdivision and Angel Oaks subdivisions in the event of a closure on SR 4 in the vicinity of the Angel Oaks Drive entrance off SR 4.

In response to the preceding, the proposal to consider Sonora Street/Tryon Road/Greenstone Mine Road Connector as an alternative emergency access route to the GHC road extension south to SR 49 has been added as a potential mitigation measure to the Alternative Routes Scenario (See **FEIR Table 3 – Comparison of Alternatives)** that could be investigated should it be determined that the Greenhorn Creek Road South Extension would not be constructed.

Figure 5: Comparison of Greenhorn Creek Road (GHC) South and Sonora/Greenstone Mine/Tryon (SGT) Road Connector as Alternative Emergency Access Routes



B6: See response to B4.

B7: See response to B2.

B8: Numerous state and private entities generate growth projections for local jurisdictions. These projections change frequently (often every six months and even quarterly). Sometimes these projections reflect only county population and not those of small cities. Often these "projections" provide information related to city population only months or years after counting actual population in small cities. Economic conditions also can influence growth projections. As a result, population projections were frequently changed in response to changing projections from numerous agencies and changing economic conditions during preparation of 2020 General Plan and its associated Draft EIR. These population and growth projections (as well as actual population and growth levels) will continue to change through 2020, just as they have since Angels Camp began tracking such changes in 1912.

Because of frequent fluctuations in population (some large, some small); the 2020 General Plan planning committee agreed that a reasonable population range rather than a fixed value should be used in the General Plan with updates to planning documents most affected by population and growth made frequently to reflect ever-changing economic and population related conditions (e.g., water and wastewater management plans, recreation master plans and housing elements). Provisions for frequent updates to growth projections are included in the 2020 General Plan. Similarly, 2020 General Plan recommends further refinements in population and growth projections in conjunction with preparation of a growth management plan pursuant to 2020 General Plan Implementation Programs 1.A.g, 7Ae, 7Bl and 10Ae (the same program).

Draft 2020 General Plan currently includes a growth projection of 3.0% to 3.3%. Two years later, the DEIR for Draft 2020 General Plan recommends revising those figures to reflect a range of 2.52% to 3.2% (a resulting 2020 population of between 5,138 and 5,673). The comment recommends that these figures be further reduced to reflect a lower and more fixed growth rate of 1.2% or 1.8% instead of the 2.52% to 3.2% range recommended in the DEIR. This recommendation is based, in part, on a determination that a population "spike" was generated when Greenhorn Creek was developed and that such a spike is unlikely to occur again before 2020.

The comment recommends that the Greenhorn Creek development be reflected as an event rather than a relatively common occurrence to be consideration in population projections for planning purposes. This is a legitimate observation. However, it is also possible that another event such as the annexation of land to the city could occur before 2020 resulting in another population "spike." While that seems unlikely during current economically depressed conditions; it is noted that in just the past seven years growth rates annually have varied between 1.23% and 4.96% (See Table 1-3, 2020 General Plan).

Planning ahead and including considerations that would address a contingency growth spike in population would allow planning for water and sewer capacity increases to occur in advance of need, thereby reducing delays related to planning

and allowing for actual construction of public infrastructure to occur more in pace with demand. Alternatively, planning can be based on more immediate conditions related to population growth and be deferred to such time as spike in population or annexation actually occurs. This, however, carries a certain risk. Specifically, lands available for expanding wastewater treatment facilities or water storage facilities could be no longer available if a future need arises. And, infrastructure could not readily be made available in response to demand should there be a significant increase in demand over a short period of time. Both approaches—planning ahead and reacting when and if necessary, are options. However, given the highly degree of variability that can occur over time relative to growth; a general plan, by definition, is intended to plan relatively far in advance. Individual documents produced in conjunction with the general plan (e.g., water and wastewater management plans, recreation master plans and housing elements) are frequently updated and general plan amendments are then made in reflect changing population trends.

For the purposes of the 2020 General Plan, a legitimate estimate of population and growth is helpful. But, it is perhaps more useful to examine how the 2020 General Plan's population projection actually impacts planning. Or, how does the 2020 General Plan population project translate into how the city proceeds "on the ground" (using 1.2% or 1.8% or even a range of 2.52% to 3.2%)? Population projections used in the 2020 General Plan influences "on-the-ground" planning as follows:

First, recreational needs projections are based on actual growth for every 1000 individuals added to the city's population. Fees for recreational facilities are collected in conjunction with building permits. Therefore, 2020 General Plan population projections can provide a future estimate of how many acres of recreational land might be needed to serve the city's population by 2020, but it is the actual growth rather than projected growth that is most directly related to when and how many acres of recreational facilities will be provided in the city limits.
Police and fire staffing levels are not tied to population projects in the 2020 General Plan. Therefore, population projections will not influence this provision of services.

By state law, the provision of housing is based on a locally adopted Regional Housing Needs Assessment (RHNA) that is updated frequently (normally every five years) and triggers an update to the General Plan Housing Element and amendment to the jurisdiction's General Plan. Therefore, 2020 General Plan population projects can provide a future "ball park" estimate of housing needs but the adopted RHNA is used to project housing needs in the city. These RHNA projections will be changed a minimum of twice before 2020 in response to changing population projections pursuant to state law. Therefore, it is the RHNA and state-mandated updates of the Housing Element of the General Plan (to be updated again in 2009) that dictate how the city plans to meet housing needs for its residents rather than General Plan population projections which, instead, provide a ball-park range of potential future needs.

The 2007 Regional Transportation Plan (RTP) was recently adopted based on a 2.52% growth projection, although the RTP recognizes that actual population growth is likely to occur at both lower and higher rates over the planning period. The RTP further notes that county and city population is not the only contributor to transportation demand—visitor populations also influence traffic demand. 2020 General Plan traffic projections are the same as those in the 2007 Regional

Transportation Plan. 2020 General Plan projections will be amended when the RTP is amended. Therefore, while 2020 General Plan population projections provide general guidance; it is the RTP that most directly influences the ability to finance and construct new roads other than those designated as city-only projects. The 2007 RTP projections are to be incorporated into the 2020 General Plan Circulation Element as described in the DEIR and will be amended again in conjunction with any future changes in the RTP.

Population projections in the 2020 General Plan could significantly influence the contents of water and wastewater master plans. Again, however, both water and wastewater master plans must be updated every five years pursuant to state law.[1] The most recent updates of the water and wastewater master plans are based on a projected growth rate of 2%. It is anticipated that changes in population will be reflected in future updates of the water and wastewater master plans. It is recommended that the water and wastewater master plans use the growth projection that will be adopted in conjunction with implementation of General Plan Implementation Program 1.A.g (and equivalent programs 7.A.e, 7.B.l and 10.A.e), the Growth Management/Infrastructure Allocation Program ---unless extenuating circumstances exist and findings are made to that effect.

Therefore, in response to the commenter's recommendation to amend the growth projections contained in 2020 General Plan from a range of 2.52% to 3.2% through 2020 to a fixed rate of 1.2% or 1.8%; it is recommended that 2020 General Plan retain a population or growth *range* for the purposes of flexibility in future planning to meet all contingencies and that a reduced potential low growth rate of 1.2%, rather than 2.52%, be considered by the Planning Commission and City Council in the 2020 General Plan population project/growth range. In addition, it is recommended that the city adopt a policy for the water and wastewater master plans to use the growth projection that will be adopted in conjunction with implementation of General Plan Implementation Program 1.A.g (and equivalent programs 7.A.e, 7.B.l and 10.A.e), the Growth Management/Infrastructure Allocation Program--unless extenuating circumstances exist and findings are made to that effect.

[1] The California Urban Water Management Planning Act requires that each urban water supplier, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually, shall prepare, update and adopt its urban water management plan at least once every five years on or before December 31, in years ending in five and zero - California Water Code, Section 10621

The following changes will result should the City Council adopt a 1.2% low growth rate. **In short, a reduction in the lowest possible population growth range to 1.2% from 2.52% would result in an overall potential population reduction of 908 individuals through 2020 (60.5± individuals annually) compared to current population projection levels.**

Table 7: Projected 2020 Resident Population/a/

	% Annual Average Growth Rate	*Projected 2020 Population/b/*
Lowest recent population growth annually	***1.2%***	***4,230***
2007 Regional Transportation Plan Projection (countywide)/a/	*2.52%*	*5,138*
General Plan 2020 Resident Population Projection (most probable)	~~***2.86%***~~ ***2.00%***	~~***5,400***~~ ***4,760***
20-year historic city population growth rate	*3.2%*	*5,673*

/a/ Countywide population projects are frequently lower than the growth rate for the city
/b/ Projected from 3,537 base population in 2005, California Department of Finance Population Estimates for Cities

*Based on historical growth rates over the long term, the Regional Housing Needs Allocation projections, the 2007 Regional Transportation Plan, City water and wastewater master plans, California Department of Finance Projections, and county population projections; the City anticipates its resident population will reach between ~~5,138~~ **4,230** and 5,673 individuals by 2020— an increase of between ~~1,601~~ **693** and 2,136 individuals. Therefore, for the purposes of **long range** General Plan 2020 **planning guidance** and this analysis, the population for Angels Camp is expected to reach between ~~5,138~~ **4,230** and 5,673 resident individuals in the City Limits.*

This reduction by 908 individuals resulting from amending the range of population that could occur in the city through 2020, translates, for the purposes of long-range planning, into the potential for a reduced demand for recreational facilities of just under 5 acres, or approximately 0.33 acre annually (based on a goal of 5 acres per 1,000 individuals), and a potential decrease of in the total number of households by 388 (26± annually).

Should the City Council adopt this change, these amended figures would be incorporated in the 2020 General Plan text and implementation programs accordingly. These changes are not expected to either avoid or create any significant adverse physical changes to the environment that have not already been analyzed in the DEIR and herein.

B9: Pursuant to state law, the General Plan Housing Element for all local jurisdictions must be updated once every five years (although this number may be increasing to after 2009 to coincide with transportation planning deadlines). The release of the Regional Housing Needs Assessment (RHNA) must be completed prior to, and precedes the preparation of, an update to the General Plan Housing Element. The Angels Camp Housing Element update, incorporating the new Regional Housing Need Allocation (RHNA) for the period from 2007 to 2014, will be undertaken as a separate project to be completed by August 31, 20092. Upon completion of the Angels Camp General Plan, Requests for Proposals to prepare an update to the Angels Camp 2020 General Plan Housing Element will be prepared and distributed to consultants so that this update may be completed in compliance with state law according to the state's prescribed schedule. A General Plan amendment will be necessary to adopt the 2009 Housing Element (a general plan amendment always is required for Housing Element updates). The 2001-2009 Housing Element of the Angels Camp 2020 General Plan was approved and adopted by the city council on February 3, 2004 per Resolution number 2004-06 and amended March 16, 2004 pursuant to Resolution 2004-12.

