DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Sonora Subaru

Prepared for: Tuolumne County

Draft Initial Study/ Mitigated Negative Declaration
June 24, 2024
REVISION #3

Table of Contents

1.0 Contents

Appendices

Tables

Figures

Abbreviations and Acronyms

Abbreviations and Acronyms	
AB	Assembly Bill
amsl	Above mean sea level
APN	Assessor's Parcel Number
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG (CGS)	California Division of Mines and Geology (now California Geological Survey)
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game (Wildlife) Code
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
County	Tuolumne County
Corps	U.S. Army Corps of Engineers
CRHR	California Register of Historic Resources
CRLF	California Red-Legged Frog
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Federal Clean Water Act
DTSC	California Department of Toxic Substance Control
DWR	California Department of Water Resources
ESA	Environmentally Sensitive Areas
ESDG	East Sonora Design Guidelines
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Maps
FYLF	Foothill yellow-legged frog
GHG	Greenhouse Gas
HCP	Habitat Conservation Plan
HSC	California Health and Safety Code

Abbreviations and Acronyms	
lf	Linear feet
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MTCO2e	Metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NOA	Naturally Occurring Asbestos
NPDES	National Pollution Discharge Elimination System
NRCS	National Resource Conservation Service
NRHP	National Register of Historic Places
PRC	Public Resources Code
Project	Sonora Subaru
PSA	Project Study Area
ROW	Right of way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SCC	Species of Special Concern
SOIS	Secretary of the Interior Standards
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCAPCD	Tuolumne County Air Pollution Control District
TCOC	Tuolumne County Zoning Ordinance/Ordinance Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle miles traveled

INITIAL STUDY

DATE: June 2024

OWNER/ APPLICANT: Cypress Square Properties, LLC.

LOCATION: 12828 Mono Way (Dealership/Service) - **Figure 1**
13245 Mono Way (Deliveries) – **Figure 1**.

ASSESSOR'S PARCEL NOs.: 044-180-058 Dealership/Service - 12828 Mono Way (**Figure 1**)
056-210-027 Deliveries - 13245 Mono Way (**Figure 1**)

1.0 PROJECT AND SETTING

1.1 Project Location

The 2.13± acre project site (dealership/service) extends through a portion of the northeast quarter of Section 6, T1N, R15E, Mount Diablo Base and Meridian (MDB&M) in Tuolumne County, CA in the central Sierra Nevada foothills within the Standard USGS 7.5' Quadrangle (**Figure 1**).

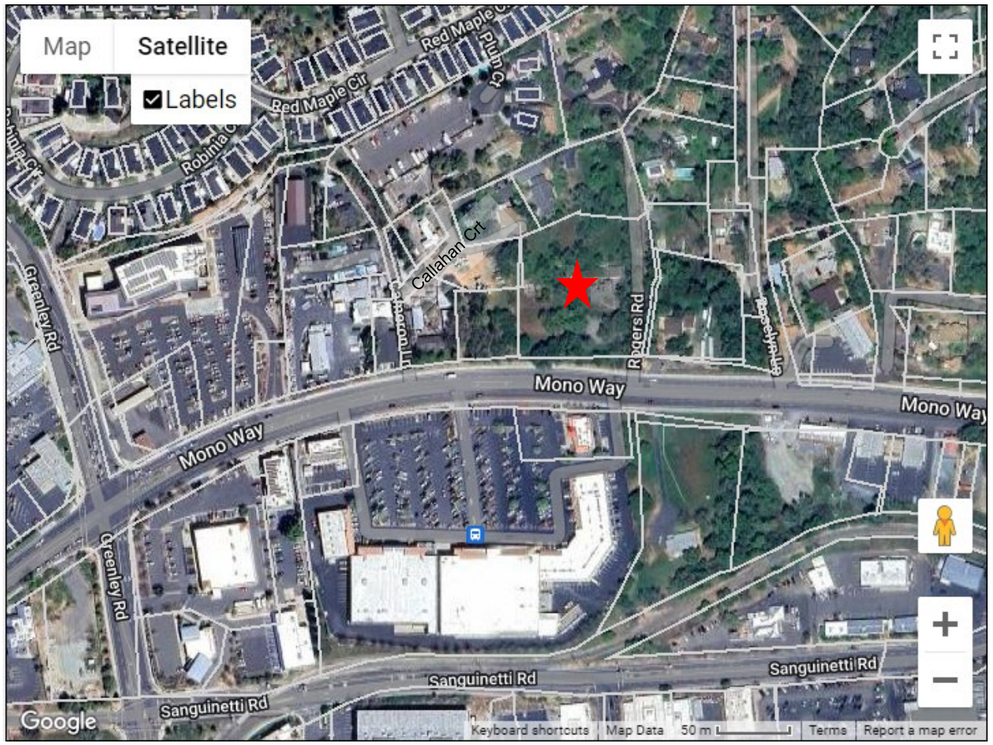
The project site is located in unincorporated Tuolumne County. The California Environmental Quality Act (CEQA) lead agency for the project is Tuolumne County. That portion of Mono Way abutting the new dealership's southern boundary, is within the Sonora City Limits. Therefore, the City of Sonora is a CEQA responsible agency and will issue the project's encroachment permit for the new dealership onto Mono Way (**Figure 2**).

1.2 PROJECT DESCRIPTION / PURPOSE AND NEED

Conditional Use Permit for a new Subaru dealership/service center at 12828 Mono Way **(Figures 3-12**) on a 2.13± acre parcels zoned General Commercial (C-1) under the Tuolumne County Zoning Code. Auto deliveries will be at 056-210-027 (Ford Dealership), 2800± feet to the east of the proposed dealership (consistent with current practice). An outdoor amplified speaker will be used at the dealership/service center. A carwash for detailing automobiles prior to sale is included. Two driveways with full turning movements are proposed onto Mono Way. Demolition of the on-site residence and outbuildings will occur at 12828 Mono Way. An easement for a potential future local road connection is proposed along the western project boundary to accommodate a potential future intersection aligned with the primary Timber Hills shopping center entrance as may be pursued in future City transportation plans. The project anticipates a total of 40 on-site employees for sales and service.

Proposed hours: Sales	Proposed hours: Service Facility
Mon-Sat: 9 a.m.- 6 p.m.	Monday – Friday 7:30 a.m. – 5:30 p. m.
Sun: 10 a.m. – 5 p.m.	Sat/Sun. Closed

Figure 1: Project Location ★



Approximately 2,800 feet (0.5 mile between Dealership/Service and Delivery)

Figure 2: Project Location and City/County Limits Line

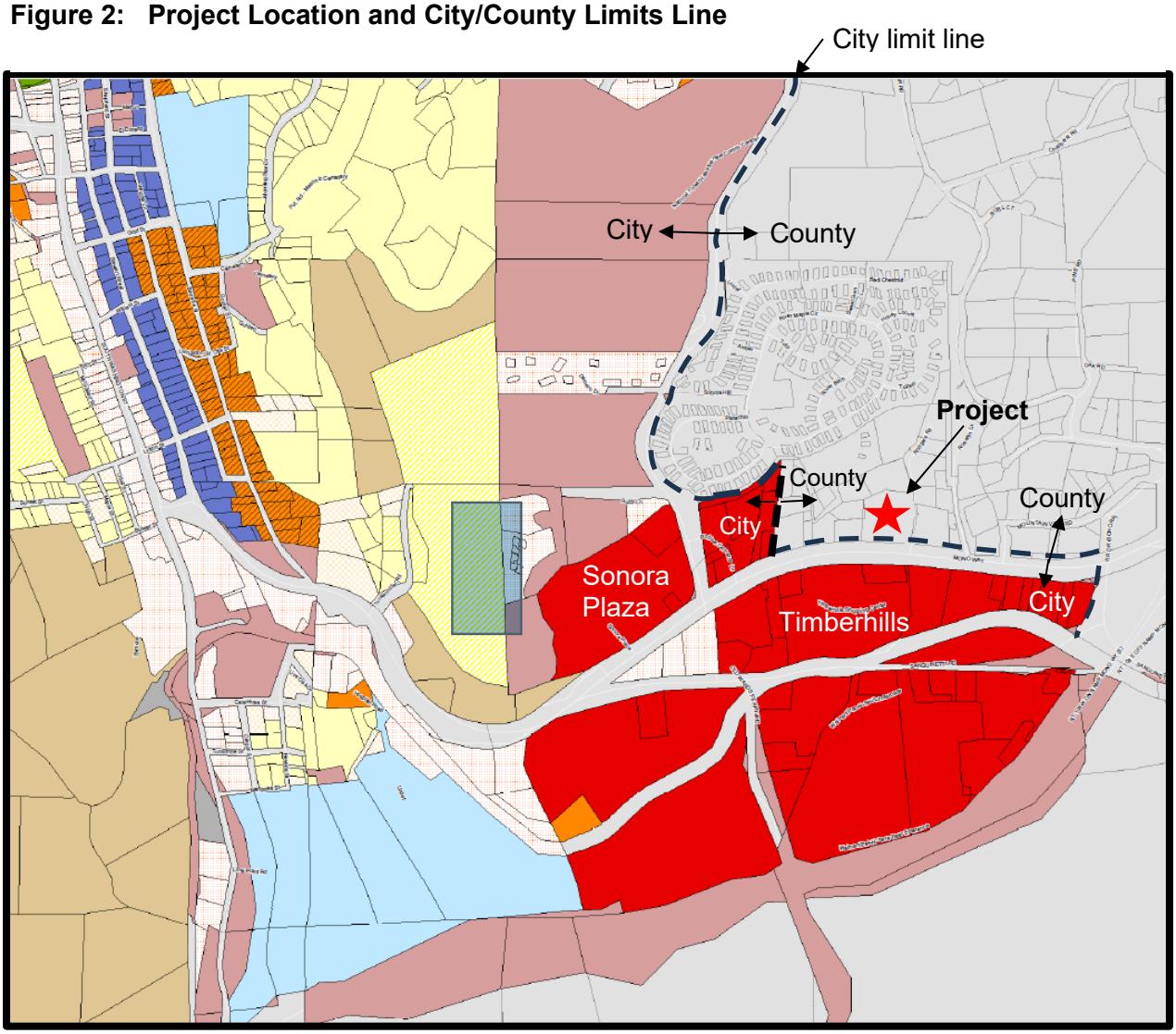


Figure 3: Exterior Elevation [Note – See Figures 10-11 for landscaping. Palm trees are not included in the landscaping plan.]