B10: See response to B8.

[2] The California Department of Housing and Community Development mandates when a local jurisdiction must update its housing element. Angels Camp is required to complete an update prior to August 31, 2009. As a result, the RHNA for 2007-2014 was adopted in mid-2008 (hence the dates for the RHNA planning period are somewhat misleading).

Amy Augustine

C

From: Turco [d.turco@comcast.net]
Sent: Thursday, October 09, 2008 3:53 PM
To: Amy Augustine
Cc: David Hanham
Subject: Angels Camp DEIR August 2008

Amy,

On page 37 section 4.3 MM Circulation-02 under Monitoring provision it states" Potentially significant, unavoidable - City may consider adopting a statement of overriding consideration to address these impacts (City Council)." Would you please clarify the intent of this statement and define the reason for it being unavoidable. **C-1**

Next, on page 163 C-1 Greenhorn Creek Road South Extension under description/ Design features it states in part, for the purpose of serving local neighborhoods and improving safety and emergency access. In recent discussions regarding the 2020 General Plan both the Fire department and the Police department have stated the safety access times are sufficient and meet with agency standards. Would you please quantify how much more improved the safety access would be and the data used to support this statement. **C-2**

Lastly, If the Greenhorn Creek road is ever to be built it needs to have the appropriate road type designation. Greenhorn Creek Road does not connect with Hwy 4, Angel Oaks drive does. To the south Greenhorn Creek will connect to a frontage road which will connect to Hwy 49 therefore it is not required to be labeled a Collector. The description under Design features for Greenhorn Creek Road Extension South state "The project should include functional , design and traffic-calming features so it is compatible with the character of the residential areas served by the road." The appropriate description should be change to a local road. A local road should not be used to support regional circulation. **C-3**

Thank You,

Craig Turco

C-1: When a significant adverse impact may potentially occur as a result of a project approved by a local jurisdiction, that jurisdiction may, pursuant to the California Environmental Quality Act, approve the project even though it may result in a potentially significant adverse impact (when an environmental impact report is prepared). Unavoidable impacts may be those over which a local jurisdiction has no control (e.g., poor air quality in the city limits resulting from "bad air" in the Central Valley blowing into the city). Unavoidable impacts may also be impacts where appropriate mitigation may exist to lessen an impact, but would not lessen the impact to an extent that no impact will occur. Finally, unavoidable impacts may occur where the jurisdiction adopts reasons (the "Statement of Overriding Considerations") for allowing such an impact (e.g., it is too costly to implement the mitigation measure given the potential benefits, the mitigation would create additional impacts that are less preferable etc). For the impact referenced in DEIR page 37, DEIR Section 4.3.7 details the nature of the impact. In reference to MM-02, the impact is mitigated to a level of less-than-significant with the measure identified. DEIR Section 4.3.8 details those impacts that cannot be fully mitigated to a level of less than significant for which the City may consider adopting a statement of overriding considerations (as does DEIR Section 2.1.2).

For the 2020 General Plan, a Statement of Overriding Considerations has been prepared by Planning Staff and can be obtained from the Community Development Department, at the city's website or City Hall. That statement details the nature of the potential impact, what mitigation that can be implemented will be implemented and then, finally, why the city plans to approve the 2020 General Plan even though the impact may occur. It is notable that several of the unavoidable impacts associated with 2020 General Plan include impacts that already exist in the city limits and will occur with or without adopting 2020 General Plan. It is also noted that adopting a Statement of Overriding Considerations in conjunction with a general plan has become a common practices statewide—especially in jurisdictions suffering from poor air quality.

C-2: See response B4.

C-3: Angel Oaks Drive and Greenhorn Creek Road are currently designated as collectors. See response B3 for additional information. The commenter is correct that the Greenhorn Creek Road South Extension connects with SR 4 via Angel Oaks Drive rather than via Greenhorn Creek Drive. This can be clarified throughout 2020 General Plan wherever that reference is made in error.

D

CITY of ANGELS

Mayor
WILLIAM HUTCHINSON

Vice Mayor
NORM PRICE

Councilmembers
LEE SEATON
PAUL RAGGIO
JACK LYNCH

Incorporated in 1912
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Administrator
TIM SHEARER

City Engineer
WEBER/GHIO

City Attorney
RICHARD MATRANGA

September 29, 2008

D1

The Angels Camp Fire Department believes that there may be a time delay for fire/medical response to Greenhorn creek area through the Finnegan Ln. access. Due to how narrow the access road is, negotiating the parked cars, and time it takes to get out of the vehicle and unlock the access gate. We are currently conducting time studies to determine whether or not a time delay exists responding through Finnegan Ln. access gate.

Nathan Pry, Fire Marshall
City of Angels Camp
209-736-4081

Post-it® Fax Note 7671	Date 9/29/08 # of pages ▶ 1
To Amy Augustine	From David Hanham
Co./Dept. Augustine Roadway	Co. City of Angels
Phone # 209-532-7376	Phone # 209-736-1346
Fax # 209-532-2652	Fax # 209-736-8048

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HOME OF THE JUMPING FROG

D1: This response has been superseded by the response contained in **FEIR Appendix A**. For a discussion, refer to Responses to B4 and B5.

CALAVERAS COUNCIL of GOVERNMENTS

E

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CITY OF ANGELS

October 9, 2008

Amy Augustine, AICP
Augustine Planning Associates, Inc.
PO Box 3117
Sonora, CA 95370

Project: **Draft Environmental Impact Report, Angels Camp 2020 General Plan**

Dear Ms. Augustine,

The Calaveras Council of Governments (CCOG) appreciates the opportunity to review and comment on the Draft Environmental Impact Report, Angels Camp 2020 General Plan, submitted to the Calaveras County Planning Department.

The CCOG has reviewed the project and has the following comments:

- Pg 154: There is no Dial-a-Ride service available in the County or City. — **E-1**
- Pg 158, under Existing Conditions: It looks as if Average Annual Daily Traffic (AADT) and Average Daily Traffic (ADT) are being used interchangeably. — **E-2**
- Pg 159, Intersection LOS: SR4 South is listed as an intersection with itself. — **E-3**
- Pg 161: Calaveras Transit- Transfer Facility has been moved from Save Mart Shopping Center to Monte Verde Street. — **E-4**
- Pg 170: Rolleri misspelled. — **E-5**
- Pg 171: Class II bike facility is purported to extend from Stanislaus Street to San Joaquin County. — **E-6**
- Pg 183, Analysis of Environmental Impacts- Increase in Traffic: Additional opportunities to improve roadway network capacity and improve LOS;

  1. Adopt Short Range Transit Plan and Bus Shelter Improvement Program to encourage/support Calaveras Transit users
  2. Adopt Access Management Plan for SR 49, currently in development
  3. Seek non-vehicular improvements (Bicycle and Pedestrian) that allow residents to minimize vehicle use
  4. Adopt Corridor System Management Plan (CSMP) for SR 4
  5. Participate in the collaborative UPLAN (Partnership in Integrated Planning) modeling (Land Use, Transportation and Air Quality)

E-7

692 Marshall, Suite A
P.O. Box 280
San Andreas CA 95249
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www.calacog.org

E

being done through CCOG for Calaveras County and broader region

E-7

- Pg 184, Analysis of Environmental Impacts-Result in inadequate parking capacity: Would the City consider some form of downtown parking enforcement as a potential strategy to maximize parking capacity and improve emergency access.

E-8

- Pg 186, Analysis of Environmental Impacts- Alternatives Analysis: Additional opportunities under a Growth Management/Infrastructure Allocation plan to assist in augmenting potentially significant effects;

  1. Implement Transit Oriented Development principles
  2. Adopt RTP to Id. and match resources to Transportation project
  3. Adopt 2004 SRTP and in progress SRTP update when completed (scheduled 5-09)
  4. Adopt CSMP for SR 4
  5. Participate in the collaborative UPLAN modeling efforts being done to anticipate future growth and demand on City and County Infrastructure and Resources

E-9

Please contact our office should any clarification or follow-up to comments be helpful, 754-2094.

E-1: The following changes are incorporated to reflect the change in service from Dial-A-Ride to Deviated Fixed Routes in DEIR Section 4.4.3.1 and 4.3.1 (Public Transportation) and in 2020 General Plan Page III-4. These changes do not alter the DEIR findings.

> *Public Transportation*
> *Public transportation in Angels Camp is currently provided by Calaveras Transit which offers ~~both fixed route and Dial-A-Ride~~* ***five Deviated Fixed Routes from 6:00 a.m. to 10 p.m. Monday through Friday. No service is offered on the weekend.*** *~~service. Dial-A-Ride is offered on Tuesdays in Angels Camp between 11:00 a.m. and 3:00 p.m. Fixed route stops in Angels Camp are located at the Angels Food Market, Save Mart and at the Visitor's Center. Fixed route transit is available to Columbia College, Arnold, San Andreas and other sites throughout Calaveras and Tuolumne Counties.~~* ***Inter-County connections are available to Lodi, Columbia College and Jackson with limited routes during ski season between San Andreas and Bear Valley (one round trip on weekends).***

E-2: The following referenced paragraph is taken nearly verbatim from Executive Summary, Page ii, 1st paragraph of the adopted Calaveras County 2007 Regional Transportation Plan. Augustine Planning Associates, Inc. contacted CCOG on September 10, 2008 to request that CCOG double check these numbers as planning staff and members of the public questioned the values. APA was informed by COG Staff that the numbers identified were correct as presented in the adopted Calaveras County 2007 Regional Transportation Plan. However, because the introductory sentence to the paragraph states that "According to Caltrans data, the highest annual average daily traffic…" and page 32 of the 2007 Regional Transportation Plan states that these figures are Annual Average Daily Traffic (two-way traffic volume on a roadway over the year divided by 365 days) figures; the following amendment to this paragraph contained in the DEIR is made. Should CCOG later confirm that the original paragraph in the executive summary was correct, as written, Angels Camp will include a memo to that effect in all copies of the 2007 RTP.