FELTUS HAWKINS DESIGN

Figure 4: Site Plan

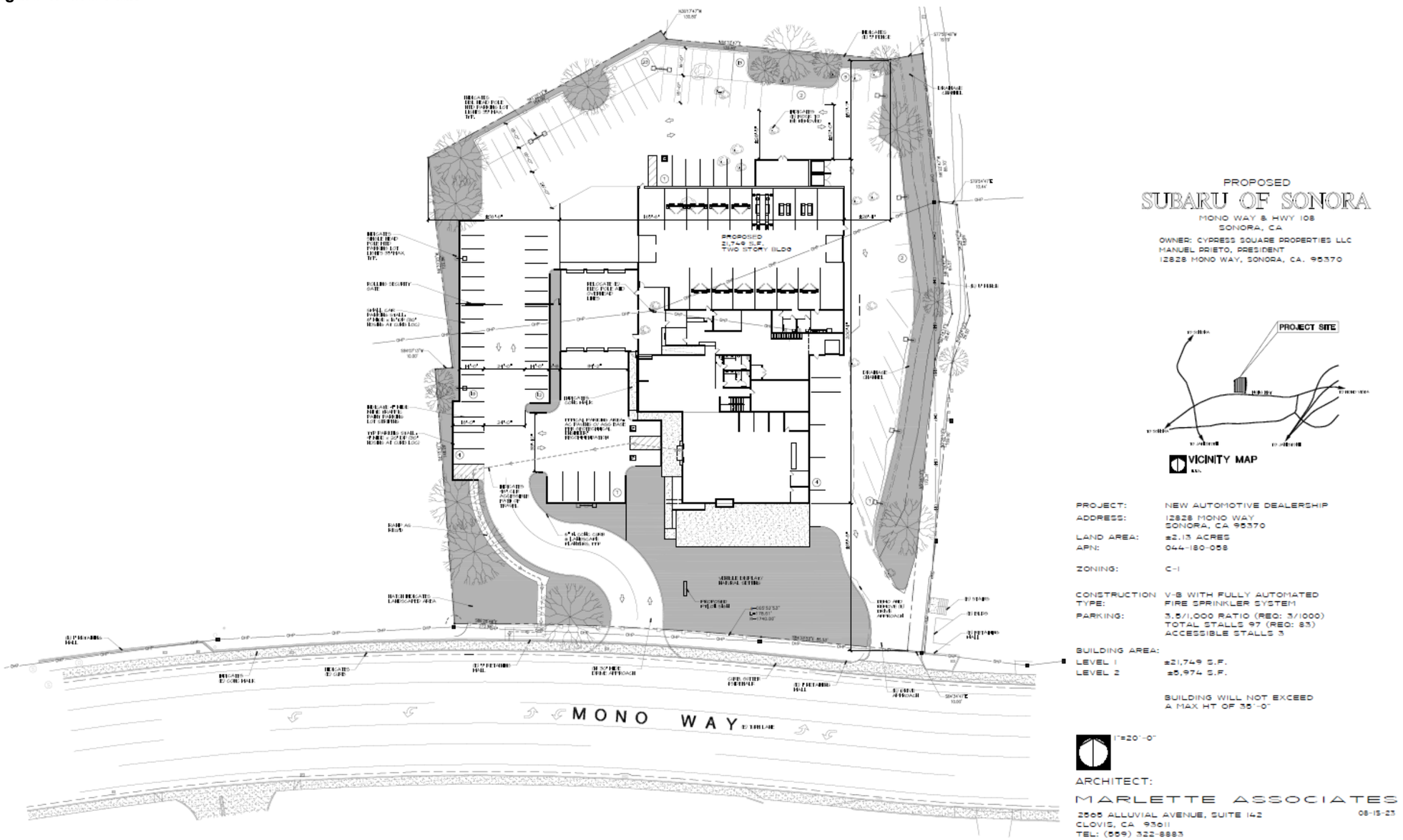


Figure 5: Site Plan Enlargement

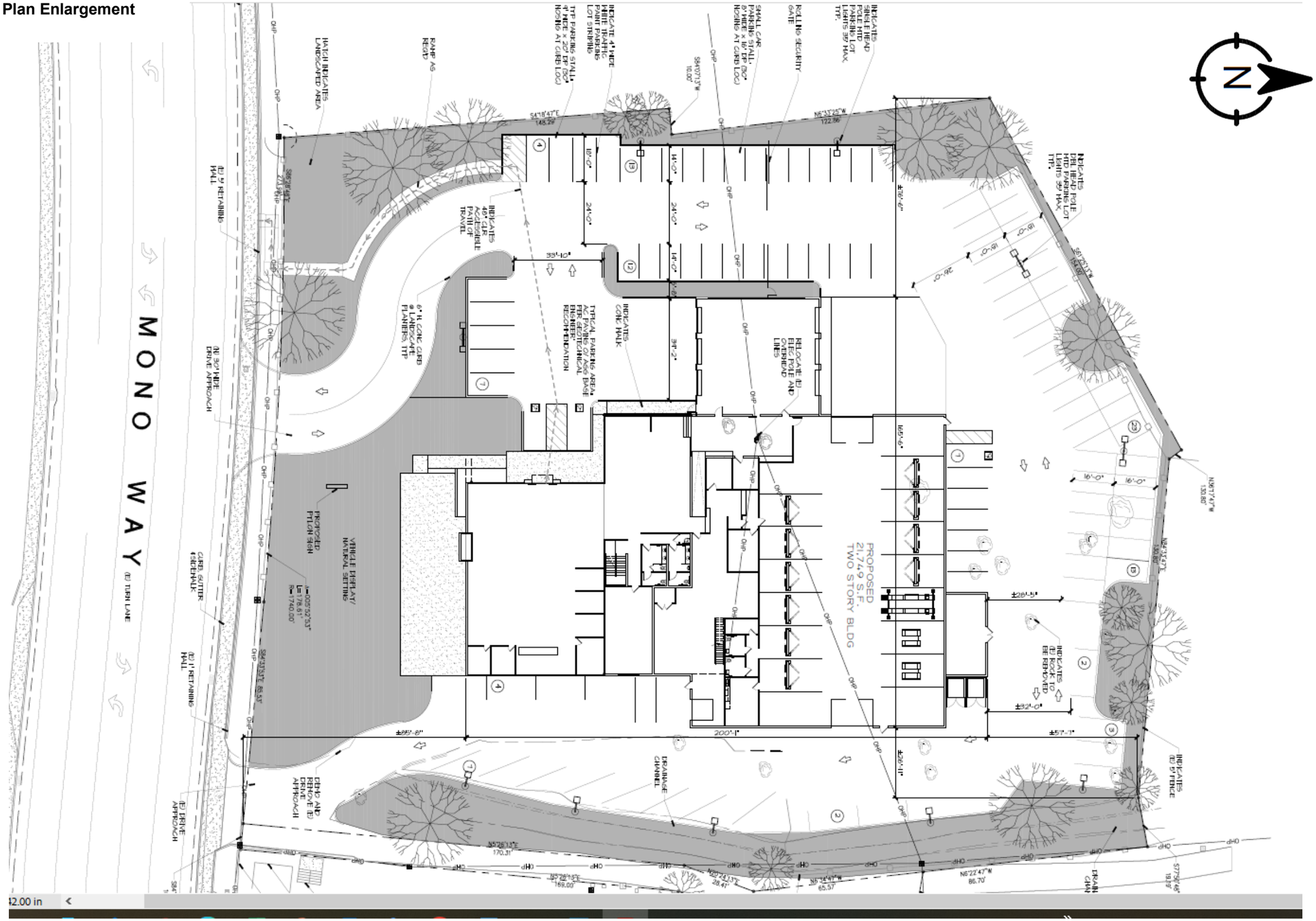


Figure 6: Floor Plan

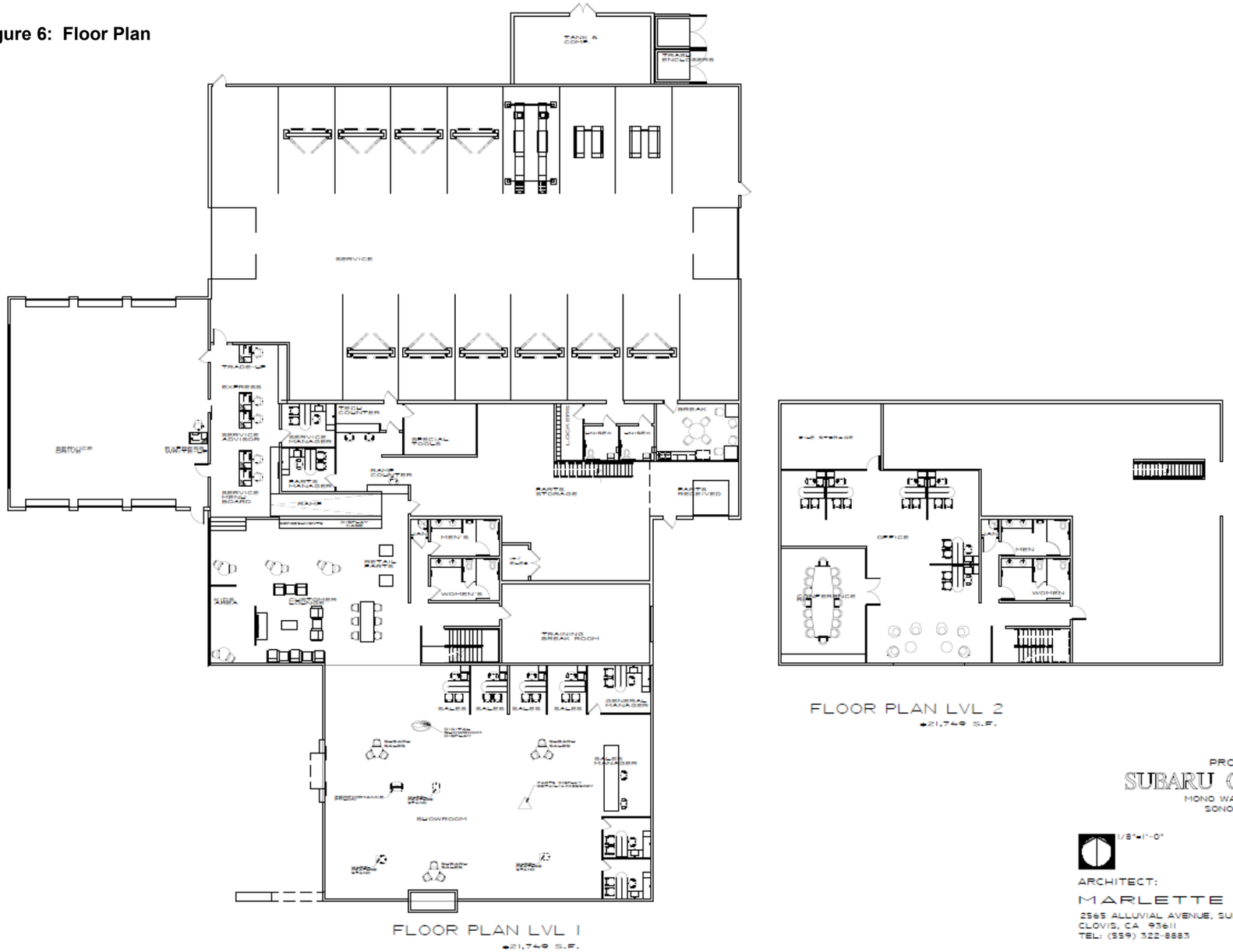
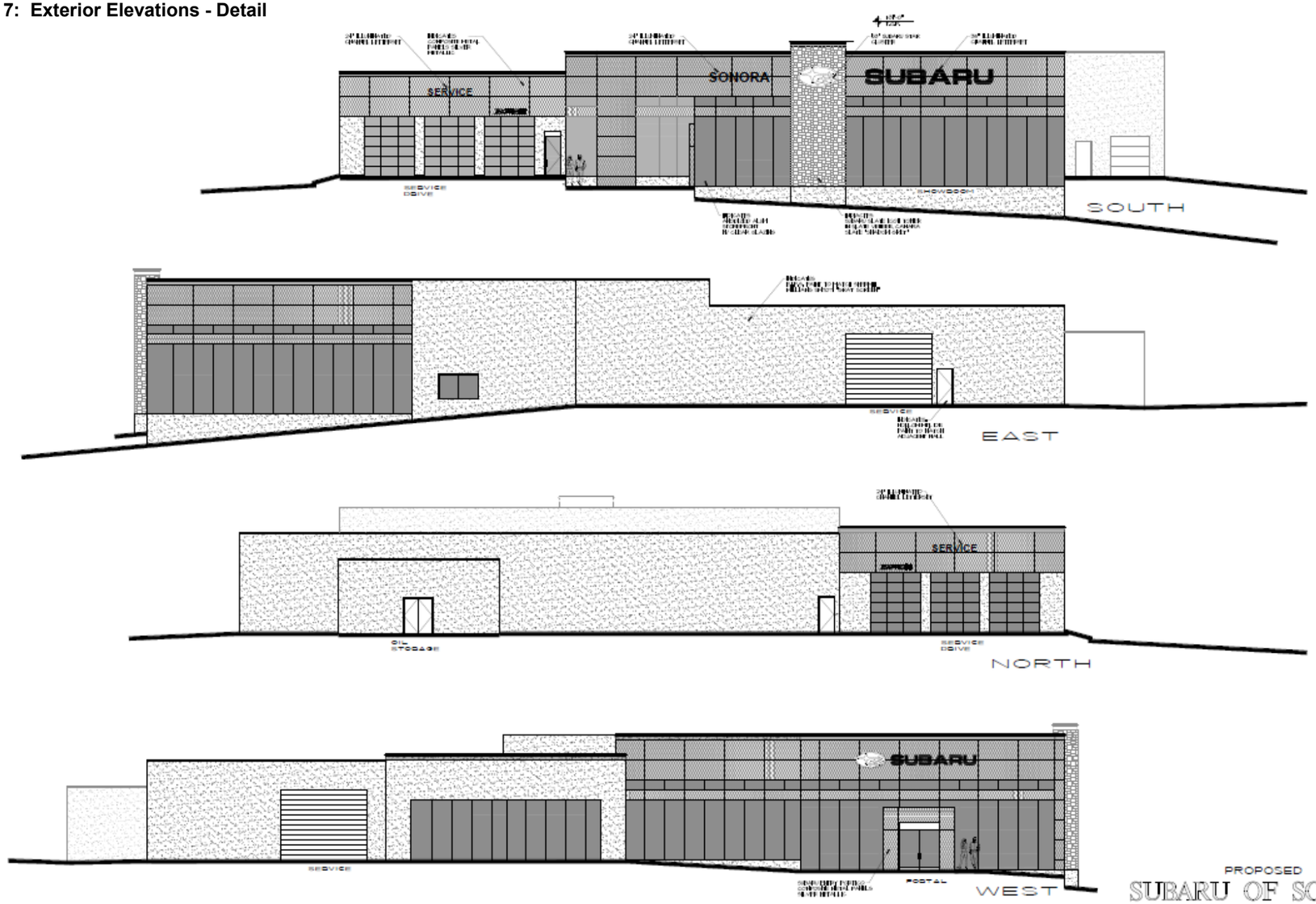


Figure 7: Exterior Elevations - Detail



PROPOSED

SUBARU OF SONORA

MONO WAY & HWY 108
SONORA, CA

1/8"=1'-0"

ARCHITECT:
MARLETTE ASSOCIATES
2565 ALLUVIAL AVENUE, SUITE 142
CLOVIS, CA 93611
TEL: (559) 322-8883

09-15-23

Figure 8: Tree Removal and Retention Plan

TREE TO BE PROTECTED

QUERCU sp. E OAK	3
QUERCUS WISLIZENI / INTERIOR LIVE OAK	25

TREE TO BE REMOVED

Blue oak *Quercus douglasii* and live oak *Q. wislizenii*	82*
CEDRUS DEODARA / DEODAR CEDAR	3
CREPE MYRTLE / LAGERSTROEMIA SPP., HYBRIDS AND CVS.	2
QUERCUS AGRIFOLIA / COAST LIVE OAK	1
Cedrus atlantica / Atlas Cedar	1

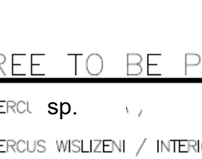
*Counts several multi-trunked trees as separate trees

LEGEND:

EXISTING TREE DRIPLINE — To be retained

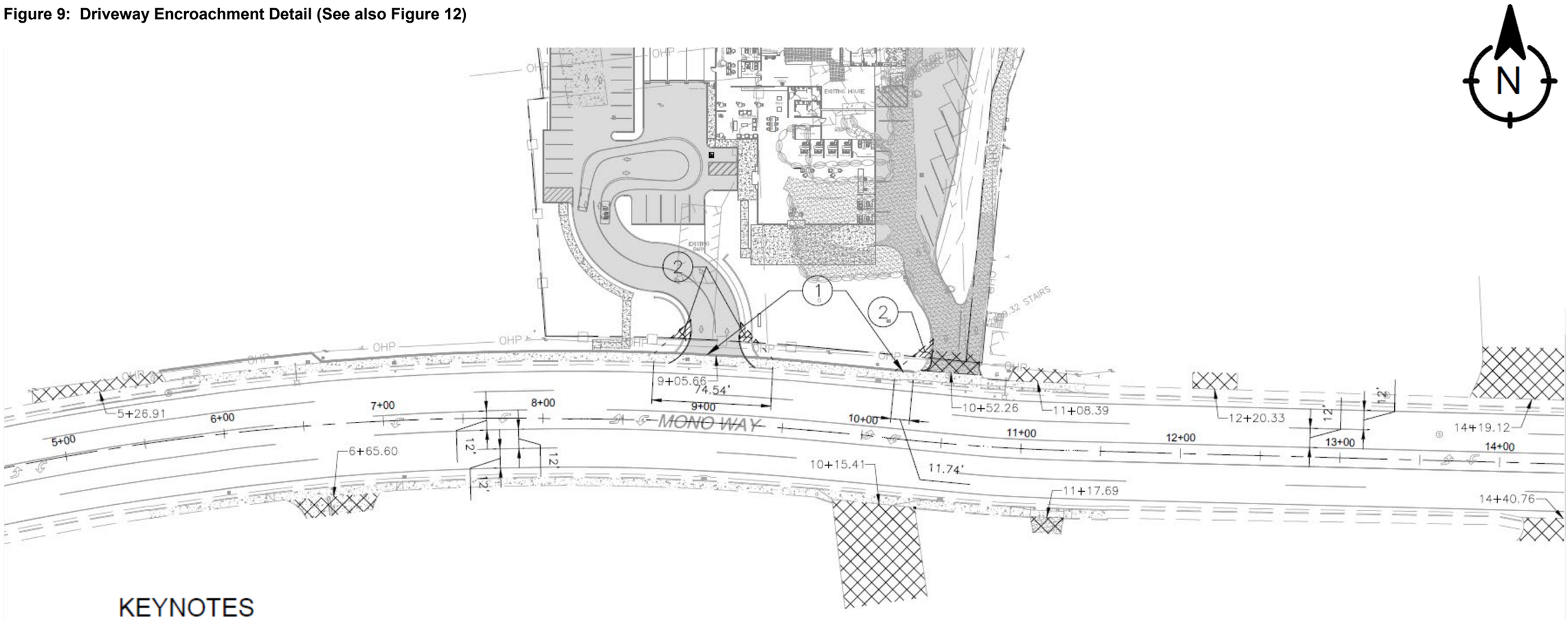
EXISTING TREE TRUNKS

CONSTRUCT RETAINING WALL TO PROTECT TREE



VICE
VANG INC. CONSULTING ENGINEERS

Figure 9: Driveway Encroachment Detail (See also Figure 12)