> *Existing Conditions*
> *Caltrans data identifies the highest annual average daily traffic (**A**ADT) volumes in the county at the SR 49/Murphys Grade Road intersection in Angels Camp (17,000 **A**ADT). The second highest traffic volume is found near the intersection of SR 49 and SR4 South in Angels Camp (15,900 **A**ADT). The proportion of all traffic consisting of trucks is highest on SR 49 in Angels Camp at the junction with SR 4 (1,431 **A**ADT or 9%). Trucks represent 9.0% of all traffic on SR 49 through Angels Camp. The SR 4 South/SR 49 currently exceeds the LOS C standard.*
>
> *The highest traffic counts along roadway segments occur on state highways, especially in San Andreas and Angels Camp. Other high volume roadways include Murphys Grade Road (3,600 ADT) near Murphys.*

E-3: The DEIR is amended as follows:

> *Future (Project) Conditions*
> *The following LOS is projected in 2025 at intersections in and around Angels Camp:*

- *SR 4 South/SR 4**9** (Southern intersection) – (in 2025 with current geometry, LOS F) and with a change to a 4-way stop and adding north-bound right and south-bound left turn lanes, LOS C (AM peak) and LOS E (PM peak)*

E-4: The change in the location of the transit transfer facility is hereby incorporated into the DEIR Table 40 as follows:

Table 8: Calaveras Transit Improvement Projects 20 Year Vision

Proposed Project	***Location***
Transfer facility – Angels Camp Phase I	~~*Savemart Shopping Center, Angels Camp*~~ ***Monte Verde Street***
Transfer facility – Angels Camp Phase II	~~*Savemart Shopping Center, Angels Camp*~~ ***Monte Verde Street***
Angels Bypass Intermodal Transit Facility	*Angels Bypass SR 4 at old SR 4*
Countywide Transit Branch and Shelter Program	*Angels Camp, Frog Jump Plaza*

E-5: Misspelling acknowledged and corrected in DEIR follows:

Footnote /a/ of DEIR Table 42 amended as follows:

> */a/ SR 4 Angels Camp Bypass is approximately 2.4 miles long and designed to re-route traffic around Angels Camp from SR 4 North at Frog Jump Plaza to SR 4 east of Roller**i** Bypass Road.*

E-6: Facility description typo acknowledged and corrected in the DEIR following DEIR Table 43 as follows:

> *In addition to the preceding, Angels Camp recently completed a Class II bikeway on Stanislaus Avenue between SR 49 (Main Street) and San Joaquin **Avenue** ~~County~~ in conjunction with the Safe Routes to School Program. (Page 50, 2007 Calaveras County Regional Transportation Plan)*

E-7: The comment offers additional mitigation measures that can alleviate some impacts identified as significant and unavoidable in DEIR Table 53 related to the following impact:

> *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)*
>
> *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways*

The first of these suggested measures is: *1) Adopt a short-range transit plan and bus shelter improvement program to encourage/support Calaveras Transit users.* 2020 General Plan Implementation Programs already are partially included in the 2020 General Plan as follows. The following recommended amendment will specifically incorporate the suggested additional mitigation measure related to transit planning and bus shelter improvement plans

MM CIRCULATION – 03: Amend **Implementation Measure 3.C.h** as follows:
3.C.h Continue to Support the Calaveras County Transit System
Continue to support the Calaveras County Transit System. Specific methods of support may include, but are not limited to:

a. Including requirements for new transit stops in development agreements for large, new developments
b. Investigating the establishment of an Angels Camp-to-Murphys shuttle for residents and visitors
c. Establishing business-financed transit stops at local hotels
d. Establishing a public/private transit partnership modeled after South Lake Tahoe's "BlueGo" program (See **Appendix 3G)** combining private and public partners to provide a comprehensive system of fixed-route and on-demand transit
e. Pursue adopting, or participating in an already adopted, a short-range transit plan
f. Pursue adopting, or participating in an already adopted, bus shelter improvement program

Related Program: 3Cg (Circulation)

The second recommendation is to seek non-vehicular (pedestrian and bicycle) improvements allowing residents to minimize vehicular use. This recommendation already is included in multiple 2020 General Plan policies and implementation programs including the following programs implementing the city's proposed Low Impact Modes of Transportation Plan: Implementation Programs 3.B.a, 3.B.b, 3.B.c, 3.B.d, 3.B.e, 3.B.h, 3.B.I, 3.B.j, 3.B.k, 3.B.l, 3.B.m and 3.B.n.

Three additional suggested mitigation measures in this response were not included in 2020 General Plan and could assist in reducing impacts related to traffic congestion and levels of service. Therefore, In response, it is recommended that DEIR Table 53 and proposed mitigation in DEIR 4.3.7 be amended to add the following mitigation measures:

MM Circulation -04: Adopt Implementation Program 3.A.s as follows:

3.A.s <u>Pursue Programs to Offset Impacts Related to Increased Traffic</u> Pursue programs to offset impacts related to increased traffic including, but not limited to:

a. Adopt an Access Management Plan for State Route 49
b. Pursue a Corridor System Management Plan in cooperation with Caltrans for State Route 4
c. Participate in the collaborative UPLAN (Partnership in Integrated Planning) modeling efforts being undertaken by the Calaveras Council of Governments to address Land Use, Transportation and Air Quality in Calaveras County and the surrounding region.

Proper implementation of the preceding mitigation measures will contribute to reducing the potentially significant adverse impacts related to traffic increases and the effect of increased traffic volumes on LOS. However, implementation of these measures is not anticipated to reduce these impacts sufficiently to achieve a level of less-than-significant relative to increased capacity exceeding the LOS standard

established. Therefore, the impact is expected to remain significant and unavoidable.

E-8: The suggestion to consider parking enforcement in the historic district could assist in opening some parking spaces. However, the proposed 2020 General Plan Implementation Program was identified as preferable by the General Plan planning committee and is expected to reduce potential parking impacts to a level of less-than-significant. The suggestion in the comment could be incorporate as following into the following program in the event that implementation of all of the suggestions fails to alleviate parking constraints in the historic district as follows:

> ***3.D.c Increase Use of Existing Parking Facilities***
> *Increase use of existing parking facilities including, but not limited to the following (see following figure for locations [NOTE: Figure is not included in the FEIR, but can be viewed in the DEIR and 2020 General Plan]:*
>
> *Parking Lot #1: Improve signs, landscaping, security and pedestrian access to this facility.*
>
> *Parking Lot #2: Re-evaluate the design of the existing parking structure and consider converting the facility into a two-level parking structure*
>
> *Parking Lot #5: Investigate the feasibility of constructing a footbridge across the creek to Birds Way or other pedestrian access improvements.*
>
> ***Should all of the following fail to fail to improve parking in the historic district, the city will investigate the possibility of increased parking enforcement in the district.***
>
> ***Equivalent Program****: 7Fd (Public Facilities)*
> ***Related Programs:*** *1Ec (Land Use), 3Da (Circulation), 3Db (Circulation), 7Fb (Public Facilities), 7Fc (Public Facilities), 11Cc (Community Identity)*

E-9: Some of the proposed additions to be considered in the planned city growth management/infrastructure improvement program/study could assist in addressing travel demand and reduce congestion and already are included in 2020 General Plan. Pursuit of a Corridor System Management Plan in cooperation with Caltrans for State Route 4 was previously addressed in response E-7.

As indicated in the **FEIR Table 4**, Angels Camp 2020 General Plan will incorporate the provisions of the 2007 Regional Transportation Plan in the General Plan.

Adoption of the 2004 SRTP has not yet occurred, but is projected for May, 2009. Until a draft is completed, the city cannot evaluate the potential of the plan to assist in alleviating congestion; but can consider its adoption once a draft is completed.

Adopting the principles of Transit Oriented Development, as recommended, already is incorporated in 2020 General Plan through programs identifying the necessity to design development to reduce trips related, in large part, to amendments included in the DEIR in response to global climate mandates including, but not limited to:

> ***MM-AIR-03***
> *Add and amend the following goals, polices and implementation programs*

Land Use Element:
Add Goals:
1A-2, 1D-2 *Encourage infill development that is compact, mixed use, pedestrian-friendly, transit-oriented and discourages or reduces auto-dependency.*

1F-2 *Encourage the use of telecommuting to discourage travel by single-occupant motor vehicles.*

One important proposed addition has not been included in the 2020 General Plan program for a growth management/infrastructure allocation plan. Therefore, the following amendment to 2020 General Plan Implementation Programs 1.A.g, 7Ae (Public Facilities & Services), 7Bl (Public Facilities & Services) and 10Ae (Economic Development) are recommended:

1.A.g (et al) ***Establish a Growth Management /Infrastructure Allocation Program***
Establish a growth management program, including ~~investigation~~ adoption of a growth management ordinance, to ~~achieve the following goals~~:

[See program for full list]

In conjunction with this program, prepare a growth allocation study, jobs/housing balance study to determine a healthy balance between job growth, labor force, affordable housing, wages and the appropriate allocation of water and sewer connections necessary to achieve this balance. In addition, include an economic implementation program to assure that all aspects of the program are accomplished.

The program should be completed in coordination with the collaborative UPLAN (Partnership in Integrated Planning) modeling efforts being undertaken by the Calaveras Council of Governments to assist in anticipating future growth and development and the demand on city and county infrastructure and resources.

Within 30 months of adopting General Plan 2020, draft a growth management plan addressing projected population growth (ranging from a low of 2% to at least 3.5%) and available infrastructure (water and wastewater services, at a minimum)

F

State of California - The Resources Agency ARNOLD SCHWARZENEGGER, Gover

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
(916) 358-2900

September 11, 2008

Ms. Amy Augustine, AICP
Augustine Planning Associates, Inc.
P.O. Box 3117
Sonora, CA 95370

Dear Ms. Augustine :

The Department of Fish and Game (DFG) has reviewed the draft Environmental Impact Report (DEIR) for the City of Angels Camp, 2020 General Plan (SCH# 2006112002). The project consists of Angels Camp's 2020 General Plan. The General Plan will guide growth and development within the City of Angels Camp and its 4,318-acre Sphere of Influence (SOI) until the year 2020. The City of Angels Camp is located in Calaveras County.

Wildlife habitat resources in the City of Angels Camp and its SOI (Plan Area) consists of a mixture of grassland, oak woodland, and riparian habitat. Significant natural resources include several creeks, including: Angels Creek, Cherokee Creek, Six-Mile Creek, Indian Creek, Carson Creek, and potential habitat for sensitive species.