KEYNOTES

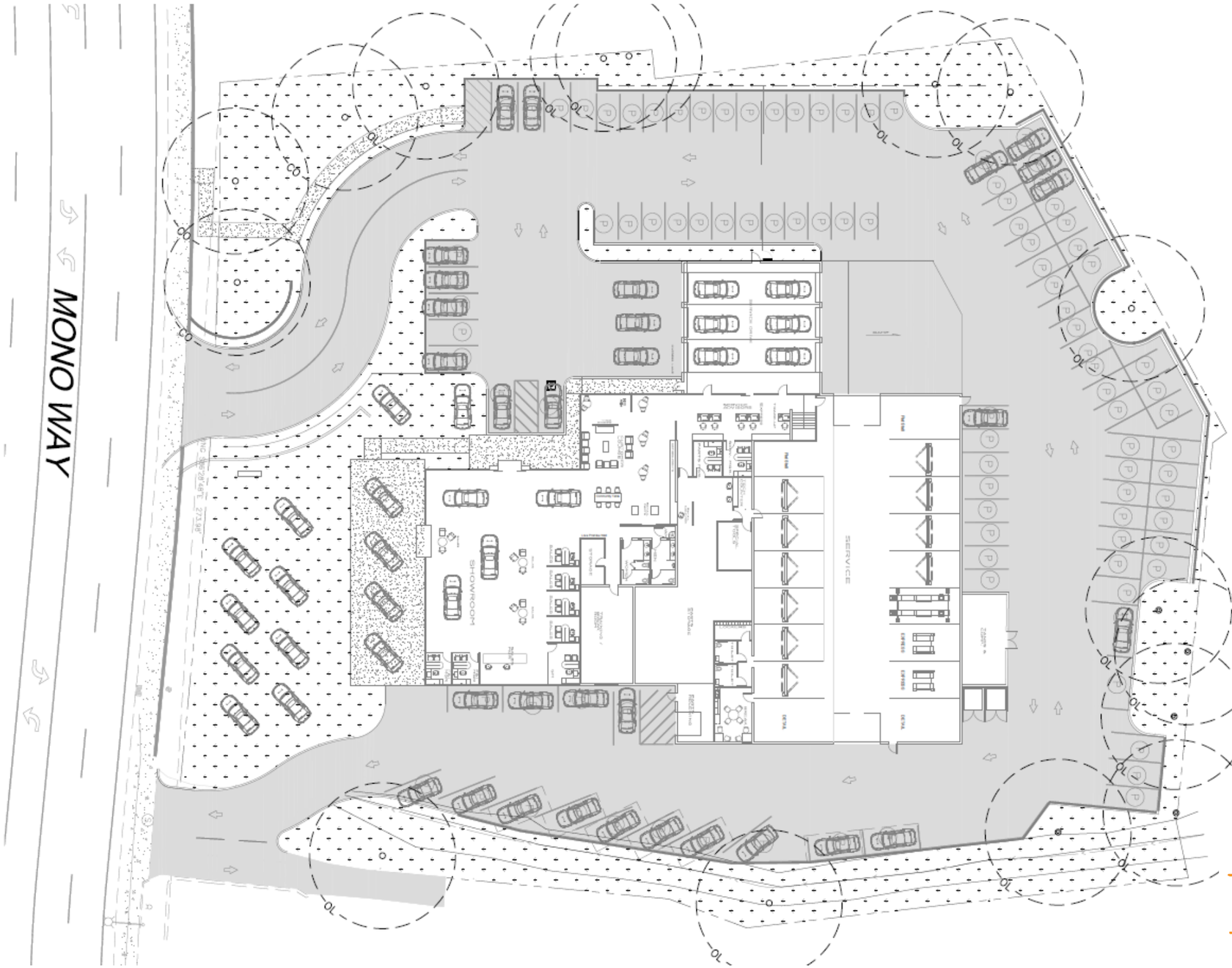
1. REMOVE EXISTING RETAINING WALL
2. PROPOSED 12' VISIBILITY TRIANGLE

LEGEND

EXISTING DRIVE APPROACH

VANG INC. CONSULTING ENGINEERS

Figure 10: Conceptual Landscaping Plan 1 of 2



VICE
VANG INC. CONSULTING ENGINEERS

Figure 11: Conceptual Landscaping Plan 2 of 2

EXISTING PLANTING LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY	WATER USE
TREES				
—OL—	QUERCUS DOUGLASII / Blue Oak	15 GAL	13	VL
—CO—	QUERCUS / OAK	15 GAL	3	VL

SHADE REQUIREMENT

THE PARKING LOT SURFACE SHALL BE 50% SHADED WITHIN 15 YEARS

PARKING LOT AREA: 43,681 SF±
50% TO BE SHADED: 21,840 SF±

EXISTING SHADE PROVIDED:

QUERCUS DOUGLAS II / BLUE OAK 13 @ 1,963 SF±
QUERCUS / OAK 2 @ 1,963 SF±

TOTAL SHADE PROVIDED: 29,445 SF±

PERCENT OF SHADE PROVIDED: 67.4% (REQUIRED 50%)

VICE
VANG INC. CONSULTING ENGINEERS

LEGEND:

EXISTING TREE/SHRUBS

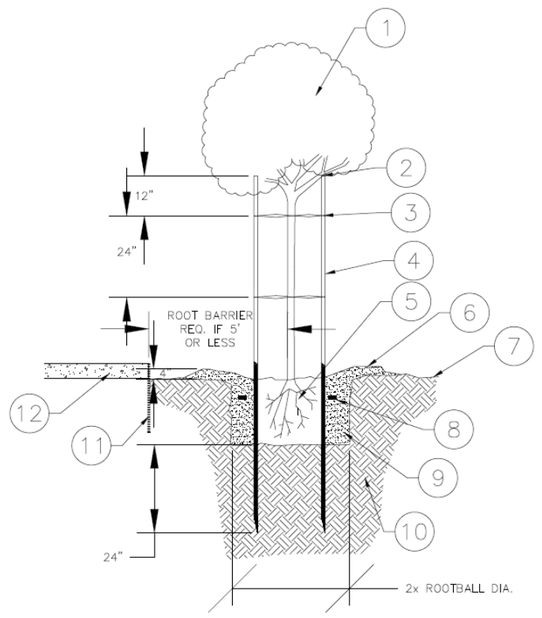
LANDSCAPE INFO:

PROJECT SITE TOTAL SF : 93,269 SF±

10% MINIMUM OF LANDSCAPE = 9,327 SF±

TOTAL LANDSCAPE PROVIDED: 24,027 SF±

PERCENT OF LANDSCAPE PROVIDED: 25% (REQUIRED 10%)



TREE PLANTING w/ ROOT BARRIERS

1. TREE PER PLAN
2. TRIM TOP OF STAKES BELOW LOWEST BRANCHES TO PREVENT DAMAGE
3. PLACE TREE TIES 6" ABOVE POINT WHERE TREE HEAD IS SELF-SUPPORTING
4. 2" DIA. X 10' LONG LODGE POLE STAKES (INSTALL WIDER THAN ROOTBALL)
5. ROOTBALL (SET CROWN +/- 3" ABOVE FINISH GRADE)
6. EARTH WATERING BASIN (RAKE SMOOTH PRIOR TO SEEDING IN HYDROSEED AREAS; OR AT END OF PLANT ESTABLISHMENT PERIOD FOR ALL REMAINING BASINS)
7. FINISH GRADE
8. 21 GRAM PLANT TABLETS: 5 GAL =3, 15 GAL =5, 24" BOX =8
9. COMPACTED BACKFILL MIX (PER PLANTING SPECS/NOTES)
10. UNDISTURBED NATIVE SOIL
11. LINEAR ROOT BARRIER, 18" DEEP MIN. X 10' WIDE; CENTERED ON TREE
12. HARDSCAPE, SIDEWALK, CURB

CERTIFICATE OF COMPLIANCE

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

LANDSCAPE DESIGNER — DATE 3/9/23

Figure 12: Preliminary Grading Plan

EARTH WORK QUANTITIES

CUT = 10,221 CY

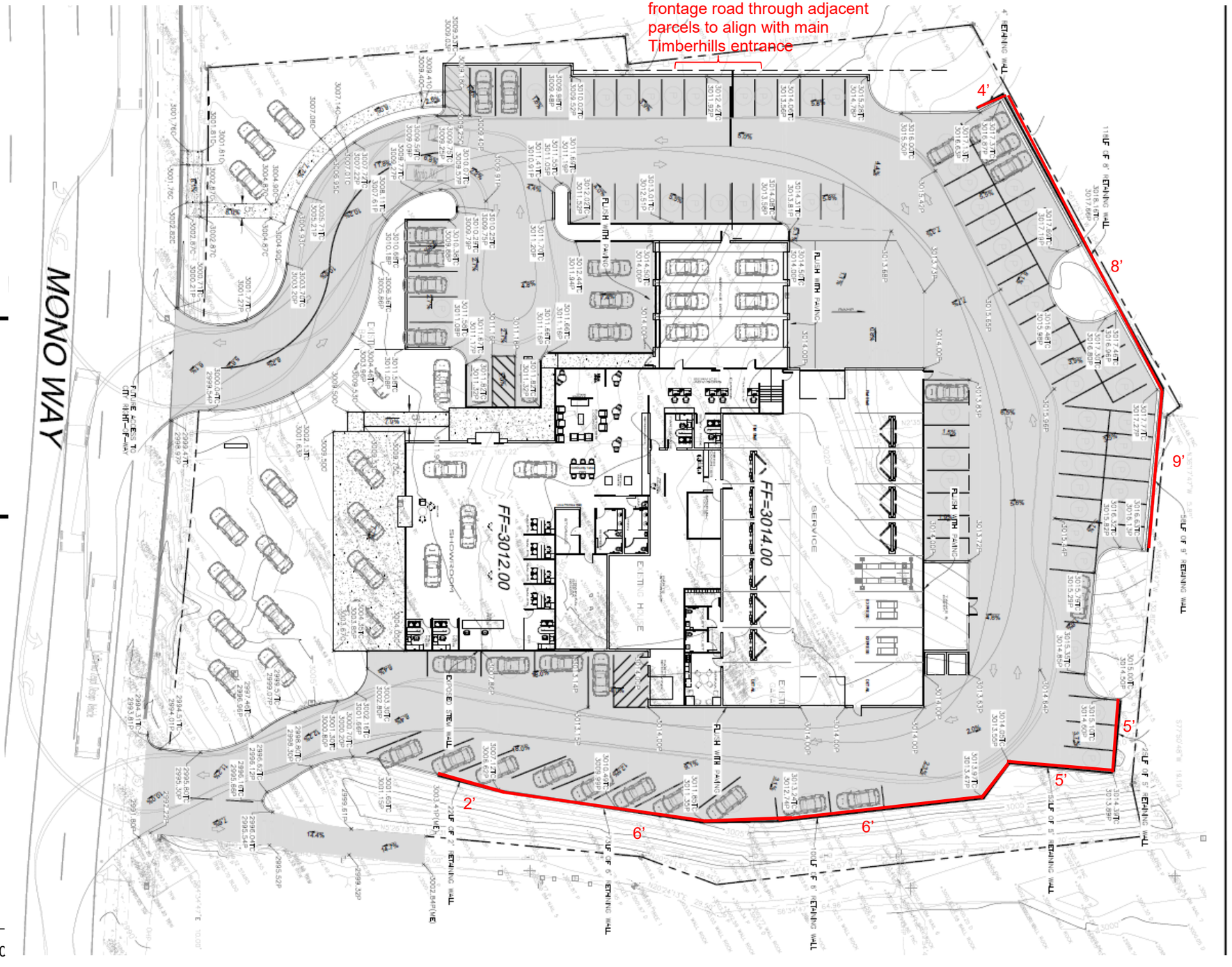
FILL = 1,490 CY

NET = 8,731 CY (CUT)

RETAINING WALL QUANTITIES

9' RETAINING WALL = 58 LF
8' RETAINING WALL = 118 LF
6' RETAINING WALL = 173 LF
5' RETAINING WALL = 77 LF
4' RETAINING WALL = 11 LF
2' RETAINING WALL = 22 LF

VICE
VANG INC. CONSULTING ENGINEERS



1.3 SITE DESCRIPTION/SETTING

The site is located in the unincorporated East Sonora community (**Figures 1** and **2**) with Timberhills Shopping Center to the south, "The Bird House" mixed use to the east, residences to the north, and mixed uses including a deteriorating residence, plumbing sales, body shop, and Diana J. White Cancer Center to the west. The site is currently occupied by a vacant home, garage and metal shed with a mix of ornamental shrubbery, ornamental trees, and native live and blue oaks. The site slopes up from Mono Way with a relatively flat area at the top that continues to rise towards the residences abutting the site to the north. Onsite elevations are approximately 2,000 feet above mean sea level (amsl).

1.4 Public Resources Code Section 21080.3.1 Consultation

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of CEQA. Under AB 52, tribes requesting formal consultation from the Lead Agency are notified of the project prior to the preparing the CEQA document.
In accordance with Senate Bill 52, formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and Tuolumne Band of Me-Wuk Indians Tribes. AB 52 consultation letters were sent certified mail and regular mail on June 21, 2024. Informal project letters were sent on February 23, 2023. To date, neither Tribe has requested consultation.

1.5 CEQA Process

This document has been prepared to satisfy the requirements of CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before they approve or implement those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed Project, Tuolumne County is the lead agency and will use the Initial Study to determine whether the proposed Project has a significant effect on the environment. The City of Sonora is a Responsible agency and will use the document for issuance of an encroachment permit onto Mono Way.

If the lead agency finds substantial evidence that any aspect of the proposed Project, either alone or in combination with other projects, may have a significant effect on the environment, that agency is required to prepare an Environmental Impact Report (EIR), a supplement to a previously prepared EIR, or a subsequent EIR to analyze the proposed Project at hand. If the agency finds no substantial evidence that the proposed Project or any of its aspects may cause a significant impact on the environment, a negative declaration may be prepared. If, over the course of the analysis, the proposed Project is found to have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less-than-significant level, a supplemental mitigated negative declaration may be prepared. In the case of this proposed Project, all significant or potentially significant impacts on the environment would be reduced to less-than-significant levels with incorporation of specific mitigation measures. Therefore, this document is a mitigated negative declaration.

1.6 Incorporation by Reference

The following studies applicable to the proposed Project are hereby incorporated by reference. Copies of these studies may be viewed at the Tuolumne County Community Development Department during regular business hours.

Table 1: Project Studies Incorporated by Reference

Study Title
KD Anderson & Associates, Inc. 10/4/2022. *Transportation Impact Analysis for Sonora Subaru on Mono Way Sonora, CA*
Brejla, Terry. Foothill Resources, Ltd. 1/12/2023. *DPR 523 for 12828 Mono Way Cowgill Residence and Steel Building.*
Brejla, Terry. Foothill Resources, Ltd. 9/6/2023. *DPR 523 Jamestown Ditch segment at 12828 Mono Way.*
Patrick, Melinda Pacheco et al. December 2015. C*ultural Resources Study of the Martin Ranch Complex, Sonora, California (APN 059-010-56)*. Prepared by Patrick GIS Group, Inc. for Robert Ozbirn, Golden State Surveying and Engineering, Inc., and the County of Tuolumne Community Development Department, Sonora, California.
Marlette Associates. Undated. *Draft Footcandle Point by Point Analysis*.

1.7 Other Public Agency Approvals

Other public agency approvals that may be required for the Project are summarized in the following table.

Table 2: Other Public Agency Approvals or Reviews that May be Required

Permitting Agency	Permit
City of Sonora	Road encroachment permit (onto Mono Way)
State Water Resources Control Board	Stormwater Pollution Prevention Plan (SWPPP)
All other applicable local, state and federal permits required by law.	

2.0 ENVIRONMENTAL EVALUATION

TERMINOLOGY DEFINITIONS: The following terminology is used in this environmental analysis to describe the level of significance of potential impacts to each resource area:

- ***Potentially Significant Impact.*** This term applies to adverse environmental consequences that have the potential to be significant according to the threshold criteria identified for the resource, even after mitigation strategies are applied and/or an adverse effect that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an Environmental Impact Report (EIR) must be prepared consistent with the California Environmental Quality Act (CEQA).

- ***Less-than-Significant Impact with Mitigation.*** This term applies to adverse environmental consequences that have the potential to be significant, but can be reduced to less-than-significant levels through the application of identified mitigation strategies that have not already been incorporated into the proposed Project.

- ***Less-than-Significant Impact.*** This term applies to potentially adverse environmental consequences that do not meet the significance threshold criteria for that resource. Therefore, no mitigation measures are required.

- ***No Impact.*** This term means no adverse environmental consequences have been identified for the resource or the consequences are negligible or undetectable. Therefore, no mitigation measures are required.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION:

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

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

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

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

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Natalie Rizzi

Digitally signed by Natalie Rizzi
DN: cn=Natalie Rizzi, c=US, o=Community Development Department, ou=Tuolumne County, email=nrizzi@co.tuolumne.ca.us
Reason: I am approving this document
Location: Tuolumne County
Date: 2024.07.12 10:15:58 -07'00'

Quincy Yaley, Director
Tuolumne County Community Development Department

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2.1 AESTHETICS

I. AESTHETICS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

2.1.1 Background and Setting

The project site (**Figure 13**) is currently surrounded by a shopping center (Timberhills) to the south, a hospital, plumbing yard with extensive outdoor storage, and a deteriorating residence to the west (**Figures 14** and **15**), and a residence/commercial building with outdoor storage and the "Bird House" to the east (**Figure 165**). Two single-family residences abut the project site to the north (**Figure 17)**.

The Project includes demolishing an existing 1940s residence and outbuildings and mature landscaping. A new single-story Subaru dealership and service center with a modern/industrial design will be installed incorporating windows (anodized aluminum framing), composite metal panels (silver aluminum) siding, plaster, and grey slate icon tower - (**Figure 3**). A pole sign is proposed.

Approximately 89 trees will be removed including 3 Deodor cedar (*Cedrus deodora*), one Atlas cedar (*Cedrus atlantica*), with the remainder primarily live oak (*Quercus wislizenii*) and blue oak (*Quercus douglasii*). Approximately 28 trees will be retained, primarily blue oak and live oak. Tree retention will occur primarily around the project perimeter (**Figures 5** and **8**). Approximately 13 blue oaks and 3 coastal live oaks, 15-gallon, are proposed for planting in the landscaping plan resulting in approximately 44 trees on the finished site (i.e., just under half of the trees on the current site).

Figure 13: Project Site Looking North from Carl's Jr. at Timberhills (Inset, 1940s home on site)

Figure 14: Surrounding Structures and Streetscape (West)

Figure 17: Two homes abutting site's northern boundary (not visible from public right of way)

Figure 16: Adjacent structures East (See A-Frame "The Bird House" in foreground)

Figure 15: A Portion of the Timberhills Shopping Center (South, across Mono Way)

2.1.2 Analysis

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

No Impact. The project is within a highly developed area surrounded by a shopping center, nearby hospital, commercial and quasi-industrial uses. No scenic vistas exist within the Project area; therefore, no substantial adverse effects on scenic vistas are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

No Impact. The project is fronted by local roads and is not visible from a state highway. Therefore, no substantial adverse impacts to scenic resources within a state scenic highway are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant with Mitigation Incorporated.
The project is located in close proximity to the City of Sonora developed with shopping centers, commercial and quasi-industrial uses, a cancer center, major roadways and intersections. While the area does not meet the strict definition of "urbanized" per CEQA Section 21071 and CEQA Guidelines Section 15387, it is generally considered urban in comparison to the more rural areas of the county. Additionally, an "urban" standard is applied to the project site under various other thresholds used herein [e.g., US Census, 2022 California Green Building Standards Code (CalGreen)]. Therefore, both the non-urbanized and urbanized standards of evaluation are used in the following analysis.

The project is located in the General Commercial (C-1) zoning district regulated pursuant to Chapter 17.34 of the Tuolumne County Ordinance Code (TCOC)1. Indoor retail sales and indoor equipment repair services are a permitted use. Because the project includes outdoor auto sales, a conditional use permit also is required pursuant to TCOC Section 17.34.030.

Per 17.34, indoor sales must comply with the following two design standards (A and B) pursuant to TCOC 17.52.180:

[1] The County recently adopted an updated Title 17 (Zoning Code). The zoning code in effect at the time of the application will be applied for those projects which began prior to the update. Personal communication, Quincy Yaley, e-mail 4/22/24.

A. The design and exterior materials of the retail sales or retail services establishment or shopping center shall reflect the traditional architectural motif of the community in which it is proposed, blend with the surrounding neighborhood, or be consistent with any applicable design standards in the general plan or as provided in this title.

East Sonora Design Guidelines

The project is located in the unincorporated East Sonora community. Surrounding architecture is illustrated in **Figures 14-17**. Tuolumne County has adopted design guidelines for East Sonora. The *East Sonora Design Guidelines* (ESDG) call for large commercial developments and corporate chains to reflect the following:

Site layout

A1. Maintain larger setbacks

Per TCOC Section 17.56.020 (C), the project's required front setback is 35-feet from the centerline of Mono Way. The nearest portion of the proposed structure is 110± feet from the centerline of Mono Way, a significantly larger setback than the required 35 feet and therefore consistent with the ESDG.

The two adjoining parcels to the north carry a general plan land use designation of Mixed Use (MU) and are currently developed with a single-family residence on each parcel. The parcels are zoned Neighborhood Commercial/Single-Family Residential (C-0/R-1) and C-0. Single-family residential zones carry a 15-foot front and rear and 6-foot side setback requirement with setbacks for neighborhood commercial being the same as those for the subject parcel. The nearest portion of a building on the project site is 90 feet from the common (northern) parcel boundary and these homes. Therefore, the 90-foot setback is larger than required pursuant to TCOC Section 17.56.020 and consistent with the ESDG.

The setback from the nearest portion of the project building to the parcel boundary of adjoining parcels, also zoned General Commercial (C-1) to the west (vacant) and east are 80 feet and 70 feet respectively. Per TCOC Section 17.56.020, no building shall be located closer to the parcel boundary lines than the same distances required from the contiguous property lines. The TCOC does not designate side setbacks for the C-1 zone. Therefore, the proposed project is consistent with the provisions of the TCOC. Based on the proximity of "The Bird House" at 20± feet from the side property line, the building for the proposed project is well in excess of side setbacks for existing buildings on adjoining parcels consistent with the ESDG.

Building Design

A3. Place doors and incorporate numerous windows along street/sidewalk to activate the sidewalk for pedestrians and to reduce the visual impact of a large blank façade.

The project design incorporates extensive windows and windowed bay doors in the service area that reduce the visual impact of a large blank façade. Therefore, the project is consistent with this guideline.

A4. Minimize unsightly large commercial and big box designs by incorporating design standards to eliminate large blank façades. Break up large buildings to look like a series of smaller buildings, eliminating the big box traditional design.
A5 Buildings should have broken roof lines and be altered every 50 feet.
A6. Appropriate façade materials include: Board and batten siding, horizontal wood or wood appearing siding, decorative wood siding, or fiber cement board siding, brick, stone, rock, or granite, heavy timber, and corrugated metal siding where appropriate.
A7. Avoid bare metal, highly reflective surfaces, brightly colored roofing, and high contrast or brightly colored glazed tile.
A8. Use local architecture, both historic and recently built, as an example for design and details. Appropriate details include: Porches, canopies, balconies, and covered walkways where appropriate; Brick or stone detailing; Refined millwork and finished carpentry on wood structures; and Metal detailing, brackets at roof eaves and under balconies, porches and canopies, where appropriate.
A9. Appropriate roofing materials include: Composite shingles, Standing seam metal roofing, tile, and corrugated metal where appropriate.

The project design is a single building "offset" into three segments: the primary building, the middle building (setback approximately 75 feet from the primary building) and the service center (set back approximately 50 feet from the middle building (**Figure 7**). These setbacks eliminate some of the big box traditional style consistent with the ESDGs. The primary building includes a 100± foot expanse visible from Mono Way, with the middle portion of the structure approximately 36-feet wide. The roofline for these two building segments (a combined 136± feet along the front-facing elevation) does not vary in height. The Subaru slate icon tower provides a 16±-foot-wide deviation along this uniform roofline on the primary building (with 58± feet of uninterrupted roofline to the east and 27± feet of uninterrupted roofline to the west of the icon tower).

The service center extends approximately 60 feet wide with a roofline 5± feet lower than the other building segments.

The entire building provides a uniform design and color scheme composed of like materials.

Based on the ESDGs, the façade design is inconsistent with the ESDGs which emphasize breaks in the roofline every 50-feet, and breaking up building expanses to look like separate buildings. As per the guidelines, the following should be incorporated into the façade design to bring the building into conformance with the ESDGs and avoid a potentially significant adverse visual impact resulting from inconsistencies with the adopted ESDGs. It is the intent of this mitigation measure to avoid altering the existing project floor plan and footprint, while addressing the ESDGs.

Mitigation Measure AES-1: Façade Design

Prior to issuance of a building permit, the following façade design amendments will be submitted for review and approval by the Community Development Department:

- Redesign the façade to give the appearance of separate buildings. Consider incorporating additional column and/or siding details using stone, wood, metal, or corrugated metal and/or other alternative siding materials for each building "segment"

- Incorporate a change in the flat roofline to avoid a uniform roofline of more than 50± linear feet. Consider incorporating an angled roofline for a portion of the structure.

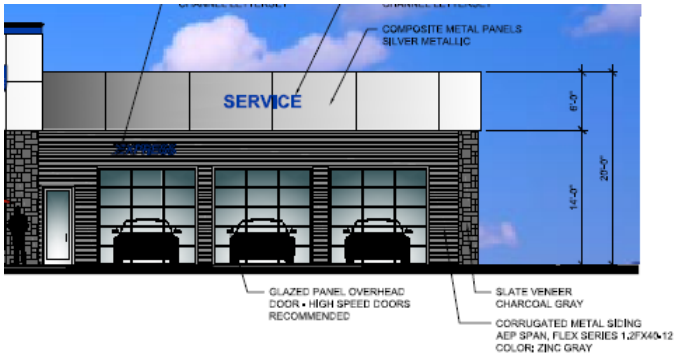
- Incorporate metal awnings/canopies throughout

- See **Mitigation Measure AES-2**.

Mitigation Monitoring AES-1: This measure is the responsibility of the applicant. Approval by the Community Development Department is required prior to issuance of a building permit.

Alternative material suggestions include, but are not limited to:

Corrugated metal and stone



Alternative rooflines include, but are not limited to:

Chain Retail

A9. (Chain retail) Design buildings to be compatible with adjacent structures. Adjacent structures include structures within the City of Sonora (Spanish-style Timberhills Shopping Center, KFC and Carl's Jr. to the south) and structures within the County (e.g., a deteriorating shingle-sided residence, the A-Frame Bird House, a residence and cargo containers or semi-trailers) as shown in **Figures 14, 15** and **16**. In general, adjoining buildings are inconsistent with the ESDGs. Therefore, the ESDGs are applied here and supersede those of adjacent structures.

Building Color

A10. Use colors to integrate new buildings into the natural landscape and the existing built environment (e.g., color tones that are similar to those found in the area and on adjacent buildings, muted soft colors on large wall expanses, the use of bright jarring colors and intense white colors are discouraged for base and accent colors.
A11. Use subdued colors as the primary color and brighter, contrasting trim when appropriate.
A12. Incorporate the color from primary building materials, such as stone, brick, and hardwood, as the base colors for new development.
A13. Use of muted colors are encouraged, such as greens, browns, tans, grays and beige.

The proposed structure includes a relatively bright white base color with Sonora Subaru "blue" trim and signage. The use of brighter, contrasting trim is consistent with the ESDGs. As noted above, intense white colors are discouraged for base colors under the ESDGs. As per the guidelines, the following should be incorporated into the façade base color to bring the building into conformance with the ESDGs and avoid a potentially significant adverse visual impact resulting from inconsistencies with the adopted ESDGs through the use of a bright white base color.

Mitigation Measure AES-2: Façade Color
Prior to issuance of a building permit, the façade color scheme will be amended to eliminate the bright white base color and submitted for review and approval by the Community Development Department. The revised base color shall be muted including, but not limited to browns, tans, grays, beige or other subdued colors incorporating those from alternative siding materials (e.g., stone, wood).

Mitigation Monitoring AES-2: This measure is the responsibility of the applicant. Approval by the Community Development Department is required prior to issuance of a building permit.

Sign Design

A14. Encourage the use of monument style signs matching the architecture of the primary building. Other applicable ESDG for sings encourage monument signs made of natural materials using external lighting, placed at or near the entrance to a structure or site to indicate the most direct access and using light levels providing optimum illumination and energy efficiency without casting light upward or into lanes of traffic.

The project proposes a pole sign. This is inconsistent with the ESDG and could add to cumulatively significant impacts to aesthetics. Proper implementation of the following mitigation measure, requiring a monument rather than a pole sign, and incorporating the use of natural materials in the base of the sign, with provisions for ensuring that lighting will not create glare for Mono Way traffic will bring the design into compliance with the design guidelines and eliminate the potential impact to aesthetics:

> **MITIGATION MEASURE AES-3**: Prior to issuance of a building permit, the applicant shall amend the sign plan to eliminate the pole sign and provide a monument sign incorporating a base of natural materials (e.g., stone and/or wood). The sign shall be externally lit with lighting directed at the sign and away from oncoming traffic along Mono Way.
>
> **Mitigation Monitoring AES-3:** This measure is the responsibility of the applicant. Approval by the Community Development Department is required prior to issuance of a building permit.

Parking Design

A15 Permit parking in front and on the sides of buildings along Mono Way and other commercial corridors as these buildings have traditionally been set back from the road right-of-way.
A16 Provide parking lot connections between adjacent properties.
Project parking is proposed at the side of this building along Mono Way. As an automobile dealership, autos will be visible for sale at the front of the building, effectively providing "parking" in front of the building. As shown in Figure 9, the proposed design can accommodate a connection to the adjacent property. Based on these design elements, the project is consistent with the design guidelines.

Landscaping Design
A17. Incorporate native landscaping within parking lots and along building frontages. Provide native landscaping along the right-of-way to screen parking lots.
A18. Use landscaping to focus entrances to structures and parking areas, creating edges, and providing screening for loading and equipment areas. Encourage water conservation through the retention of existing, on-site vegetation, as well as the integration of native or drought tolerant species of plants.

Approximately 117 trees were inventoried on the original site including 17± ornamental and fruit/nut trees including three Deodor cedar (*Cedrus deodora*), an Atlas cedar (*Cedrus atlantica*), almond, privet, apple, and plums. 89 trees will be removed including all non-natives and ornamental trees, all dead trees, with the remainder being live oak (*Quercus wislizenii*) and blue oak (*Quercus douglasii*).[2] Approximately 28 blue oak and live oak will be retained. Tree retention will occur primarily around the project perimeter (**Figures 5** and **8**). Approximately 13 blue oaks and 3 live oaks, 15-gallon, are proposed for planting in the landscaping plan resulting in approximately 44 trees on the finished site.

[2] Includes three large dead oaks

The proposed use of native trees for new planting and the retention of native trees for screening is consistent with the ESDGs.

The retention of a large live oak between Mono Way and the project's parking area and service bay is a focal point in the project's landscaping plan and its retention is critical to the overall project design. Removal or damage resulting in death to the "focal" tree would significantly affect the overall aesthetic. Cumulatively, the loss of all of the oaks targeted for retention could create a cumulatively significant adverse visual impact. To ensure the retention of the focal oak fronting Mono Way and other perimeter oaks to be retained, the following mitigation measure is proposed.

Mitigation Measure AES-4: Retained Oak Tree Protection
To the maximum extent feasible and practicable, throughout project construction activities occurring within one and on-half times the driplines of native oaks to be retained shall:

- Prior to initiating site disturbances, environmentally sensitive area (ESA) fencing shall be placed to surround the driplines of trees to be retained. Fencing shall remain in place throughout project construction. Any downed fencing shall immediately be replaced.

Within the ESA:

- Limit ground-disturbing activities to outside the dripline of trees and preferably outside one and one-half times the dripline;
- Do not store equipment, supplies, vehicles, debris, construction wastewater, paint, stucco, concrete or any other clean-up waste, temporary or permanent structures
- Avoid cutting oak roots
- Use boring or trenchless installation rather than open trenching within driplines where possible
- Avoid equipment damage to limbs, trunks, and roots of trees
- Do not attach signs, ropes, cables or other items to trees

Mitigation Monitoring AES-4: ESA fencing shall be delineated on all grading/building plans. ESA fencing placement shall be confirmed by the County prior to commencing site disturbance. The required mitigation measure will be implemented throughout project construction activities occurring within the one and one-half times the driplines of native oaks measuring 24" or greater in diameter at breast height. If a dispute arises, a qualified biologist, forester, or arborist shall determine the location of one and one-half times the

dripline. The measure is the responsibility of the construction contractor.