F-1

1. The information provided in the DEIR including the description of natural resources in the 4,318-acre SOI, is inadequate to analyze the project's impacts to fish and wildlife. The DEIR's description of natural resources is based on a vegetation map (DEIR, Figure 24) that is too coarse-grained to be of practical value. Although the DEIR identifies a need for an accurate natural resource map, none is provided. Consequently, important habitat features, riparian corridors for instance, are not identified and are not afforded appropriate land use or zoning designation. The DEIR also asserts that, based on the habitat mapping contained in Figure 24, only common habitats are present in the Plan Area, therefore, it is unlikely that special status or unique species are present. As noted above, the information contained in Figure 24 is of insufficient detail to draw this conclusion. California Natural Diversity Data Base files contain records for the tricolored blackbird (*Agelaius tricolor*), as well as, other species of sensitive plants and animals within the vicinity of the project. Without an

F-2

Conserving California's Wildlife Since 1870

F

Ms. Augustine
September 11, 2008
Page Two

accurate map of the existing habitats, it's not possible to make valid conclusions based on habitat associations, and in some instance, regardless of habitat maps, it may be necessary to conduct field surveys to determine the status of sensitive species within the Plan Area.

F-2

In order to reduce the project's potential for impacts to wildlife below a level that is significant, we recommend that the DEIR be revised to include a map that accurately depicts the various habitats present in fine enough detail so that unique and sensitive species habitats are disclosed. The map should indicate the location of important biological resources as prescribed in Implementation Program 4.D.a of the draft General Plan 2020 and should provide the basis for appropriate land use designation and zoning.

2. The draft General Plan contains few land use designations favorable to natural resources and, therefore fails to provide mitigation for the impacts to fish and wildlife. Land uses with the City and its SOI are: Rural Residential, Special Panning, Business Attraction and Expansion, and Public. Although the draft General Plan references natural resource protection via a Stream Corridor Plan, and a Resources Management land designation, Figure 8 of the DEIR indicates that there are no lands currently designated, nor proposed for designation under these categories. In order to reduce impacts to fish and wildlife to levels that are below significance, the General Plan should address the likely impacts resulting from proposed land uses and provide mitigation measures that off-set them. The mitigation measures should be both adequate and feasible.

F-3

We recommend that the General Plan be revised to include measures that reduce impacts of the General Plan to existing natural resources to level that is below significance. The General Plan should be revised to include a Stream Corridor Plan that protects riparian habitat and provide the location and extent of lands designated RM (Resource Management) or some other land use designation that reduces the project's impacts to natural resources.

F-4

3. Draft General Plan Policy 4.D.2 proposes to facilitate developers in complying with State and Federal natural resource protection laws. As written, Implementation Program 4.D.f would provide

F-5

F

Ms. Augustine
September 11, 2008
Page Three

reference materials (names and addresses of regulatory agencies) as the principle means of providing guidance to developers.

We recommend that in order to facilitate developers in complying with State and Federal laws, and protect important resources, the draft General Plan's Implementation Program 4D.f. be revised to incorporate DFG's standard measures for Lake and Streambed Agreements (1600 permits) :

- Protect and maintain riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.
- Provide protection for fish and wildlife resources at risk by considering their various life stages, maintaining migration and dispersal corridors, and protecting essential breeding (i.e., spawning, nesting) habitats.
- Delineate non-structural buffers along streams and wetlands to provided adequate protection to the aquatic resources. No grading or construction activities should be allowed within these buffers.
- Place construction materials, spoils or fill, so that they cannot be washed into a stream or lake.
- Prevent downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers etc., to prevent downstream sedimentation and pollution.
- Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.

F-5

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

F-6

F

Ms. Augustine
September 11, 2008
Page Four

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office. **F-7**

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Dan Gifford, Staff Environmental Scientist, telephone (209) 369-8851 or, Mr. Jeff Drongesen, telephone (916) 358-2919.

Sincerely,

Jeff Drongesen

for Kent Smith
Environmental Program Manager

cc. Mr. Dan Gifford
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Mr. Jeff Drongesen
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Mr. Kent Smith
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

Ms. Susan Jones
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

F1: Comment noted. The described project is correct. No further response required.

F2: FRAP provides the only map detailing vegetative cover within the city limits. It is acknowledged that the map is poorly reproduced in the DEIR. The City is unable to fund preparation of a more detailed map at this time. Consultant e-mailed an electronic copy of DEIR Figure 24 (Distribution of Vegetation Types, Angels Camp 2020 Sphere of Influence) to Dan Gifford dgifford@dfg.ca.gov on 11/24/08 along with the original FRAP map used to produce DEIR Figure 24 and an excerpt of the USGS topographic map identifying the location of all waterways. Consultant requested that CDFG notify consultant if the figures are not more legible in their original electronic form. If electronic incompatibilities continue to interfere with viewing, Consultant will request that the Angels Camp Community Development Department GIS Division work directly with CDFG GIS representatives to convey a map of higher quality.

It is noted, however, that given the highly detailed description of the project's biological setting (quantifying and describing vegetation types, listing all streams, listing all potentially occurring special status species) in DEIR Sections 4.4.5.1 and 4.4.5.2. – some degree of general evaluation of the project's biological resources would appear feasible in spite of the poorly reproduced map.

The comment accurately notes that special status species are identified in CNDDB records in the project vicinity. This is not contradicted in the DEIR which states the following:

> Wildlife Resources
> **Special Status Species**
> As noted, biological resources planning normally focuses on specific programs and policies for protecting special status species and habitats of limited distribution with broader, more general programs for conserving common wildlife species and habitats.
>
> **Natural Diversity Database**
> Pursuant to a review of the California Natural Diversity Database for Angels Camp, a single special status species occurrence record is found within the city's Sphere of Influence - the tricolored blackbird, A*gelaius tricolor.* The species was last recorded in 1994. Its preferred habitat includes blackberry patches or similar substrate often adjacent to open pasture for foraging. During the spring, this species may be found in large breeding colonies composed of many thousands of birds. A complete list of special status wildlife species that are expected to occur within the city's Sphere of Influence is found in the following table:

Special Status Animal Species Occurring or with the Potential to Occur within the Angels Camp Sphere of Influence (Table 71)

Species Name/a/	Status/b/
Invertebrates	
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus)*	FT
Reptiles	
Western pond turtle (*Clemmys marmorata*)	SSC
Amphibians	
California tiger salamander (*Abystoma californiense*)	FC, SSC
California red-legged frog (*Rana aurora draytonii*) /c/	FT, SSC
Foothill yellow-legged frog (*Rana boylii*)	SSC
Western spadefoot (*Scaphiopus hammondi*)	SSC
Birds	
Cooper's hawk (*Accipiter cooperi*)	SSC
Sharp-shinned hawk (*Accipiter striatus*)	SSC
Tricolored blackbird (*Agelaius tricolor*)	SSC
Golden eagle (*Aquila chrysaetos*)	SSC, BGEPA
Ferruginous hawk (*Buteo regalis*)	SSC
Northern harrier (*Circus cyanus*)	SSC
Willow flycatcher, nesting (*Empidonax traillii extemis*)	FE
White-tailed kite (*Elanus leucurus*)	SA, FPS
Merlin (*Falco mexicanus*)	SSC
Bald eagle – wintering (*Haliaetus leucocephalus*)	FT, BGEPA
Loggerhead shrike (*Lanius ludovicianus*)	SSC
California horned lark (*Phrynosoma coronatum frontale*)	SSC
Burrowing owl (*Speotyto cunicularia*)	SSC
Mammals	
Pallid bat (*Antrozous pallidus*)	SSC
Ringtail (*Bassaricus astutus*)	FPS
Greater western mastiff bat (*Eumops perotis californicus*)	SSC
Western red bat (*Lasiurus blossevilli*)	SSC
Pale big-eared bat (*Plecotus townsendii pallescens*)/d/	SA
Pacific western big-eared bat (*Plecotus townsendii townsendii*) /e/	SA

/a/ The following species are likely to occur within the city's Sphere of Influence, but do not occupy the area during a critical period of their life cycle (e.g., rookery, nesting): Great blue heron, common egret
/b/ See **DEIR Table 65** for status key
/c/ Likely extirpated within the Sphere of Influence
/d/ aka *Corynorhinus townsendii pallescens*
/e/ aka *Corynorhinus townsendii townsendii*

The DEIR proceeds to note that, even with a relatively low likelihood of occurrence for special status species, Table 71 lists those that still have the potential to occur and projects will still be required to conduct surveys to verify their absence:

> *Because the majority of non-urban habitats within the city limits are widespread countywide and due to the absence of CNDDB records indicating habitation by state and federally listed species; conversion of these habitats is not anticipated to result in significant adverse biological impacts related to vegetation conversion, although specific projects will continue to be required to conduct surveys where necessary to verify absence of special-status species—in particular those listed in **DEIR Table 71**.*

The comment further notes that, in some cases, field surveys may be required. This is correct (as noted in the preceding paragraph). However, consistent with standard planning practice, such field surveys will occur in conjunction with specific

development proposals at the time an application is received after adoption of 2020 General Plan.

The comment concludes that CDFG is unable to evaluate the biological resources for the project due to the poor quality map. Because no specific environmental impact is identified, no further response is provided. Should CDFG desire to review the electronic maps forwarded on 11/24/08 and discover any inaccuracies related to the maps versus the text provided that might result in a potentially significant adverse impact to biological resources; CDFG is invited to forward those comments prior to scheduled actions before the Planning Commission tentatively scheduled for December 10, 2008 so that they may be addressed.

F3: The proposed Resources Management land use designation is a proposed new designation. Previously, the city has not had such a tool for resource conservation. In keeping with standard planning practices, this land use designation and appropriate consistent zoning will be implemented at the time of new development to protect natural resources, although those areas to be included are specified in the land use description (see following). As described in 2020 General Plan, the new Resources Management designation will be applied as follows:

Resources Management (RM)

Purposes and Intent

- To conserve important areas of scenic, biological or cultural values
- To protect the city's residents from natural hazards (e.g., flood zones, fault zones, areas of geological instability)

Location

Encompassing areas of the city ~~prone to geotechnical hazards, flooding,~~ including: important scenic or biological resources, ~~or other~~ significant natural areas, areas prone to geotechnical hazards or flooding and similar areas. Includes portions of Angels Creek, Six Mile Creek, Cherokee Creek, Greenhorn Creek and Indian Creek (limited recreational use may be permitted along some portions of these creeks).