Proper implementation of the preceding measure will ensure consistency with the ESDGs resulting in a less-than-significant visual impact.

Lighting

A13. Parking lot lighting should be consistent with East Sonora's small town and rural character. Acorn-type fixtures and other well-articulated fixtures are appropriate.
A14. Prevent nuisances resulting from unnecessary light intensity, direct glare or light pollution; protect the ability to view the night sky by regulating unnecessary upward light projection through dark sky standards;
A 15. Parking lot lighting should be designed for pedestrian comfort and safety as well as automobile safety that concentrates light downward into traffic and crosswalk areas.
A 16. Good lighting uses only the amount of light needed for the intended task, whether it is intended to illuminate a parking lot, pedestrian walkway, signage, for security, or to highlight specific architectural features.

As necessary to comply with California Energy and CalGreen Standards, the project has proposed the following lighting fixture design:

Figure 18: Proposed Light Fixture

While not an acorn style light, the fixture meets requirements to avoid unnecessary upward light project in accordance with dark sky standards, is aimed downward to illuminate walkways and parking areas and avoids glare onto neighboring properties (See paragraph d, below). The recently-approved Wendy's uses a similar lighting design. The lighting design is consistent with lighting in nearby centers.

Based on the preceding, the proposed lighting substantially complies with the ESDGs and may be found consistent.

Per 17.34, indoor sales also must comply with the following standards pursuant to TCOC

17.52.180:

> ***B. The retail sales or retail services establishment or shopping center shall be designed and located to be compatible with, rather than imposed on, the landscape and environment by minimizing the amount of grading and topographical alteration and shall be designed in accordance with the provisions of the Tuolumne County Hillside and Hilltop Development Guidelines.***

No Impact. The Tuolumne County Hillside and Hilltop Development guidelines apply if the site, or a portion of the site, is located within a hillside or hilltop area, which is characterized by average slopes of 20% or greater, or the crest of a ridge or hilltop. The average slopes on the side are less than 20% or greater and the site is not the crest or ridge of a hilltop. Therefore, the guidelines do not apply to the proposed project.

The project site slopes upwards from Mono Way consistent with other nearby commercial developments (e.g., Pinnell's Carpet Mart). The project will not increase the height of the existing retaining walls adjoining and visible from Mono Way.

As illustrated in **Figure 12**, grading is projected to result in approximately 10,221 CY of cut and 1,490 CY of fill with a net of 8,731 CY of cut. Retaining walls varying in height from 2' to 9' and varying in length from 11 to 173 linear feet. These are proposed primarily along the northern parcel boundary and on the eastern portion of the project site along the project side of the ditch/drainage along Rogers Lane (**Figure 12**). As illustrated, the northern retaining walls will be visible from parking areas behind the project building (i.e., not visible from a public right-of-way) therefore, aesthetic impacts are not anticipated. The 2'-6' retaining wall along the eastern portion of the project will be screened, in part, by the retention of live oaks along that project boundary (**Figure 8**). The retaining wall currently visible from Mono Way fronting the project site without screening averages 5' tall and has no screening. Therefore, the 6-foot, partially screened, retaining wall visible to Rogers Lane is not anticipated to result in a significant adverse visual impact.

Based on all of the preceding and similar development approved in the vicinity, the project is considered compatible with, rather than imposed on, the landscape consistent with the guideline and no visual impacts associated with hillside or hilltop guidelines are anticipated based on those guidelines.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

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

Less than Significant with Mitigation. New lighting is proposed in conjunction with the proposed project. A project lighting analysis was submitted and previously incorporated by reference. The plan shows the amount of light that will reach adjoining properties and the

proposed outdoor lighting proposes (**Figures 19-21**).

Unless otherwise designated by local ordinance, outdoor lighting zones determine the amount of backlighting, uplighting, and glare (BUG) that lights may emit. These standards are established by the California Energy Commission (CEC) and reflected in their published guidelines[3] which state:

> "…the BUG ratings assume that the light emitted from the luminaire is providing useful illuminance on the task surfaces rather than scattering the light in areas where the light is not needed or intended, such as toward the sky. These BUG ratings also increase visibility because high amounts of light shining directly into observer's eyes are reduced, thus decreasing glare. Additionally, light pollution into neighbors' properties is reduced. The BUG requirements vary by outdoor lighting zones."

The appropriate "BUG" rating is based on the lighting zone in which the project is located. Tuolumne County uses the lighting zones established by the CEC , which are designated as Lighting Zones 0-4[4] as follows:

- Lighting Zone 0 includes undeveloped areas of government-designated parks, recreation areas, and wildlife preserves.
- Lighting Zone 1 includes developed portions of government designated parks, recreation areas, and wildlife preserves. LZ 1 also includes rural areas as defined by the 2010 United States (U.S.) Census (note: now revised to the 2020 Census).
- Lighting Zone 2 includes urban clusters as defined by the 2010 U.S. Census (note: now revised to the 2020 Census).
- **Lighting Zone 3 includes urban areas as defined by the 2010 U.S. Census (note: now revised to the 2020 Census).**
- Lighting Zone 4 includes special use districts that may be created by a local government through application to the California Energy Commission (CEC).

Per the CEC, the U.S. Census Bureau website at https://tigerweb.geo.census.gov/tigerweb/ must be used to determine the lighting zone designation for a given project site. The project site is designated as an urban area, or Lighting Zone 3 (LZ3). Per the 2022 California Green Building Standards Code (CalGreen), all luminaries must comply with the maximum allowable backlight, uplight, and glare (B.U.G.) ratings per CalGreen Table 5.106.8 (Light Pollution Reduction)[5] as necessary to maintain day and nighttime views in the area.

---

[3] https://www.energy.ca.gov/sites/default/files/2020-05/06_OutdoorLighting.pdf California Energy Commission 2022 Nonresidential and Multifamily Compliance Manual, (May 2023); Chapter 6, Outdoor Lighting.

[4] Ibid.

[5] https://www.dgs.ca.gov/-/media/Divisions/DSA/Publications/guidelines/GL_4.pdf

Specifically, the plans propose:

1) Eleven light poles with 179-watt LED lights aimed downward and into the dealership (2 along the western boundary, 2 along the northern boundary, 4 along the eastern boundary and 2 along the project frontage, plus one between the building frontage and Mono Way).

   The lighting poles are 22.5 feet high. As shown in the plans, these light poles vary in distance from the property lines between less than 0.5 and 1.5 times the 22.5' height from all parcel boundaries. Per CEC Table 5.106.8(N) standards, the BUG rating for lighting placed between 0.5 and 1 times the mounting height of the pole to the property line must be Backlighting – 0 (B0), Uplighting - 0 (UO), and Glare 1 (G1), or BOUOG1. The BUG ratings for the proposed lights is: BO, UO, and G3 (or BOUOG3). G3 produces more glare than G1; however, the "G" rating relates to lighting in *front* of the light pole. Therefore, a higher "G" rating is permitted pursuant to California Green Building Standards. In consideration of the adjoining landowners to the north; however, a lighting plan revision will relocate the two light poles along the northern parcel boundary 45 feet from the property line (i.e., greater than 2 times the pole mounting height) consistent with the G3 glare rating.

2) Two additional light poles with 358-watt LEDS are proposed directly in front of the dealership and carry a BUG rating of B1U0G3. These poles are located more than 2 pole heights from the nearest parcel boundary (i.e., more than 45 feet). Per CEC Table 5.106.8(N) standards, the BUG rating for lighting placed more than 2 times the mounting height of the pole to the property line has no limit for backlighting (B-no limit), an uplighting limit of 0 (U0) and glare rating of 3 (G3). The B1, U0, G3 (B1U0G3) rating for these lights meets backlighting requirements (performs better than the requirement) and meets both uplighting and glare standards. Therefore, no adverse lighting impact is anticipated from these lights.

Based on input from adjoining landowners, in addition to reducing potential glare and shielding exterior lighting downward, as proposed by the project, landowners recommended mitigation including limiting nighttime operating hours and the use of motion sensor-activated lighting. Given the adjacent homes to the north and east, motion sensors could be employed to further reduce potential glare and increase neighborhood compatibility. Therefore, the following mitigation measure is proposed:

Mitigation Measure AES-5: Lighting

Prior to issuance of a building permit, the project's lighting plan shall be amended to:

1. Incorporate motion sensors for lighting located along the northern parcel boundary and along Rogers Lane to ensure that lighting does not unnecessarily disturb adjacent residences. Motion sensors shall be operational prior to commencing business and shall be maintained throughout the life of the project.
2. Relocate the two light poles along the northern parcel boundary southerly to a minimum distance of greater than 2 times the pole mounting height (i.e., 45 feet) from the parcel

boundary consistent with Table 5.106.8(N) standards allowing a glare rating of G3. Alternatively incorporate shields that ensure back-lighting onto the adjacent property does not occur.

Mitigation Monitoring AES-5: The required mitigation measure will be implemented prior to issuance of a building permit and must be in operation prior to opening for business. The measure is the responsibility of the construction contractor and operator.

Figure 19: Lighting Plan 1 of 3

Fixture Schedule

	Luminaire					
Name	Type Description	Lamp Type	Watts per Fixture	Manufacturer	Model Number	Mounting
SA	20" BASE POLE +22'-6"	LED	179	ABL-LITHONIA	DSX2 LED P2 30K 80CRI AFR EGS	POLE
SB	20" BASE POLE +22'-6"	LED	179	ABL-LITHONIA	DSX2 LED P2 30K 80CRI BLC3	POLE
SC	20" BASE POLE +22'-6"	LED	179	ABL-LITHONIA	DSX2 LED P2 30K 80CRI LCCO EGS	POLE
SD	20" BASE POLE +22'-6"	LED	179	ABL - LITHONIA	DSX2 LED P2 30K 80CRI RCCO EGS	POLE
SF	20" BASE POLE +22'-6"	LED	358	ABL - LITHONIA	DSX2 LED P2 30K 80CRI AFR	POLE

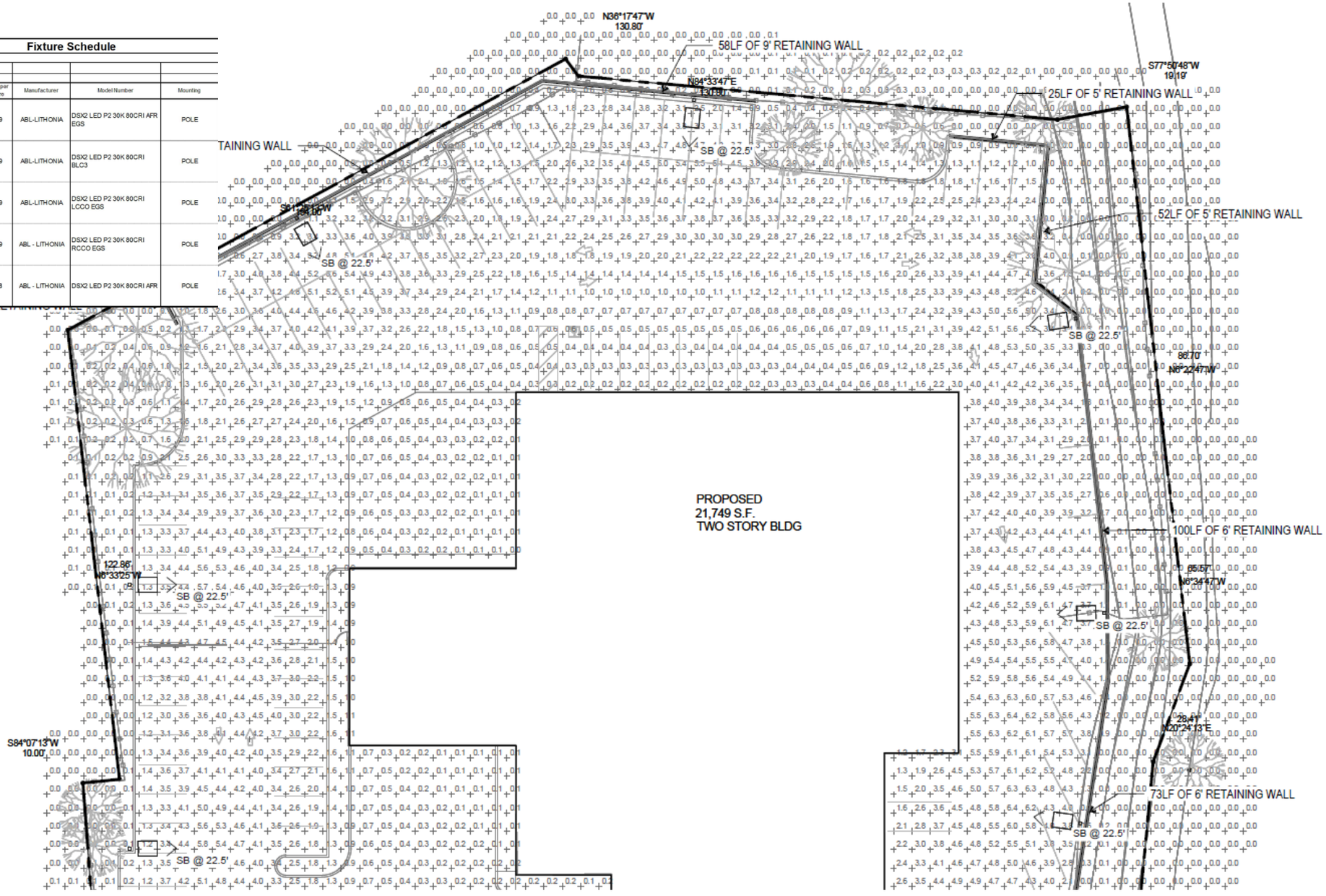


Figure 20: Lighting Plan 2 of 3

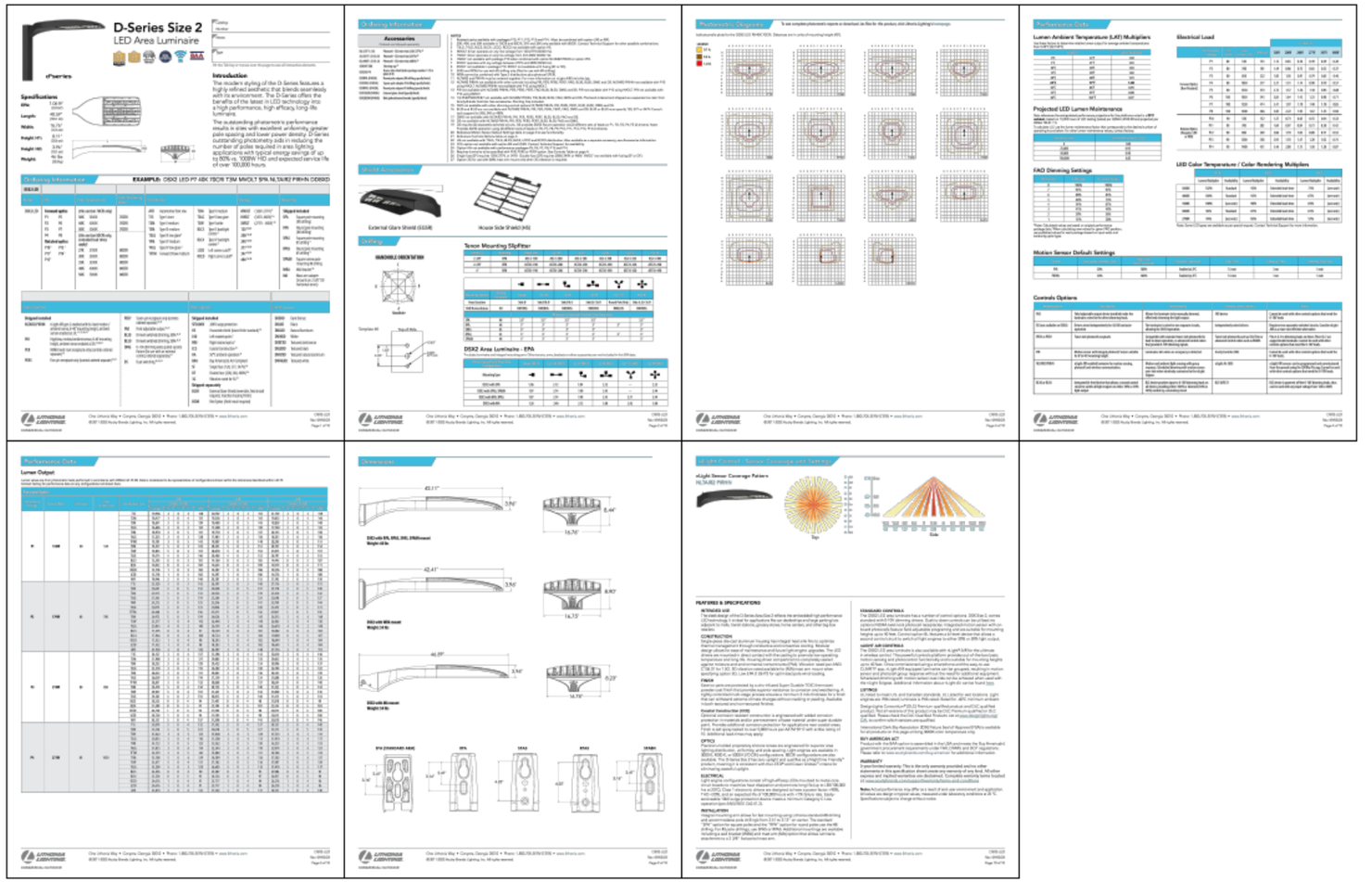
GENERAL NOTES

1. THE LIGTHING DESIGN COUNTRIES WITH 2022 CAL GREE BUILDING CODE SECTION 5.106.8 LIGHT POLLUTION RECUTION . ALL LUMINAIRES UTILIZED COMPLY WITH MAXIMUM ALLOWABLE BACKLIGHT, UPLIGHT AND GLARE (B.U.G.) RATINGS PER CALGREEN TABLE 5.106.8

2. THE PROPOSED LIGHTING LAYOUT EXCEED THE REQUIREMENTS SET BY THE CALIFORNIA ENERGY CODE FOR OUTDOOR LIGHTING SECTION 140.7.

00 x 30.00 in

Figure 21: Lighting Plan 3 of 3



2.2 AGRICULTURE AND FORESTRY RESOURCES

II. Agriculture and Forestry Resources: Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

2.2.1 Background and Setting

The project is located within the developed East Sonora community.

Pursuant to the USDA NRCS Soils Survey, on site soils are summarized in the following table and **Figure 22.**

Map symbol	Soil Name	Characteristics	Farmland Classification	Approx % of Study Area
6071	Sierra-Flanly complex	Moderate erosion potential, well-drained, high shrink-swell potential	Not prime farmland	99%
9010	Urban land	N/A	Not prime farmland	1%

No agricultural-zoned lands or lands in agricultural production are within the project boundaries.

2.2.2 Analysis

a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Less Than Significant Impact.
No commercial agricultural uses are located on or adjacent to the site. No portions of the site or adjoining property are under a Williamson Act Land Conservation Contract or within an agricultural preserve. USDA NRCS soil maps identify on-site soils as Not Prime Farmland.

Therefore, no significant adverse impacts associated with the conversion of agricultural lands to non-agricultural use.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*
d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. No timberland production lands exist on or adjacent to the proposed Project. Therefore, no conversion of forest land to non-forest use and no impacts to timberland production or parcels zoned for such use are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Figure 22: Soil Map

2.3 AIR QUALITY

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

2.3.1 Background and Setting

The Project site is located within the Mountain Counties Air Basin under the jurisdiction of the Tuolumne County Air Pollution Control District (TCAPCD). Based on data from the EPA (U.S. Environmental Protection Agency 2023a), Tuolumne County is designated a “marginal” nonattainment area for ozone.

Project implementation will result in construction activity which generates air pollutant emissions. Construction activities such as grading, excavation and travel on unpaved surfaces may generate dust, and can lead to elevated concentrations of inhalable particulate matter smaller than 10 microns in diameter (PM10). The operation of construction equipment results in exhaust emissions. A substantial portion of the construction equipment is powered by diesel engines, which produce relatively high levels of nitrogen oxide (NOx) emissions. Construction activity could also potentially entrain naturally occurring asbestos (NOA) if present in the soil.

To evaluate the significance of pollutant emissions impacts, the TCAPCD has established significance thresholds for emissions of ozone precursors reactive organic gas (ROG) and NOx, PM10, and carbon monoxide (CO). These types of emissions are referred to as “criteria” pollutants. Significance thresholds used in this analysis are from the *TCAPCD CEQA Thresholds of Significance* (TCAPCD, 2023).

The TCAPCD significance thresholds in the following table are used to evaluate criteria pollutant impacts associated with the Proposed Project.

Naturally occurring asbestos (NOA)
Naturally occurring asbestos is identified as a toxic air contaminant (TAC) by the California Air Resources Board (ARB). No quantitative significance thresholds have been set for NOA. However, the California Department of Conservation website (https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos) provides a map that may be used as a screening-level indicator of the likelihood of NOA being present on the proposed project site.

The map, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos* (California Department of Conservation 2000) shows the locations considered to be subject to elevated risk of containing NOA. If a project site is located outside of areas considered to be subject to elevated risk of containing NOA, it may be considered to have a relatively lower probability of containing NOA and, in this analysis, will be considered to have a less-than-significant impact. If a project site is located within an area considered to be subject to elevated risk of containing NOA, it may be considered to have an elevated probability of containing NOA and, in this report, will be considered to have a significant impact.

2.3.2 Analysis

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

No Impact. The county is not subject to an applicable air quality plan. Therefore, the Project will not conflict with any such a plan.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

Less than Significant with Mitigation.

Construction
The project will comply with the mitigation measure identified in the Tuolumne County General Plan Environmental Impact Report as necessary to reduce potentially significant adverse impacts on air quality (Implementation Program 15.A.k) to a level of less than significant as follows:

Mitigation Measure AQ-1: Construction Emissions
The following shall be incorporated into all grading and building plans prior to issuance of grading and building plans:

A. Exposed soils shall be watered as needed to control wind borne dust. The construction contractor shall be responsible for dust abatement during construction and development operations. A water truck or other watering device shall be on the construction site on all working days when natural precipitation does not provide adequate moisture for complete dust control. Said watering device shall be used to spray water on the site at the end of each day and at all other intervals, as need dictates, to control dust. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition

activities shall be effectively controlled of fugitive dust emissions using application of water. A water truck shall be present on site throughout construction activities.

B. Exposed piles of dirt, sand, gravel, or other construction debris shall be enclosed, covered and/or watered as needed to control wind borne dust.

C. Vehicle trackout shall be minimized through the use of rumble strips and wheel washers for all trucks and equipment leaving the site.

D. Sweep streets once a day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).

E. On-site vehicle speed shall be limited to 15 miles per hour on unpaved surfaces.

F. Loads on all haul/dump trucks shall be covered securely or at least two feet of freeboard shall be maintained on trucks hauling loads.

Throughout Project construction:

G. Construction equipment shall be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions.

H. Equipment idling shall be kept to a minimum when equipment is not in use.

I. Construction equipment shall be in compliance with the California Air Resources Board off-road and portable equipment diesel particulate matter regulations.

Mitigation Monitoring AQ-1: The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The required mitigation measure will be implemented throughout Project construction. The measure is the responsibility of the construction contractor and operator.

Operational Emissions

The new Sonora Subaru Mono Way repair and sales site combines two pre-existing uses in close proximity, but at two separate locations (at Sonora Ford and at the Sonora Subaru repair facility at the Fairgrounds) into a single nearby location (**Figure 23**). Combining two pre-existing uses at two separate locations into a single location is expected to generate no net increase in operational emissions. In fact, it is anticipated that co-locating the two uses will reduce overall emissions. For example, deliveries will be made to a single location rather than two and employees and customers will travel to a single location accessible to transit rather than to two separate locations less accessible to transit. Based on the preceding, significant adverse impacts associated with operational emissions are not anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Naturally Occurring Asbestos (NOA)

The map, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos* shows areas more likely to contain NOA. Soil-disturbing construction activity in these areas would result in an elevated risk of entraining NOA. The asbestos map shows the project site is located more than 6 miles away from the nearest area

considered more likely to contain NOA (southwest of the Jamestown area). Because of the distance between the project site and the nearest area considered more likely to contain NOA, this impact is considered less than significant. No mitigation measures are required.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant with Mitigation Incorporated. One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refers to specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds are examples of sensitive land uses.
Potentially sensitive land uses in the Project area include residences to the north and northeast, and the cancer center 775± feet to the west.

The Project has the potential to expose, temporarily, these receptors to air emissions including dust and equipment emissions during construction activities, a potentially significant impact. The following mitigation measures are included to minimize the potential for exposing sensitive receptors to construction dust and equipment emissions.

Mitigation Measure AQ-1: Construction Emissions

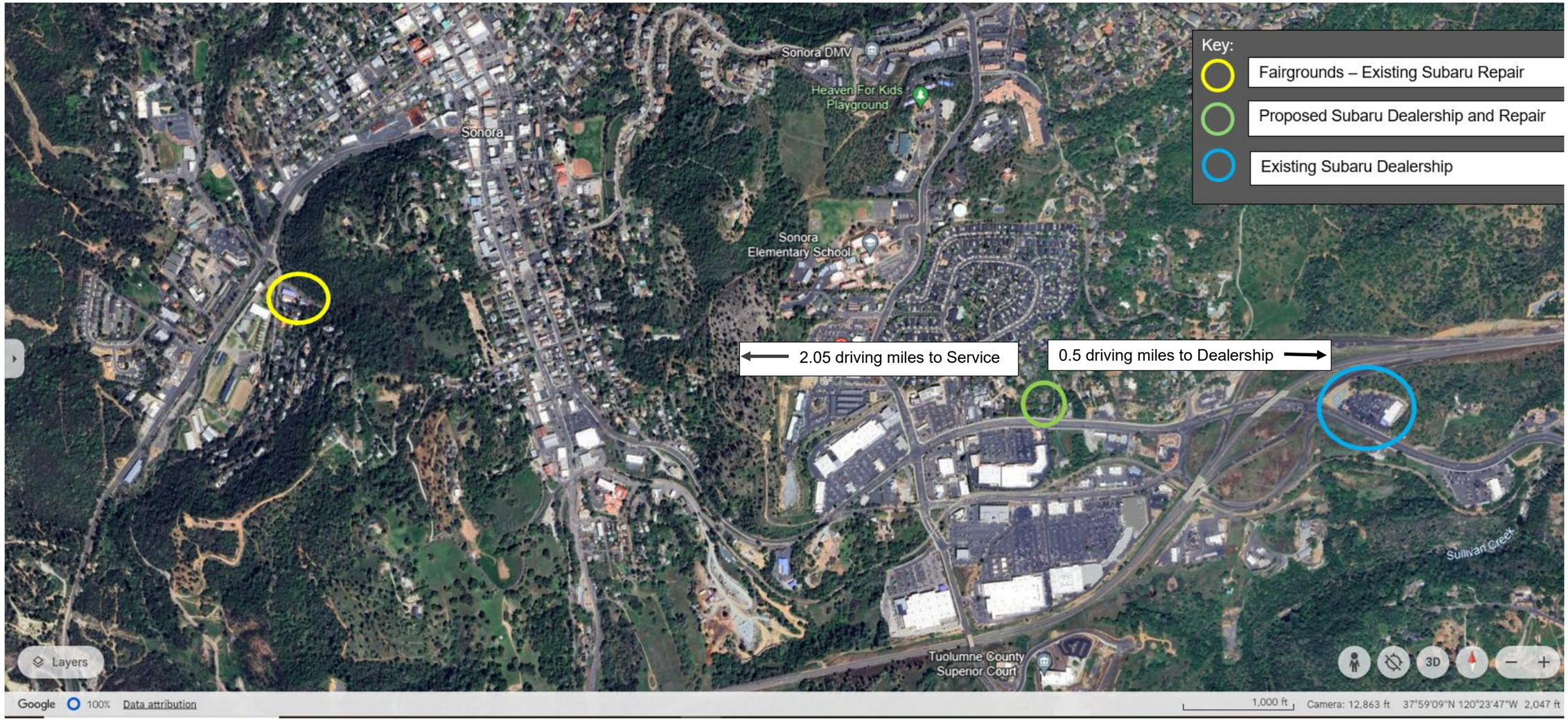
Proper implementation of these measures is expected to reduce temporary impacts on sensitive receptors to a level of less-than-significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant. Minor sources of odors would be present during construction. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines, as well as emissions associated with paving may be considered offensive to some individuals. However, because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be anticipated to result in the frequent exposure of a substantial number of receptors to objectionable odorous emissions and is considered a less-than-significant impact.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Figure 23: Location of Existing and Proposed Facilities



2.4 BIOLOGICAL RESOURCES

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

2.4.1 Background and Setting

The project site is development as a single-family residence and is surrounded by other residential, institutional, commercial, and quasi-industrial uses. The site includes some remnant patches of blue oaks and live oaks interspersed with ornamental shrubs and trees.

A review of databases and species lists from the United States Fish and Wildlife Service (USFWS) and California Natural Diversity Database (CNDDB) (**Confidential Appendix A**)

Site Surveys:
Site surveys were conducted by foot on the following dates: September 5, 2022, November 11, 2022, June 27, 2023, February 25, 2024, April 22, 2024. Surveys were conducted using Nikon Monarch M7 8 X 42 binoculars, Nikon D3300 digital camera (18- 55mm and 70-300mm lens), and standard field and collection supplies.

Botanical surveys
Surveys were conducted on foot. Photos of representative vegetation were taken throughout the surveys. Where species were not readily identified in the field, plant specimens were inspected with a hand lens, sketched and, if necessary, collected and preserved then keyed in-house using a dissecting microscope and Jepson Manual.

Animal surveys
Live and dead trees were inspected with special attention to potential nesting opportunities. Potential roosts and structures were inspected for whitewash.

Mud and sand were inspected for animal tracks and structures were examined for whitewash, scat, hair and presence/absence of spider webs across openings. Dirt trails also were observed for tracks. Matted grasses indicating potential bedding areas were inspected for hair and scat.

Special Conditions:
Surveys were conducted during optimal blooming periods for special status plants and for identification of special status amphibians.

For the purposes of this analysis, a species is considered "Special Status" of it meets one or more of the following:

- Listed pursuant to the California Endangered Species Act (CESA)
- A candidate for listing pursuant to CESA
- A species petitioned for listing pursuant to CESA
- Listed pursuant to the Federal Endangered Species Act (FESA)
- A candidate for listing pursuant to FESA
- A species petitioned for listing pursuant to FESA
- Designated by the CDFW as a Species of Special Concern (SSC)
- Designated by the CDFW as a Special Animal (SA)
- Designated by the CDFW as a Fully Protected Species (FPS)
- Designated by CNPS as List 1A (Presumed extinct in California), List 1B (Rare, threatened, or endangered in California and elsewhere), or List 2 Plant (Plants rare, threatened, or endangered in California but more common elsewhere)
- Identified by the US Forest Service as Sensitive (USFS-S)
- Identified by the US Bureau of Land Management as Sensitive (BLM-S)
- Identified by the International Union for Conservation of Nature (IUCN) as vulnerable
- Identified by the Western Bat Working Group (WBWG) as High Priority
- Identified by the WBWG as Moderate Priority
- Birds identified by the US Fish and Wildlife Service as Birds of Conservation Concern (USFWS BCC)

2.4.2 Analysis

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

Fish and Wildlife Service?