Minimum Design Standards

Generally, development within these areas is limited in order to preserve open areas to protect resources or to avoid natural hazards.

- Maximum impervious surfaces: 5%. May be increased to 10% for parcels 5 acres or less in size upon the review and approval of the City of Angels Planning Commission to accommodate minor facilities in support of passive recreational uses which may be compatible with ~~some~~ resource management ~~areas~~ objectives.

Purposes and Intent

- *To conserve important areas of scenic, biological or cultural values*
- *To protect the city's residents from natural hazards (e.g., flood zones, fault zones, areas of geological instability)*

The RM land use designation will be compatible with the Resources Management and Open Space zoning districts as described in 2020 General Plan Table 1-5.

While zoning, rather than land use designations, are normally applied at the time of development; local concerns related to private property rights dictate that both zoning and land use designations related to the preservation of portions of private lands as open space occur in conjunction with new development. This delay in designation of resource lands to "time of proposal" still will achieve the mandates of CEQA by mitigating identified impacts, through application of both land use and zoning designations and their related protections for resources, prior to ground disturbance. In the interim, the majority of city resources already are located within FEMA-designated flood zones thereby effectively protecting the City's primary biological resources—stream corridors.

F4: See Response to F3.

F5: An amendment to Implementation Program 4.D.f was recommended during the DEIR process as follows and incorporates requirements for compliance with Fish and Game Code 1600 et seq. in response to a previous request as follows:

> *4.D.f* *Provide Guidance to Developers for Assessing/Addressing/Avoiding Adverse Impacts to Biological Resources*
> *Maintain reference materials, contact numbers and a consultants list to assist developers in contacting the appropriate regulatory agency necessary for facilitating environmental reviews for new development in the city and to inform developers of current state and federal regulations pertaining to biological resources. Sample information may include, but is not limited to: websites for wetlands regulations including polices related to no net loss of wetlands and , measures consistent with Section 404 of the federal Clean Water Act addressing filling, removal or hydrological alteration of wetlands and other waters of the United States; regulations pertaining to California Fish and Game Code Section 1600 related to work undertaken in or near a river, stream or lake flowing at least intermittently through a bed or channel and including ephemeral streams and water courses (e.g. diversions, flow changes, extracting materials from, disposal of debris, waste or other materials into any river, stream or lake etc.) and addressing these possible impacts through use of Lake or Streambed Alteration Agreements (LSAA), valley elderberry longhorn beetle guidelines, California Department of Fish and Game (CDFG) wildlife biologist for Calaveras County, representatives from CDFG charged with issuing streambed alteration permits in Calaveras County, and representatives of the United States Army Corps of Engineers issuing wetland permits in Calaveras County.*

However, unless project proponents follow established guidelines, impacts to water resources could occur. To facilitate developer *compliance* with these regulations, the following is proposed:

MM-BIO-03 Add a new implementation Program, 4.D.k as follows:

4.D.k ***Facilitate Compliance with State Streambed Alteration Regulations***
Facilitate compliance with state streambed alteration regulations by requiring the following for all projects involving work in and adjacent to waterways:

a. Protect and maintain riparian, wetland, stream or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.

b. Provide protection for fish and wildlife resources at risk by considering their various life stages, maintaining migration and dispersal corridors, and protecting essential breeding (i.e., spawning, nesting) habitats.

c. Delineate non-structural buffers along streams and wetlands to provide adequate protection to aquatic resources. No grading or construction activities should be allowed within these buffers.

d. Place construction materials, spoils or fill, so that they cannot be washed into a stream or lake.

e. Prevent downstream sedimentation and pollution. Provisions may include, but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.

f. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should use native vegetation.

Proper implementation of the preceding should minimize potential impacts to streams and water quality to a level of less-than-significant.

F6: Comment acknowledged. The City has been informed that CDFG fees will be required in conjunction with filing the Notice of Determination/Completion for this project.

F7: Request noted. The City has been informed that CDFG shall be notified of all upcoming public hearings and actions related to this project.

G

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201
TDD (209) 948-7981
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Flex your power!
Be energy efficient!

October 9, 2008

Amy Augustine, AICP
Augustine Planning Associates, Inc
PO Box 3117
Sonora CA 95370

Angels Camp 2020 General Plan
EIR
SCH #2006112002

Dear Ms Augustine:

The Department of Transportation (Caltrans) appreciates the opportunity to comment upon the Draft Environmental Impact Report (DEIR) for the Angels Camp 2020 General Plan. Caltrans as responsible agency for the State Transportation System will limit its comment upon the DEIR as it applies to Traffic and Circulation.

On page 49 of the DEIR is stated that for Circulation/Transportation the following impacts are expected to be significant and unavoidable with or without the 2020 General Plan:

- Angels Camp will see an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system by year 2025 (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)

- Angels Camp will exceed either individually or cumulatively, a level of service standard established by the regional transportation planning agency for designated roads or highways. Specifically, the following roadway segments and intersections are projected to fail to meet level of service standards by 2025.

See 10/14/08 Caltrans Response

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In 2025, capacity is exceeded on all roadway segments evaluated except for the corridor on SR 49 between Mountain Ranch and Fourth Crossing Road (*Fricot City Road?*). The following Levels of Service in excess of the accepted LOS C is projected in 2025 on roadway segments in and around Angels Camp:

- SR 49 between Fourth Crossing (*Fricot City Road?*) and Brunner Hill Road (north end of Angels Camp) LOS D
- SR 49 between Brunner Hill Rd and SR4 Junction south (downtown Angels Camp) LOS E
- SR 4 between Angels Camp and Allen St. (just west of Murphys), LOS E
- Murphys Grade Road between Angels and Murphys, LOS E

The following LOS is projected in 2025 at intersections in and around Angels Camp:

- SR 4 South /SR 4 (Southern intersection)—(in 2025 with current geometry, LOS F) and with a change in a 4-way stop and addition north bound right and south bound left turning lanes, LOS C (AM Peak) and LOS E (PM Peak)
- SR 4/ Bret Harte Drive (in 2025 with current geometry, LOS D for AM peak and LOS F for PM peak). With the addition of a median or a tow-way left turn lane (TWLTL) for a two stage left turn, LOS C

See 10/14/08 Caltrans Response

The above discussion of significant and unavoidable impacts are summarized in the Calaveras Council of Government's (The COG) Regional Transportation Plan (September 2007, RTP) pages 83 and 84, but was not cited in the DEIR' executive summary as such, though when one consults section 4.3.2 (pp 158-176) it is directly cited. Caltrans suggests that as the RTP provided mitigation measures for these impacts (as noted) and circulated and finalized an EIR for the RTP that language be included suggesting that the analysis is tiered from the EIR for the RTP. As the COG's expressed role is in regional transportation planning, and these impacts (with the exception of Murphy's Grade Road) are all within the State Transportation System, efforts to undertake mitigation to these impacts should be coordinated with the COG.

Review of the General Plan Appendix 3H (Bibliography of Transportation Studies) does not appear to include any specific analysis or evaluation of conditions at the either of the two intersections discussed above, and it is unclear from what specific study, other than the RTP, the proposed mitigations are proposed, and whether the proposed mitigations fulfill the proposed purpose and need, or that other alternatives should be considered. This may simply reflect an out of date bibliography, but a clear connection to an engineering study should be provided,

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G

given that mitigation is proposed, and in the case of SR4 South/SR4 (Southern intersection) will still not mitigate for erosion of the PM peak LOS.

Caltrans had previously commented upon the Circulation Element (DEIR pp 151-199) on December 4, 2006 in response to the Notice of Preparation. Specific responses to our comment letter are contained in Table 52 (pp 178-180) items 1 through 14. Items 15-18 appear to be general comments provided during earlier drafting of the Circulation Element. Critical factors to be considered associated with the State Transportation System in discussing the future transportation planning are the Angels Camp Bypass, the Wagon Trail STIP project, and efforts between Caltrans and the City of Angels Camp to craft an Access Management Plan for State Route 49.

On p.151 Appendix 3H is identified as a source for records on transportation studies that underlay specific analyses for the Circulation Element. Review of the Appendix indicates that a general update would be helpful, as item T is out of date. Also noted are that minor corrections are needed (items G and H) where OWP work elements are attributed to the City of Angels as lead agency, when actually it should be the COG or LTC.

See 10/14/08 Caltrans Response

On p.152, Caltrans and the COG jointly conduct transportation planning for State Routes 4 and 49. As much of the transportation planning in the context of SR 4 and 49 in Angels Camp is driven to mitigate growth inducing impacts, the appearance is that Caltrans may oversee COG and local transportation planning efforts; however, the context may arise where Caltrans would initiate and undertaken transportation planning efforts with minimal local or regional input.

On pp.154-155, in the discussion of public transportation and low impact modes of transportation, mention should be made of COG plans for a multi-modal transportation facility which should be located within Angel Camp's sphere of influence. Further, it is unclear how Figure 14 contributes to the discussion of park and ride facilities.

Contained within Section 4.1 should be some discussion of Goods Movement. The primary mechanism that this is accomplished which is important for a General Plan is through addressing the interplay of truck traffic with commercial land use and siting. This comes into play with appropriate intersection and highway design consistent with STAA or California Legal Truck templates, and consideration of how truck routes to and through Angels Camp may change with implementation of the Angels Camp Bypass and the completion of the Wagon Trail project on SR-4 which may function to convert SR-4 from an STAA terminus at Copperopolis to a through route into Angels Camp. With SR-4 being access controlled, Goods Movement becomes a critical element for the General Plan to address.

On p. 158, the existing conditions reports the segment of SR-49 between Fourth Crossing Road and Brunner Hill Road at the north end of Angels Camp currently operations during PM peak hour traffic at LOS D (exceeding the LOS Capacity

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standard), and on p. 159, SR 4 South and SR 49 South—LOS C (AM peak, summer weekdays) and LOS F (PM peak, summer weekdays). As both possess conditions indicating a significant impact to traffic and circulation as an existing condition, were either discussed in the previous General Plan, and were mitigation efforts in that Plan identified? Staff is already aware that funding and planning efforts to address the SR4 South and SR 49 South intersection were included in past OWPs for the COG, but is not aware of any efforts for the segment of SR-49 between Fourth Crossing Road and Brunner Hill Road.

On p. 161, Table 40, recent efforts by Calaveras County Public Works to site a bus shelter in the Save Mart parking lot under a FTA 5311(f) grant, resulted in relocation of the bus shelter to public right of way at either Monte Verda or Stockton Avenues. This suggests that changes to the Twenty Year Vision for Transit Improves may be forthcoming. Also, as this document is not cited in Appendix 3H, and staff is unfamiliar with the study, it is unclear which public agency was lead.