Less than Significant with Mitigation. An analysis of the potential effects of the project on species identified in the USFWS species list and in the California Natural Diversity Database (CNDDB) follows. For the CNDDB, all species within three miles of the project boundaries are included. The three-mile buffer includes portions of the Sonora, Standard, and Columbia 7.5‘ USGS Quadrangles. For the USFWS species list, all species on the official species list are addressed plus all identified USFWS bird species of special concern.

Table 3: Evaluation of Species per USFWS, CDFW and CNPS databases

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
Plants			
Nissenan manzanita *Arctostaphylos nissenana*	CNPS 1B.2	Rocky, Closed-cone coniferous forest, Chaparral (Blooms February – March)	U – The nearest CNDDB occurrence is less than three miles from the project site. Based on a project survey, the site does not include any members of the genus *Arctostaphylos*. Therefore, the species does not occur. No impacts to the species are anticipated.
Big-scale balsamroot *Balsamorhiza macrolepis*	CNPS 1B.2	Sometimes serpentinite, Chaparral, Cismontane woodland, Valley and foothill grassland (Blooms March – June)	U - The nearest CNDDB occurrence is less than three miles from the project site. The species was absent during surveys conducted during the blooming period for the species and preferred habitat conditions (e.g., serpentinite) is not present on site. It is not expected to occur. No impacts to the species are anticipated.
Grassland suncup *Camissonia lacustris*	CNPS 1B.2	Valley and foothill grassland, cismontane woodland, lower montane coniferous forest, chaparral. Gravelly, serpentine, granitic. (Blooms April – June)	**U –** The nearest CNDDB occurrence is less than three miles from the project site. The species was absent during surveys conducted during the blooming period for the species and preferred serpentinite gravelly soils are lacking. Based on its absence and lack of habitat, it is not expected to occur. No impacts to the species are anticipated.
Yellow-lip pansy monkeyflower *Diplacus pulchellus*	CNPS 1B.2 BLM-S USFS-S	Lower montane coniferous forest, meadows and seeps. Vernally wet sites. Soils can be clay, volcanic, or granitic. (Blooms April – July)	U – The nearest CNDDB occurrence is less than three miles from the project site. The species was absent during surveys conducted during the blooming period for the species and preferred meadows and seeps are lacking. Based on its absence and lack of habitat, it is not expected to occur. No impacts to the species are anticipated.

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
Tuolumne fawn lily *Erythronium tuolumnense*	CNPS 1B.2 BLM-S USFS-S	Broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest. Often on clay soils; on cliffs and near drainages. (Blooms March – June)	U - The nearest CNDDB occurrence is less than three miles from the project site. The species was absent during surveys conducted during the blooming period for the species and preferred habitats, especially cliffs near drainages, are lacking. Based on its absence and lack of habitat, it is not expected to occur. No impacts to the species are anticipated.
Invertebrates			
Carlow's cave pseudoscorpion *Aphrastochthonius similis*	None	Limestone cave	N/A – The nearest CNDDB occurrence is within three miles of the project site. The species does not meet criteria for special status as established herein. (Note: The species was not identified during surveys and suitable habitat does not exist within the project footprint for the species).
Crotch bumble bee *Bombus crotchii*	C-E	Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include *Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia*, and *Eriogonum*.	**U -** The nearest CNDDB occurrence is less than three miles from the project site. The project site lacks the species preferred food plant genera. The species was not present during surveys. Therefore, the species is not expected to occur.
Monarch butterfly *Danaus plexippus*	F-C (California overwintering population)	Western North American monarch ACU. Adults require a diversity of blooming nectar resources, fed on throughout migration routes and breeding grounds (spring through fall). Require milkweed (primarily *Asclepias* spp.) for both laying eggs and feeding larvae. Use a variety of roosting trees along the fall migration route. Primarily overwinter in groves along the	U **–** There are no overwintering records for this species in Tuolumne County in the CNDDB. The site lacks the species' preferred milkweed. Winter temperatures within the project area can drop below freezing making the site unsuitable for wintering populations of the species. None were identified during surveys. Therefore, the species is not expected to occur in overwintering populations in the project area. No impacts to the species are

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
		coast of California and Baja CA in trees including blue gum eucalyptus (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), and Monterey cypress (*Hesperocyparis macrocarpa*), all serve as roost trees. Preferred locations provide indirect sunlight for overwintering, moisture for hydration, defense against freezing temperatures, and protection against strong winds with a mild winter climate which must be warm enough to prevent freezing yet cool enough to prevent lipid depletion.	anticipated.
Hirsute Sierra sideband *Monadenia mormonum hirsuta*	BLM-S	Generally associated with the basalt of Table Mountain around 2,794 feet in elevation.	U – The nearest CNDDB occurrence is within three miles of the project site. The project site lacks the species preferred rocky moist habitat. The species was not identified during surveys and is unlikely to occur.
Grady's cave amphipod *Stygobromus gradyi*	None	Central California foothills. Mostly found in caves and mine tunnels. Also taken from a spring.	N/A. The nearest CNDDB occurrence is within three miles of the project site. The species does not meet criteria for special status as established herein. (Note: The species was not identified during surveys and suitable habitat does not exist within the project footprint for the species).
Hara's cave amphipod *Stygobromus harai*		Central California foothills. Mostly found in caves and mine tunnels. Also taken from a spring.	N/A – The nearest CNDDB occurrence is within three miles of the project site. The species does not meet criteria for special status as established herein. (Note: The species was not identified during surveys and suitable habitat does not exist within the project footprint for the species).

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
Fish			
Central California roach *Hesperoleucus symmetricus symmetricus*	CDFW-SSC	Central California roach are generally found in small streams and are particularly well adapted to life in intermittent watercourses; dense populations are frequently observed in isolated pools. Roach are most abundant in mid-elevation streams in the Sierra Nevada foothills.	U - The nearest CNDDB occurrence is less than three miles from the project site. No fish were identified in the ephemeral ditch that catches runoff. It is not expected to occur. No impacts to the species are anticipated.
Amphibians			
Foothill yellow-legged frog South Sierra DPS 5 *Rana boylii*	FE CE BLM-S USFS-S	In or near rocky streams in valley-foothill hardwood, valley-foothill hardwood-conifer, valley-foothill riparian, ponderosa pine, mixed conifer, mixed chaparral, and wet meadow types.	U – The nearest CNDDB occurrence is less than three miles from the project site. The site lacks rocky streams suitable for the species. The site lacks all suitable habitats occupied by the species. The species was not present during surveys and is not likely to occur. No impacts to the species are anticipated.
California red-legged frog *Rana draytonii*	FT CDFW-SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergency riparian vegetation. 11-20 weeks of permanent water in summer months for tadpoles to reach a size for metamorphosis, and access to estivation habitat necessary.	U – The nearest CNDDB potential habitat is less than three miles from the project site (note: most of Woods Creek is identified as potential habitat) dating to 1975. The project site lacks deep water sources during summer months with dense shrubbery as verified during surveys conducted in June and July. The site is developed with residential uses inconsistent with the species preferred habitat. A review of the *History and Status of the California Red-Legged Frog (Rana draytonii) in the Sierra Nevada California, USA* (Barry and Fellers, 2013) confirms that the project site is not historically or currently known to support the species. The species was absent during

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
			surveys. Based on a lack of suitable habitat and absence during surveys, the species is not expected to occur. No impacts to the species are anticipated.
Reptiles			
Western (Northwestern) pond turtle *Emys (Actinemys) marmorata*	F-T USFS-S BLM-S CDFW-SSC	Broad range of habitats include flowing streams, permanent lakes, ponds, reservoirs, settling ponds, marshes and other wetlands including. Requires upland habitat suitable for nesting and overwintering. Mates throughout the spring, summer, and fall. Nests usually in the spring or early summer normally within 300 feet of water, but may be located up to 1500 feet from water. Eggs hatch in the fall in the northern range and hatchlings often remain in the nest through the first winter. Soils for nesting must be loose enough to allow for excavation with disturbances infrequent enough to avoid nest disturbance.	U – The nearest CNDDB occurrence is more than three miles from the project site. The site lacks streams, lakes, ponds, reservoirs, settling ponds, marshes and other wetlands suitable for the species. The species was absent during surveys. Based on a lack of suitable habitat and absence during surveys, the species is not expected to occur. No impacts to the species are anticipated.
Birds			
Tricolored blackbird *Agelaius tricolor*	CT BLM-S CDFW-SSC USFWS BCC	Protected nesting substrate and foraging area with insect prey within a few kilometers of the colony.	U – The nearest CNDDB record for the species is less than three miles from the project site. The site lacks appropriate nesting substrate adjacent to appropriate foraging habitat. The species was absent during surveys. Based on a lack of habitat on site and absence during surveys, is not expected to occur. No impacts to the species are anticipated.
Golden eagle	BGEPA	Habitat typically rolling foothills,	U – The species is not documented in

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
Aquila chrysaetos	BLM:S CDF:S CDFW:FP CDFW:WL USFWS-BCC	mountain areas. Tuolumne County is within the year-round range for the species at most elevations.	Tuolumne County in the CNDDB. The developed project site lacks rolling foothills, grasslands and mountainous areas. It was not present during surveys. Based on a lack of habitat on site and absence during surveys, is not expected to occur. No impacts to the species are anticipated.
Oak titmouse *Baeolophus inornatus*	USFWS-BCC	Common resident in a variety of habitats, but is primarily associated with oaks. Occurs in montane hardwood-conifer, montane hardwood, blue, valley, and coastal oak woodlands, and montane and valley foothill riparian habitats in cismontane California, Range encircles San Joaquin Valley onto the western slope of the Sierra Nevada.	O – There CNDDB does not have records for the species in Tuolumne County. The species was identified during site surveys. Pre-construction surveys required for mitigation will ensure that the species is protected, if found nesting on site.
Wrentit *Chamaea fasciata*	USFWS BCC	Prefers dense stands of chaparral. Sometimes found in sparse or open conifers or other woodlands with a heavy shrub understory. The species range extends into Tuolumne County year-round.	U – There CNDDB does not have records for the species in Tuolumne County. The species was not identified during site surveys. The project footprint does not include chaparral, or preferred heavy shrub understories. The species was absent during surveys. Based on a lack of suitable habitat and absence during surveys, the species is not expected to occur. No impacts to the species are anticipated.
Prairie falcon *Falco mexicanus*	CDFW-WL	Uncommon permanent resident that ranges from southeastern deserts northwest throughout the Central Valley and along the inner Coast Ranges and Sierra Nevada. Distributed from annual grasslands to alpine meadows, but associated	U – The nearest CNDDB record is less than three miles from the project site. No suitable habitat exists on or in the area surrounding the project site. The species was not identified during surveys and it is not expected to occur. No impacts to the species are anticipated.

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
		primarily with perennial grasslands, savannahs, rangeland, some agricultural fields, and desert scrub areas. Mostly absent from northern coastal fog belt. Not found in upper elevations of Sierra Nevada. Requires sheltered cliff ledges for cover.	
Bald Eagle *Haliaeetus leucocephalus*	CE BLM-S CDF-S CDFW-FP USFS-S USFWS BCC	Lake margins, & rivers for both nesting & wintering. Most nests within one mile of water. Lower montane coniferous forest, Old growth; Nests in large, old-growth, or dominant live tree w/open branches, especially ponderosa pine. Roosts communally in winter.	U – The nearest CNDDB record is more than three miles from the project site. No large water bodies exist within one mile that would support the species. None of its preferred habitats occur on site. The species was absent during surveys. Based on a lack of habitat and absence during surveys, the species is unlikely to occur. No impacts to the species are anticipated.
Bullock's oriole *Icterus bullockii*	USFWS-BCC (some regions)	A fairly common to common, summer resident throughout most of California. Breeds primarily in valley foothill riparian, valley foothill hardwood, and valley foothill hardwood-conifer habitats, and corresponding montane habitats, especially in open stands of large trees. Frequents riparian deciduous trees and deciduous oaks. Breeding in coniferous forests limited to stands with substantial numbers of hardwoods. Breeds most commonly in interior northern California and coastal southern California; common locally in southern deserts, and absent from higher mountains. Rare	P – The CNDDB does not have records in Tuolumne County for the species. The species was not present during surveys. While the species could occasionally be found in ornamental trees in residential yards passing between more permanent habitats; no suitable breeding habitat (e.g., riparian) occurs on site. Therefore, while there is a low chance that the species could be sighted in or near the project site "passing through," it would not be present during breeding where potentially significant adverse impacts could occur to the species or its young. The species would relocate in response to site disturbing activities thereby avoiding any potentially significant adverse impacts to its feeding or reproductive activities—a less than significant impact

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
		to uncommon in winter in southern coastal areas, primarily in introduced flowering trees and shrubs, especially eucalyptus.	requiring no mitigation.
California gull *Larus californicus*	USFWS-BCC	A fairly common nester at alkali and freshwater lacustrine habitats east of the Sierra Nevada and Cascades, and an abundant visitor to coastal and interior lowlands in nonbreeding season. In late summer, migrates westward across the Sierra Nevada from interior nesting grounds to winter in California and the Pacific Northwest (Cogswell 1977). Inland preferred habitats include lacustrine, riverine, and cropland habitats, landfill dumps, and open lawns in cities. Throughout the winter range in California, often among the most abundant species	U- The nearest CNDDB occurrence is more than three miles from the project site. The site lacks lacustrine, riverine and cropland habitats. No open lawn areas exist on site. The species was absent during surveys. Based on a lack of habitat and absence during surveys, the species is unlikely to occur. No impacts to the species are anticipated.
Belding's Savannah Sparrow *Passerculus sandwichensis beldingi*	USFWS-BCC (some regions)	Occurs primarily in grassland, saline emergent wetland, and wet meadow habitats. Coastal breeders restricted to saline emergent wetlands and, in northern California, to moist grasslands within the fog belt. In the interior, breeding occurs mostly in valleys, in moist grasslands and meadows. Montane valleys are occupied locally, as are hay fields. Breeds locally on western slope of Cascade Range, in upper Kern Basin, Kern Co., and at Baldwin Lake in San Bernardino Mts. Mostly	U – The nearest CNDDB occurrence is more than three miles from the project site. The project site lacks the species preferred habitats. The species was absent during surveys. Based on a lack of habitat and absence during surveys, the species is unlikely to occur. No impacts to the species are anticipated.

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
		withdraws from Great Basin in winter; common then in most other foothill and lowland areas throughout the state. At Salton Sea, winters uncommonly in desert riparian habitat, primarily in saltcedar scrub at river mouths. East of Sierra Nevada, winters locally north through Owens Valley. Belding's savannah sparrow, *P. s. beldingi*, lives year-round in scattered southern coastal wetlands.	
California thrasher *Toxostoma redivivum*	USFWS-BCC	A common resident of foothills and lowlands in cismontane California. Occupies moderate to dense chaparral habitats and, less commonly, extensive thickets in young or open valley foothill riparian habitat. In southern California, occurs in montane chaparral up to 1500-2000 m (5000-6600 ft). Avoids dense tree canopy. Occurs from Mexican border north to Shasta, Trinity, and southern Humboldt cos., and into the Shasta Valley of Siskiyou Co. Along the coastal fog belt north of San Francisco, occurs only on drier sites. Frequents chaparral habitat with dense canopy and openings next to ground. Also uses similar riparian thickets, especially with California blackberry and California wild grape.	U – The CNDDB does not have records for this species in Tuolumne County. The site lacks the species' preferred habitats. The species was absent during surveys. Based on a lack of habitat and absence during surveys, the species is unlikely to occur. No impacts to the species are anticipated..