See 10/14/08 Caltrans Response

On pp162-168, Table 41 (see also p. 169, p.170, et.al), item L-9 refers to an extension of Foundry Lane, which is included in the 2007 RTP. As SR-4 is access controlled, our records only indicate that a thirty foot driveway access, not a public road connection, currently applies to the 'Foundry Lane' intersection. There exists correspondence between Caltrans and Angels Camp going back to 1992, regarding efforts needed to correct the matter. As has been conveyed to the City of Angels Camp, the California Transportation Commission has jurisdiction over permitting encroachments to access controlled highways. In our comments on the NOP, staff specifically pointed out that allowing access to 'Foundry Lane' would undo the efforts with the Angels Camp Bypass, when restricting efforts to a through connection at Angels Oaks without upgrading a connection at 'Foundry Lane' would accomplish similar results without the reductions to safety and traffic operations realized with the improvement.

Regarding items in the table that are not included in the 2007 RTP, Caltrans would like to see these projects broken out to a separate table. This will assist in differentiating potential viable projects (those on the RTP with potential of inclusion on the OWP) with those seeking inclusion.

On p. 169 is Figure 16 labeled "DRAFT AUGUST 2006". Caltrans would like to see a better legend, than "Legend" as staff cannot discern if the map features indicated are planned roads or existing roads

On p. 175 Pedestrian Facilities, the proposed improvement for bullet two may be funded through the Safe Routes to Schools grant program. It is not apparent that such may be available for bullet 4 as it is unclear whether the community day school is public or private.

On pp. 178-180 is Table 52, which consists of 23 responses to the comments submitted by Caltrans at the time of the NOP.

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- Comment 1--the response appears incomplete in regards to any future annexations. The traffic modeling undertaken by for the RTP should not be considered sufficiently robust to capture subtleties between the City Limits and Sphere of Influence and the vagaries of land use impacts to the State Highway System.
- Comment 2—no further comment.
- Comment 3--the same concerns outlined in Comment 1 apply, unless a separate run of the traffic modeling by the COG was performed for the unit which would be considered 'Angels Camp' in 2025. If there is no change in the spatial extent of Angels Camp, this is not a concern.
- Comment 4—consideration of the impact of the Wagon Trail project may have upon truck traffic needs to be addressed.
- Comment 5—no further comment.
- Comment 6—no further comment.
- Comment 7—see above comment regarding pp.162-170. A physical change to the environment is consistent with planning for the construction of a public road connection, particularly if it is to function as a four way intersection, that has not been properly evaluated and permitted through the state's encroachment permit process, and for which previous engineering evaluation indicates a potential safety issue with development of a public road connection due to highway design speed and visibility.
- Comment 7b (not numbered in table)—this comment is understood to follow from comment 7, and was germane to the underlying impetus to develop a north road connection from Foundry Lane to provide access to the shopping center located at the NW corner of SR-4/SR-49 as understood by staff.

  How comments 7 and 7b should be understood is that comment 7 pertains to improving both the Angels Oaks and Foundry Lane intersections with Northern highway connections, and how this change would degrade the traffic operations of the access controlled expressway for which the Angels Camp Bypass recently enhanced. The comment 7b should only be understood as pertaining to the Foundry Lane extension, as it would be un-necessary given the extension of Angels Oaks, and the only potential rational would be an enhancement of access to the commercial development recently approved at the NW corner of SR4/SR49.
- Comment 8, this is also a matter to be addressed in the access management plan for SR-49 being undertaken by Caltrans and Angels Camp.
- Comment 9, in light of comment 2, no further comment
- Comment 10—no further comment.
- Comment 11—no further comment.
- Comment 12—no further comment.
- Comment 13—no further comment.
- Comment 14—no further comment.
- Comment 15—no further comment.

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See 10/14/08 Caltrans Response

- Comment 16—no further comment.
- Comment 17—no further comment.
- Comment 18—no further comment.
- Comment 19—see comments above.
- Comment 20—no further comment.
- Comment 21—no further comment.
- Comment 22—no further comment.

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See 10/14/08 Caltrans Response

On pp182-190, Caltrans concurs with impact analysis discussed within this table However, Caltrans disagrees with the lack of any specific proposed partial mitigation for the impacts to segments of State Route 49 discussed in Section 4.3.8; although the City allows that this would arise with or without the 2020 Plan (p.49) is a disingenuous argument, particularly if the Plan fails to consider mitigation commensurate with and proportional to current and future land use planning efforts. Consistent would be a City commitment to fund projects in the 2007 RTP that may partly obviate these impacts through its fair share program, by first accurately characterizing a project's cost in 2020, and then setting the fair share program to proportionally fund the projects.

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If you have any questions or would like to discuss our comments in more detail, please contact Michael Robinson at (209) 948-7575 (e-mail: Michael_robinson@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

for

DANIEL H. BREWER, Chief
Office of Rural Planning & Administration

See 10/14/08 Caltrans Response

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
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Flex your power!
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October 14, 2008

Amy Augustine, AICP
Augustine Planning Associates, Inc
PO Box 3117
Sonora CA 95370

Angels Camp 2020 General Plan
EIR
SCH #2006112002

Dear Ms Augustine:

The Department of Transportation (Caltrans) appreciates the opportunity to comment upon the Draft Environmental Impact Report (DEIR) for the Angels Camp 2020 General Plan. Caltrans as responsible agency for the State Transportation System will limit its comment upon the DEIR as it applies to Traffic and Circulation. Comments were originally provided on October 9, 2008, and are reiterated here, with additional late comments provided. **G1**

On page 49 of the DEIR is stated that for Circulation/Transportation the following impacts are expected to be significant and unavoidable with or without the 2020 General Plan:

- Angels Camp will see an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system by year 2025 (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)

- Angels Camp will exceed either individually or cumulatively, a level of service standard established by the regional transportation planning agency for designated roads or highways. Specifically, the following roadway segments and intersections are projected to fail to meet level of service standards by 2025

G2

In 2025, capacity is exceeded on all roadway segments evaluated except for the corridor on SR 49 between Mountain Ranch and Fourth Crossing Road (*Fricot City Road?*). The following Levels of Service in excess of the accepted LOS C is projected in 2025 on roadway segments in and around Angels Camp:

- SR 49 between Fourth Crossing (*Fricot City Road?*) and Brunner Hill Road (north end of Angels Camp) LOS D

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Augustine,
Angels Camp General Plan 2020, DEIR
October 14, 2008
Page 2 of 7

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- SR 49 between Brunner Hill Rd and SR4 Junction south (downtown Angels Camp) LOS E
- SR 4 between Angels Camp and Allen St. (just west of Murphys), LOS E
- Murphys Grade Road between Angels and Murphys, LOS E

The following LOS is projected in 2025 at intersections in and around Angels Camp: **G2**

- SR 4 South /SR 4 (Southern intersection)—(in 2025 with current geometry, LOS F) and with a change in a 4-way stop and addition north bound right and south bound left turning lanes, LOS C (AM Peak) and LOS E (PM Peak)
- SR 4/ Bret Harte Drive (in 2025 with current geometry, LOS D for AM peak and LOS F for PM peak). With the addition of a median or a tow-way left turn lane (TWLTL) for a two stage left turn, LOS C

The above discussion of significant and unavoidable impacts are summarized in the Calaveras Council of Government's (The COG) Regional Transportation Plan (September 2007, RTP) pages 83 and 84, but was not cited in the DEIR' executive summary as such, though when one consults section 4.3.2 (pp 158-176) it is directly cited. Caltrans suggests that as the RTP provided mitigation measures for these impacts (as noted) and circulated and finalized an EIR for the RTP that language be included suggesting that the analysis is tiered from the EIR for the RTP. As the COG's expressed role is in regional transportation planning, and these impacts (with the exception of Murphy's Grade Road) are all within the State Transportation System, efforts to undertake mitigation to these impacts should be coordinated with the COG.

Review of the General Plan Appendix 3H (Bibliography of Transportation Studies) does not appear to include any specific analysis or evaluation of conditions at the either of the two intersections discussed above, and it is unclear from what specific study, other than the RTP, the proposed mitigations are proposed, and whether the proposed mitigations fulfill the proposed purpose and need, or that other alternatives should be considered. This may simply reflect an out of date bibliography, but a clear connection to an engineering study should be provided, given that mitigation is proposed, and in the case of SR4 South/SR4 (Southern intersection) will still not mitigate for erosion of the PM peak LOS. **G3**

Caltrans had previously commented upon the Circulation Element (DEIR pp 151-199) on December 4, 2006 in response to the Notice of Preparation. Specific responses to our comment letter are contained in Table 52 (pp 178-180) items 1 through 14. Items 15-18 appear to be general comments provided during earlier drafting of the Circulation Element. Critical factors to be considered associated with the State Transportation System in discussing the future transportation planning are the Angels Camp Bypass, the Wagon Trail STIP project, and efforts between Caltrans and the City of Angels Camp to craft an Access Management Plan for State Route 49. **G4**

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Augustine,
Angels Camp General Plan 2020, DEIR
October 14, 2008
Page 3 of 7

On p.151 Appendix 3H is identified as a source for records on transportation studies that underlay specific analyses for the Circulation Element. Review of the Appendix indicates that a general update would be helpful, as item T is out of date. Also noted are that minor corrections are needed (items G and H) where OWP work elements are attributed to the City of Angels as lead agency, when actually it should be the COG or LTC. **G5**

On p.152, Caltrans and the COG jointly conduct transportation planning for State Routes 4 and 49. As much of the transportation planning in the context of SR 4 and 49 in Angels Camp is driven to mitigate growth inducing impacts, the appearance is that Caltrans may oversee COG and local transportation planning efforts; however, the context may arise wh Caltrans would initiate and undertaken transportation planning efforts with minimal local or regional input. **G6**

On pp.154-155, in the discussion of public transportation and low impact modes of transportation, mention should be made of COG plans for a multi-modal transportation facility which should be located within Angel Camp's sphere of influence. Further, it is unclear how Figure 14 contributes to the discussion of park and ride facilities. **G7**

Contained within Section 4.1 should be some discussion of Goods Movement. The primary mechanism that this is accomplished which is important for a General Plan is through addressing the interplay of truck traffic with commercial land use and siting. This comes into play with appropriate intersection and highway design consistent with STAA or California Legal Truck templates, and consideration of how truck routes to and through Angels Camp may change with implementation of the Angels Camp Bypass and the completion of the Wagon Trail project on SR-4 which may function to convert SR-4 from an STAA terminus at Copperopolis to a through route into Angels Camp. With SR-4 being access controlled, Goods Movement becomes a critical element for the General Plan to address. **G8**

On p. 158, the existing conditions reports the segment of SR-49 between Fourth Crossing Road and Brunner Hill Road at the north end of Angels Camp currently operations during PM peak hour traffic at LOS D (exceeding the LOS Capacity standard), and on p. 159, SR 4 South and SR 49 South—LOS C (AM peak, summer weekdays) and LOS F (PM peak, summer weekdays). As both possess conditions indicating a significant impact to traffic a circulation as an existing condition, were either discussed in the previous General Plan, an were mitigation efforts in that Plan identified? Staff is already aware that funding and planning efforts to address the SR4 South and SR 49 South intersection were included in past OWPs for the COG, but is not aware of any efforts for the segment of SR-49 between Fourth Crossing Road and Brunner Hill Road. **G9**

On p. 161, Table 40, recent efforts by Calaveras County Public Works to site a bus shelter the Save Mart parking lot under a FTA 5311(f) grant, resulted in relocation of the bus shel to public right of way at either Monte Verda or Stockton Avenues. This suggests that **G10**

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changes to the Twenty Year Vision for Transit Improves may be forthcoming. Also, as this document is not cited in Appendix 3H, and staff is unfamiliar with the study, it is unclear which public agency was lead. G10

On pp162-168, Table 41 (see also p. 169, p.170, et.al), item L-9 refers to an extension of Foundry Lane, which is included in the 2007 RTP. As SR-4 is access controlled, our records only indicate that a thirty foot driveway access, not a public road connection, currently applies to the 'Foundry Lane' intersection. There exists correspondence between Caltrans and Angels Camp going back to 1992, regarding efforts needed to correct the matter. As has been conveyed to the City of Angels Camp, the California Transportation Commission has jurisdiction over permitting encroachments to access controlled highways. In our comments on the NOP, staff specifically pointed out that allowing access to 'Foundry Lane' would undo the efforts with the Angels Camp Bypass, when restricting efforts to a through connection at Angels Oaks without upgrading a connection at 'Foundry Lane' would accomplish similar results without the reductions to safety and traffic operations realized with the improvement. G11

Regarding items in the table that are not included in the 2007 RTP, Caltrans would like to see these projects broken out to a separate table. This will assist in differentiating potential viable projects (those on the RTP with potential of inclusion on the OWP) with those seeking inclusion. G12

On p. 169 is Figure 16 labeled "DRAFT AUGUST 2006". Caltrans would like to see a better legend, than "Legend" as staff cannot discern if the map features indicated are planned roads or existing roads G13

On p. 175 Pedestrian Facilities, the proposed improvement for bullet two may be funded through the Safe Routes to Schools grant program. It is not apparent that such may be available for bullet 4 as it is unclear whether the community day school is public or private. G14

On pp. 178-180 is Table 52, which consists of 23 responses to the comments submitted by Caltrans at the time of the NOP.

- Comment 1--the response appears incomplete in regards to any future annexations. The traffic modeling undertaken by for the RTP should not be considered sufficiently robust to capture subtleties between the City Limits and Sphere of Influence and the vagaries of land use impacts to the State Highway System. G15
- Comment 2—no further comment. G16
- Comment 3--the same concerns outlined in Comment 1 apply, unless a separate run of the traffic modeling by the COG was performed for the unit which would be considered 'Angels Camp' in 2025. If there is no change in the spatial extent of Angels Camp, this is not a concern. G17
- Comment 4—consideration of the impact of the Wagon Trail project may have upon truck traffic needs to be addressed. G18

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- Comment 5—no further comment. G19
- Comment 6—no further comment.
- Comment 7—see above comment regarding pp.162-170. A physical change to the environment is consistent with planning for the construction of a public road connection, particularly if it is to function as a four way intersection, that has not been properly evaluated and permitted through the state's encroachment permit process, and for which previous engineering evaluation indicates a potential safety issue with development of a public road connection due to highway design speed and visibility. G20
- Comment 7b (not numbered in table)—this comment is understood to follow from comment 7, and was germane to the underlying impetus to develop a north road connection from Foundry Lane to provide access to the shopping center located at the NW corner of SR-4/SR-49 as understood by staff.

  How comments 7 and 7b should be understood is that comment 7 pertains to improving both the Angels Oaks and Foundry Lane intersections with Northern highway connections, and how this change would degrade the traffic operations of the access controlled expressway for which the Angels Camp Bypass recently enhanced. The comment 7b should only be understood as pertaining to the Foundry Lane extension, as it would be un-necessary given the extension of Angels Oaks, and the only potential rational would be an enhancement of access to the commercial development recently approved at the NW corner of SR4/SR49. G21
- Comment 8, this is also a matter to be addressed in the access management plan for SR-49 being undertaken by Caltrans and Angels Camp. G22
- Comment 9, in light of comment 2, no further comment
- Comment 10—no further comment.
- Comment 11—no further comment.
- Comment 12—no further comment.
- Comment 13—no further comment.
- Comment 14—no further comment.
- Comment 15—no further comment. G23
- Comment 16—no further comment.
- Comment 17—no further comment.
- Comment 18—no further comment.
- Comment 19—see comments above.
- Comment 20—no further comment.
- Comment 21—no further comment.
- Comment 22—no further comment.

On pp182-190, Caltrans concurs with impact analysis discussed within this table. However, Caltrans disagrees with the lack of any specific proposed partial mitigation for the impacts to segments of State Route 49 discussed in Section 4.3.8; although the City allows that this G24

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would arise with or without the 2020 Plan (p.49) is a disingenuous argument, particularly if the Plan fails to consider mitigation commensurate with and proportional to current and future land use planning efforts. Consistent would be a City commitment to fund projec the 2007 RTP that may partly obviate these impacts through its fair share program, by fi accurately characterizing a project's cost in 2020, and then setting the fair share program to proportionally fund the projects. G24

Late comments provided by the Advanced and Systems Planning Branch are as follows:

1. All local development projects adjacent to or in close proximity to the Angels Camp Bypass should conform to the mandated access control. This should be done in order to preserve and protect the taxpayer's investment in the transportation corridor whose and purpose is congestion relief. Local land use decisions should be predicated upo existing and future local transportation network to effectively limit corridors crossing the Angels Camp Bypass. This is especially essential to SR 49's importance as a truck route serving the City's existing and future commercial establishments and regional/interregional goods movement. G25

2. Regarding pp 167,170, Caltrans is unaware that work at Foundry Lane is a viable SHOPP candidate, and does not have any indication that our oversight has been provided for the current Status of Projects. This may change as the Calaveras COG is planning to amend the Overall Work Product, but does not exist as a project at this time. G26

3. Regarding the current status of the Access Management Plan for State Route 49—City of Angels and Caltrans have agreed in principle on the development of an Access Management Plan. A Scope of Work has been developed. Contract execution was delayed pending passage of the State budget. The project should be moving forward as soon as a contract is signed with a consultant. G27

4. Local transportation planning emphasis should be placed upon improving local connectivity to reduce local circulation upon the State Highway System. Paths and routes for the use of non-motorized transport, along with internal roads should be designed future connectivity in mind, with due consideration for this need with future develop projects. Additional congestion management techniques and project alternatives are available that can reduce, if not alleviate, local development project impacts to transportation. G28

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If you have any questions or would like to discuss our comments in more detail, please contact Michael Robinson at (209) 948-7575 (e-mail: Michael_robinson@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

for

DANIEL H. BREWER, Chief
Office of Rural Planning & Administration

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G-1: Comment acknowledged. The response to comments for Caltrans' 10/9 and 10/14 responses are combined in the Caltrans 10/14/08 response. Therefore, responses to both of Caltrans comment letters are provided together in responses to the 10/14/08 correspondence.

G-2: As recommended in the comment, future transportation projects undertaken pursuant to the Angels Camp 2020 General Plan will, to the maximum extent feasible and consistent with the General Plan "tier" from the 2007 Regional Transportation Plan Environmental Impact Report and incorporate mitigation measures, as applicable to future projects.

G-3: Any potential impacts associated with these proposed projects, as included in the RTP, will require project-specific studies and environmental analysis once design details are established. An analysis of potential project-specific impacts of that specific project is outside the scope of this document. The identified intersection improvements are not tied to a specific engineering study. They are identified in the 2007 RTP.

G-4: These projects, except for the Access Management Plan for SR 49 were included in analyses conducted for 2007 RTP and incorporated into the environmental analysis for 2020 General Plan. No physical impacts are identified in the comment. No further response required.

G-5: Comment acknowledged. The response refers to the need to update 2020 General Plan Appendix 3H, containing a list of transportation studies, and notes that attributions relative to the authors should be corrected. As this is not related to an environmental impact, this update will occur in conjunction with ongoing updates of 2020 General Plan Appendices as noted in **FEIR Table 4** after adoption of 2020 General Plan.

G-6: Comment acknowledged. No potential environmental impact cited. No further response required. However, the city encourages Caltrans to involve the city in any planning efforts affecting SR 4 and SR 49 that could affect the city.

G-7: DEIR Figure 14 refers to the city's existing parking facilities and it not intended to reference park and ride facilities. The 2007 RTP identifies future park and ride facilities at the Black Bart Playhouse in Murphys and a facility on SR 49 near SR 26 in Mokelumne Hill. COG's planned multi-modal transportation facility within the city's sphere of influence is identified in DEIR Table 40. No potential environmental impact cited. No further response required.

G-8: Goods Movement is addressed in 2020 General Plan through policies and implementation programs including the following. Additional policies and programs related to Goods Movements on a more regional basis are addressed in the 2007 RTP.

> ***3.A.7*** *Investigate and, where feasible, adopt plans that divert truck through-traffic away from the city's historic district and residential neighborhoods.*
>
> ***3.A.r*** ***Analyze Alternative Truck Routes***

> *Initiate an evaluation of the impacts of truck traffic on Main Street, Angels Camp, the potential reduction in truck traffic related to construction of the Angels Camp By-Pass, and potential for additional reduction in truck traffic related to construction of the Southeast By-Pass*

G-9: A discussion of this specific road segment is not included in the 1996 Angels Camp General Plan. The 1996 General Plan includes a table in Section 5.7 indicating that "Highway 49 North of Dogtown Road" has peak month ADT of 7,900 and 9,300 in 1991 (sic?) and identifying ADT's in excess of 20,000 as the Caltrans high traffic volume standard (not anticipated to be reached for at least 10 years, according to the 1996 Plan).

G-10: See response to E-10 acknowledging the re-location of the transit shelter. The City relied on the 2007 Regional Transportation Plan in citing the location of the transit shelter and is also unaware of any study that might have been used. Since not significant adverse environmental impact is associated with this comment, no further response is required.

G-11: Comment acknowledged. Any potential impacts to SR 4 that could be associated with the proposed project, as included in the RTP, will require a project-specific study once design details are established to determine potential environmental impacts. An analysis of potential project-specific impacts of that specific project is outside the scope of this document.

G-12: Comment noted. DEIR Tables 41 and 48 provide the requested information and identify those projects identified in the RTP versus those that are identified only in the Angels Camp 2020 General Plan. Table 41 distinguishes between RTP proposed transportation projects and those proposed by the city and not included in the RTP. Table 48 lists low-impact modes of transportation proposed by the city with notations where portions of facilities have been included in the RTP.

G-13: Consultant e-mailed an electronic copy of DEIR Figure 16 (Angels Camp Streets and Highways Master Plan) to Michael Robinson [michael_robinson@dot.ca.gov] on 11/24/08 with a request to notify consultant if the figure was not more legible in its original form. If electronic incompatibilities continue to interfere with viewing, Consultant will request that the Angels Camp Community Development Department GIS Division work directly with Caltrans GIS representatives to convey a high quality map.

G-14: Comment acknowledged**,** no potential environmental impact cited. No further response required. However, the City thanks Caltrans for recommending Safe Routes to School as a potential funding source for the following project in the 2007 *Calaveras County Pedestrian Master Plan*. The City will incorporate a notation in conjunction with revisions to its 2020 General Plan appendices.

> *Upgrading all crosswalks on Highway 49 and the Murphys Grade Road crosswalk to high visibility, including new or repositioned advance warning signs and additional street lighting where not currently provided.*

The referenced Angels Creek Community Day School associated with the following project, is a private school:

Installing a new high visibility school crosswalk of Highway 4 (south) at Angels Creek Community Day School. Mid-block location should include advance warning signs, concrete landing areas with curb ramps at either end of the crosswalk and possibly additional street lighting and a flashing pedestrian crosswalk beacon.

G-15: Comment acknowledged**,** no potential environmental impact cited. No further response required. However, it is noted that all planned transportation routes within the existing City limits and the City's primary sphere of influence (i.e., those with any potential to realize construction during the planning period) were provided to COG prior to commencing modeling efforts for the 2007 RTP. Therefore, modeling for the 2007 RTP should be accurate regardless of subtleties related to the city's sphere of influence, city limits or other boundaries. It is further noted that some of the routes located outside of the existing City limits would have been included by the county as they are related to regional improvements affecting both the City and County.

G-16: Comments acknowledged, no further response required.

G-17: See Response to G15.

G-18: Wagon Trail Road is addressed in 2020 General Plan as follows.

3.A.j ***Identify Preferred and Support Construction of Adopted Routes to Serve Future Land Uses: Arterials***
Undertake studies of alternative transportation routes and identify and adopt preferred routes and proposed rights-of-way widths for new Arterials (or Arterial extensions). Support construction of adopted routes to serve future planned land uses or to better serve existing land uses within the following areas (See 2020 General Plan ***Appendix 3D*** *for descriptions of each route):*

a. State Route 4 North Angels Bypass
b. State Route 49 Bypass (aka Southeast Bypass)
~~*c. State Route 49 West Bypass*~~
c~~d~~. Wagon Trail Connector project (State Route 4 improvements)

Arterial Design shall comply with the circulation guidelines established in ***Program 3.A.m,*** *as feasible.*

It is not addressed in the context of Goods Movement. In response, the following revision to 2020 General Plan is recommended:

3.A.r ***Analyze Alternative Truck Routes***
Initiate an evaluation of the impacts of truck traffic on Main Street, Angels Camp, the potential reduction in truck traffic related to construction of the Angels Camp By-Pass, ***Wagon Trail Connector,*** *and potential for additional reduction in truck traffic related to construction of the Southeast By-Pass*

G-19: Comments acknowledged, no further response required.

G-20: See response to G-11. Caltrans' concerns related to a potential safety issue for this project is acknowledged and will be considered in any future design process for this proposal.

G-21: See Response to G-11 and G-20. Caltrans' statement that the Angel Oaks North extension and Foundry Lane project would be redundant is acknowledged and will be considered in any future design process for both proposed facilities.

G-22: Comment acknowledged. Angels Camp is currently finalizing an agreement with Caltrans to prepare the referenced SR 49 Access Management Plan. Planning Staff heading this effort has been informed for the concerns expressed in comments G-11, G-20 and G-21.

G-23: Comments acknowledged, no further response required.

G-24: The DEIR for 2020 General Plan does not list all mitigation measures that the City intends to pursue to reduce this impact to the maximum extent feasible. Angels Camp 2020 General Plan's proposed low-impact modes of transportation plan, together with its Master Plan for Streets and Highways and other programs cited in General Plan 2020 Chapter 3 identify the measures intended to mitigate these potential impacts to the maximum extent feasible. However, even with implementation of all of these measure, including those added in response to comments as included herein, impacts will not be reduced to a level of less-than-significant. It is further noted that fair share funding programs are included in 2020 General Plan. The following is a sampling of some of these policies and programs from 2020 General Plan:

> ***3.A.8*** *Pursue a wide variety of funding sources, including private, local, state and federal sources to support new road construction.*
>
> ***3.A.9*** *Maintain a traffic impact mitigation fee program.*
>
> ***3.A.10*** *Require improvements to existing roads commensurate with the impacts of development.*
>
> ***3.A.h*** ***<u>Continue to Require Fair Share Contributions to Mitigate Traffic Impacts</u>***
> *Require new development and significant expansions of existing developments to mitigate that development's impact on the local and regional transportation system through the fair share contribution of improvements to the master-planned system and/or the payment of traffic impact mitigation fees.*
>
> ***Related Programs:*** *3Ag (Circulation), 3Aj (Circulation)*
>
> ***3.A.n*** ***<u>Update the City's Traffic Impact Mitigation Fees</u>***
> *Review the city's Traffic Impact Mitigation Fee (TIMF) schedule at least annually to ensure that the city's highest priority planned streets [including associated bicycle, pedestrian and low-speed vehicle routes (i.e., low-impact modes of transportation routes)] are addressed in the fee study.*
>
> *In addition, detail conditions under which partial credit may be granted against TIMF for construction of improvements identified in the TIMF ordinance.*

G-25: The comment is assumed to reference the same issue contained in comments G-11, G-20 and G-21. Please refer to responses G-11, G-20 and G-21.

G-26: Comment acknowledged. The reference to the nature of funding to be used for the referenced project is not an environmental impact. Responses related to the potential impacts of the project are found in G-11, G-20, and G-21. This comment

concerning potential funding for this project has been forwarded to Angels Camp Planning and City Hall.

G-27: Comment acknowledged. No potential physical impact identified. No further response required. See also Response to G-22.

G-28: As noted in 2020 General Plan, the 2020 General Plan Streets and Highways Master Plan and Low-Impact Modes of Transportation Plan, together with facilities identified in the 2007 RTP emphasize connectivity and integration all transportation facilities. Comment states that additional mitigation measures in the form of project alternatives and congestion management techniques may reduce, if not alleviate, impacts from project development. However, no such measures are identified that have not already been included in the 2020 General Plan DEIR, as amended herein. Therefore, an evaluation and/or incorporation of these potential measures can occur.

H

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

October 10, 2008

RECEIVED
OCT 16 2008
CITY OF ANGELS

David Hanham
City of Angels Camp
P.O. Box 667
Angels Camp, CA 95222

Subject: Angels Camp 2020 General Plan
SCH#: 2006112002

Dear David Hanham:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 9, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that: H-1

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. H-2

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

H

Document Details Report
State Clearinghouse Data Bas

SCH#	**2006112002**
Project Title	Angels Camp 2020 General Plan
Lead Agency	Angels Camp, City of

Type	**EIR** Draft EIR
Description	The Angels Camp 2020 General Plan is a comprehensive update of the Angels Camp 1995 General Plan to govern land use development through year 2020 including the following elements: Land Use, Housing (previously adopted), Circulation (Transportation), Conservation & Open Space, Noise, Health & Safety, Public Facilities & Services, Cultural Resources, Air Quality, Economics, Community Identity and Parks & Recreation. The current city limits encompasses 2,270 plus or minus acres on 2,331 plus or minus parcels. A revised Primary Sphere of Influence is included in the 2020 General Plan.

Lead Agency Contact

Name	David Hanham		
Agency	City of Angels Camp		
Phone	(209) 736-1346	***Fax***	
email			
Address	P.O. Box 667		
City	Angels Camp	***State*** CA	***Zip*** 95222

Project Location

County	Calaveras						
City	Angels Camp						
Region							
Lat / Long	38° 03' 56.1" N / 120° 32' 4.6" W						
Cross Streets	S.R. 49 and S.R. 4						
Parcel No.	All city limits and SOI						
Township	2N,3N	***Range***	13E	***Section***	33,34+	***Base***	MDB&M

Proximity to:

Highways	4, 49
Airports	
Railways	
Waterways	Angels Creek, Indian Creek, Utica Ditch, Cherokee Creek
Schools	Mark Twain, Bret Harte
Land Use	Agriculture (AG), Commercial, Industrial (I), Open space-Recreation (OS-R), Public Service (PS) Public Service - Open Space (PS-OS) Public Service - Open Space-Recreation (PS-OS-R) Right-of-way, Residential Low Density (RL), Residential Low Density - Mining (RL-MN), Residential Medium Density (RM), Special Planning (SP)

Project Issues	Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Septic System
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Office of Emergency Services; California Highway Patrol; Caltrans, District 10; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Bas

H

Date Received 08/22/2008 ***Start of Review*** 08/22/2008 ***End of Review*** 10/09/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

H1. This comment recognizes the response received on October 9, 2008 from the California Department of Transportation (See Response G). No further response required.

H2. This comment acknowledges that the Angels Camp has complied with the provisions of the State CEQA Guidelines regarding circulation of the Draft EIR and Angels Camp 2020 General Plan. No response required.

See Volume 2 for Appendices