Species	Status	Preferred habitat(s)/a/	Likelihood to Occur on Site O= Present on Site (Occupied) U = Unlikely to Occur P = Potential to Occur
Mammals			
Townsend's big-eared bat *Corynorhinus townsendii*	BLM-S CDFW-SSC USFS-S	Wide variety of habitats throughout CA, most common in mesic sites. Roosts in open hanging from walls and ceilings. Very sensitive to human disturbance. During the winter months, they hibernate either individually or in groups composed of several hundred bats, in mines or caves. In summer, bats roost in a caves, lava tubes, and man-made structures. In the summer, the females form nesting roosts. Males are solitary during the maternity periods.	**U –** The nearest CNDDB record is less than three miles from the project site. The site lacks mesic areas suitable for the species. Given its sensitivity to human disturbance, the developed nature of the site and its surroundings and proximity of Mono Way, the species is unlikely to be present. The species was not present during surveys. Based on a lack of habitat and absence during surveys, the species is unlikely to occur. No impacts to the species are anticipated.
North American porcupine *Erethizon dorsatum*	None	Forested habitats in the Sierra Nevada, Cascade, and Coast ranges, with scattered observations from forested areas in the Transverse Ranges. Wide variety of coniferous and mixed woodland habitat. Broadleaved upland forest, Cismontane woodland, closed-cone coniferous forest, lower montane coniferous forest, North coast coniferous forest, Upper montane coniferous forest.	N/A The nearest CNDDB record is less than three miles from the project site. The species doesn't meet the criteria for classification as special status

KEY:
State of California
CT: California endangered species act listed threatened
CE: California endangered species act listed endangered
C-E: California candidate for listing as endangered

C-R: California endangered species act candidate for listing as rare (plants only)
C-T: California endangered species act Candidate for listing as threatened
CDFW-FP: Fully protected species – California Fish and Game Code
CDFW-SSC: CA Dpt. Fish and Wildlife Species of Special Concern
S1: Critically Imperiled. Critically imperiled in the state because of extreme rarity (often 5 or fewer populations) or because of factor(s) such as very steep declines making it especially vulnerable to extirpation from the state.
S2: Imperiled. Imperiled in the state because of rarity due to very restricted range, very few populations (often 20 or fewer), steep declines, or other factors making it very vulnerable to extirpation from the state.
CDFW-WL: California Department of Fish and Wildlife Watch List

United States
FE: Federal endangered species act listed endangered
FT: Federal endangered species act listed threatened
F-T: Federally proposed threatened species
F-C: Federal candidate for listing under the federal endangered species act
PE: Federal endangered species act petitioned for listing endangered
BLM-S: U.S. Bureau of Land Management Sensitive Species
USFWS BCC: United States Fish and Wildlife Service Bird of Conservation Concern
USFS-S: United States Forest Service Sensitive Species
MBTA: Migratory Bird Treaty Act
BGEPA: Bald and Golden Eagle Protection Act

Other Organizations
WBWG: Western bat working group
-H: High Priority
-M: Moderate Priority
IUCN–V: International Union for the Conservation of Nature - Vulnerable

CNPS: California Native Plant Society
List 1B: Rare, threatened, or endangered in California and elsewhere
List 1B.1 - Seriously endangered in California
List 1B.2 – Fairly/Moderately endangered in California
List 1B.3 - Not very endangered in California
List 3 – Needs more information
List 4 – Plants of limited distribution

Based on the preceding analysis, the following special status species occur or have the potential to occur on the project site:

Oak titmouse (*Baleophus inornatus)*
Less than significant with mitigation.
The oak titmouse is a USFWS Bird Species of Conservation Concern. No CNDDB records are currently maintained for the species, although it is a relatively common species in Tuolumne County. It is a common resident in a variety of habitats, but is primarily associated with oaks. It occurs in montane hardwood-conifer, montane hardwood, blue, valley, and coastal oak woodlands, and montane and valley foothill riparian habitats in cismontane California. The species' range encircles San Joaquin Valley onto the western slope of the Sierra Nevada. The species is common locally and was observed during surveys on site. The following measures are proposed to ensure no impacts to the species will occur if the species is found nesting on site prior to site disturbance.

Mitigation Measure BIO-01: Preconstruction Survey Birds

Prior to construction occurring between February 1st and August 30th (e.g., excavation, ground disturbance, or vegetation removal) a preconstruction survey for nesting birds will be conducted in accordance with the CDFW guidelines and a no-disturbance buffer will be established, if necessary.

If equipment staging, site preparation, vegetation removal, grading, excavation or other project-related construction activities are scheduled during the avian nesting season (generally February 1 through August 30), a focused survey for active nests would be conducted by a qualified biologist within 14 days prior to the beginning of project-related activities. Surveys shall be conducted in all suitable habitats in the area (i.e., project boundaries plus 500 feet for non-raptors plus a buffer of 1/2 mile for raptors).

If the pre-construction surveys identify nesting bird species within areas that are within 500 feet of construction activities for non-raptors and within 0.5 mile for raptors, the following shall be implemented:

A. Project-related construction impacts shall be avoided by establishment of appropriate no-work buffer zones to limit construction activities near the nest site. The no-work buffer zone shall be delineated by highly visible temporary construction fencing and shall be a minimum of 500 feet from non-raptor nests and 0.5 mile from raptor nests, unless a qualified biologist, in consultation with CDFW, determines that alternative buffers are permissible due to the nature and location of the specific species, its nest, and existing conditions to which the species has been habituated. Alternative buffers shall be established for special status non-raptor nests in consultation with CDFW.

B. In consultation with CDFW, monitoring of nest activity by a qualified biologist shall be required if the construction activity has potential to adversely affect the nest or nesting behavior of the bird.

C. No construction activity shall commence within the no-work buffer zone until a CDFW-approved qualified biologist confirms that the nest is no longer active (e.g., young have fledged).

Mitigation Monitoring BIO-01: The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The qualified biologist shall submit a memorandum to the County confirming findings of the preconstruction survey. The measure shall be implemented prior to any construction occurring between February 1st and August 30th of the construction year. If construction is delayed or occurs in phases, a re-survey must be completed prior to recommencing work after a shut-down period of more than three months if construction occurs between February 1st and August 30th of the construction year. The construction contractor and operator. is responsible for ensuring that the Project Biologist is notified with ample time to complete the survey and consult with CDFW, if necessary.

Bullock's oriole (*Icterus bullockii*)
Less than Significant
The species is a USFWS Bird Species of Conservation Concern. The CNDDB does not have records in Tuolumne County for the species, which is likely due to its relatively common occurrence in the County. The species is a fairly common to common, summer resident throughout most of California and breeds primarily in valley foothill riparian, valley foothill hardwood, and valley foothill hardwood-conifer habitats, and corresponding montane habitats, especially in open stands of large trees. It prefers riparian deciduous trees and deciduous oaks. Breeding in coniferous forests is limited to stands with substantial numbers of hardwoods. Breeding occurs most commonly in interior northern California and coastal southern California; common locally in southern deserts, and absent from higher mountains. It is rare to uncommon in winter in southern coastal areas, primarily in introduced flowering trees and shrubs, especially eucalyptus. The species was not present during surveys. While the species could occasionally be found in ornamental trees in residential yards passing between more permanent habitats; no suitable breeding habitat (e.g., riparian) occurs on site. Therefore, while there is a low chance that the species could be sighted in or near the project site "passing through," it would not be present during breeding where potentially significant adverse impacts could occur to the species or its young. The species would relocate in response to site disturbing activities thereby avoiding any potentially significant adverse impacts to its feeding or reproductive activities—a less than significant impact requiring no mitigation.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Other bird species

Less than Significant with mitigation.
The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to Federal regulations. The migratory bird species protected by the Act are listed in 50 CFR 10.13. Most common bird species are protected pursuant to the MBTA, except for some non-native birds and some game birds. Some birds have additional protections under state and federal laws. Common bird species identified on site include Western scrub-jay (*Aphelocoma californica*), common raven (*Corvus corax*), and the spotted towhee (*Pipilo maculatus*).

During project construction, nesting birds may be disturbed, a violation of the MBTA. For compliance with the MBTA, the following mitigation measure is required:

Mitigation Measure BIO-01: Preconstruction Survey Birds

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

c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Less Than Significant.
The state adopted Public Resources Code 21083.4 addressing the conversion of oak woodlands statewide. Impacts to oak woodlands protected pursuant to PRC 21083.4 are considered potentially significant pursuant to CEQA.

The project encompasses a previously developed residential site surrounded by urban uses on three sides. The site retains only fragmented oak clusters representing remnant trees, but no longer functioning ecologically as an oak woodland. Therefore, potentially significant adverse impacts to oak woodlands are not anticipated.

Note: Potential visual impacts of removing the remnant blue and live oaks are addressed in the Aesthetics portion of this study.

The site supports a remnant man-made ditch, a swale remaining from what was once an open flowing ditch, the Jamestown Ditch (**Figure 24**). That ditch was abandoned. The remnant "dip" remaining holds stormwater runoff after heavy periods of rain, but does not meet the criteria for a state or federally protected wetland. Specifically, the abandoned ditch lacks soils characteristics typical of anaerobic conditions supporting vegetation typically adapted to saturated soils (i.e., lacks wetland soils or vegetation). More importantly, it is not a surface water that is collected into a natural watercourse[6] (i.e., it does not flow into a creek, or lake, or pond or otherwise connect with a natural watercourse) that might otherwise qualify it as a "Water of the State".

Therefore, no potentially significant adverse impacts are anticipated. Please refer to the Cultural Resources section of this study for additional information.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

[6] *Horton v. Goodenough* (1920) 184 Cal. 451, 453

Figure 24: Abandoned ditch

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

Less Than Significant with Mitigation
No migratory deer habitat occurs at this elevation in Tuolumne County (migratory corridors occur above the 2,000 foot elevation). The site is bisected by a high-volume roadway and fragmented by residential development. No bat nursery sites are present in structures, rock outcrops or trees on the site based on project surveys covering winter, spring, summer and fall.

However, movements of native or resident wildlife (e.g., snakes, racoons, skunks) may be impeded during construction activities as a result of open trenching or construction materials (e.g., pipes) that could inadvertently trap wildlife. The following best management practice is proposed to avoid inadvertent trapping and ensure the protection of both wildlife and construction workers:

Mitigation Measure BIO-2: Avoid Inadvertent Animal Trapping During Construction
To avoid inadvertently trapping common animal species during construction, all excavated steep-walled holes or trenches more than two feet deep shall be covered at the end of each working day with plywood or similar material, or provided with one or more escape ramps constructed of earth fill or wooden planks, or equivalent, at each end of the trench. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals. If at any time a trapped animal is discovered, the contractor and operator. shall place an escape ramp or other appropriate structure to allow the animal to escape. Alternatively, the contractor and operator. shall contact the project biologist or California Department of Fish and Wildlife for assistance. Similarly, stored pipes or other materials providing potential cover for animals will be inspected prior to installation or use to ensure that they are unoccupied.

Mitigation Monitoring BIO-2: The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit.

The required mitigation measure will be implemented throughout Project construction. A qualified biologist (as determined by the County) or County staff shall monitor the site randomly for compliance. The measure is the responsibility of the construction contractor and operator. Pre-construction training pursuant to the following measure will be provided to support compliance.

BIO-3: Pre-construction Environmental Awareness Training
All contractors involved in site development, affected County personnel, will attend a mandatory Environmental Awareness Training conducted by a qualified environmental specialist (as determined by the County and having experience in biological and cultural resources mitigation) prior to any site disturbances, including staging. A training log sign-in sheet will be maintained. The program will address proper implementation of mitigation measures contained herein. A video shall be prepared by the environmental specialist and is mandatory viewing prior to entering the project site for contractors or personnel not participating in initial training.

Mitigation Monitoring BIO-3: The applicant shall provide evidence that this requirement is incorporated into bid documents and construction plans prior to issuance of a grading permit. The measure is the responsibility of the construction contractor and operator.

Proper implementation of the preceding measure is expected to reduce the potential impact to native species movements to a level of less-than-significant.

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

Less than Significant. Tuolumne County does not have a tree preservation ordinance, per se. It has an anticipatory tree removal ordinance. No trees have been removed in anticipation of the proposed Project; therefore, the local tree ordinance is inapplicable.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

Less than Significant. Neither a Habitat Conservation Plan (HCP) nor a Natural Community Conservation Plan (NCCP) exists for the area within the Project boundaries or the vicinity. Therefore, no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.5 CULTURAL RESOURCES

V. CULTURAL RESOURCES. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

2.5.1 Background and Setting

The following cultural resources studies, analyses, and determinations were prepared for this Project and previously incorporated by reference as follows:

Brejla, Terry. Foothill Resources, Ltd. 1/12/2023. *DPR 523 for 12828 Mono Way Cowgill Residence and Steel Building.*

Ibid. Foothill Resources, Ltd. 9/6/2023. *DPR 523 Jamestown Ditch segment at 12828 Mono Way.*

Patrick, Melinda Pacheco et al. December 2015. C*ultural Resources Study of the Martin Ranch Complex, Sonora, California (APN 059-010-56)*. Prepared by Patrick GIS Group, Inc. for Robert Ozbirn, Golden State Surveying and Engineering, Inc., and the County of Tuolumne Community Development Department, Sonora, California.

The site includes three structures aged 50 years and older:

a) Cowgill residence and accessory structures
b) Steel building
c) A segment of the former Jamestown Ditch

These were evaluated in the studies identified above and summarized in the following analysis.

2.5.2 Analysis

a) Cause a substantial adverse change in the significance of a historical resource as defined in the Government Code, State CEQA Guidelines Section 15064.5?

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

Less Than Significant with Mitigation Incorporated.

The Cowgill residence and accessory structures including the steel building were evaluated by a qualified architectural historian and recorded on a California Department of Parks and Recreation (DPR) Form 523. The Jamestown Ditch segment on site was evaluated by a qualified archaeologist and recorded on a California Department of Parks and Recreation (DPR)

Form 523.

Cowgill residence and Steel Building
The residence is a one-story, two-bedroom single-family residence with California Rustic shiplap board siding apparently constructed by G.A. and Blanche Panchott in 1940. A separate, one-story two-car garage is located northeast of the house also clad with horizontal California Rustic shiplap board siding. The parcel itself was likely owned by J. F. Ralph in the 1870s. After construction, the house was acquired in October 1942 by Bernard H. and Valda Cowgill and remained in the Cowgill family until it was sold to the current owner. Bernard "Barney" Cowgill was born in Los Angeles in 1906, moved with his wife to Sonora by the time of the 1940 Census, and owned a Signal Oil distributorship until his retirement in 1972. The trucks associated with the distributorship reportedly were kept in the steel warehouse building on site (a Cuckler Steel Building with concrete floor measuring 24 x 48 feet).

Mr. Cowgill was a past master of Tuolumne Masonic Lodge No. 8 and the Treasurer of the Sonora Motion Picture Association. He died in 1982 and Valda, who had earlier worked in the family business, in 2002. After the home passed to their daughters, it was sold in 2022 to the current owner.

This residence and its associated outbuildings do not appear to be eligible for the California Register of Historical Resources nor to be an important resource for the purposes of CEQA under any of the criteria. Under Criterion A/1, while they are associated with Tuolumne County's 20th century residential development, they are not a significant part of that development in the county. Under Criterion B/2, they are not associated with persons important in history. Under Criterion C/3, the buildings are fairly typical examples of their period and style of construction, materials, and design. Their potential to yield information important in history (Criterion D/4) has been exhausted with this recording and evaluation.

Jamestown Ditch (Figure 24)
The resource is a segment of the Jamestown Ditch, constructed ca. 1852 by the Tuolumne Hydraulic Association, originally known as the Hydraulic Ditch. Once one of the most important divisions of the Tuolumne Hydraulic Association system, several ditches took water from Sullivan Creek, through the Phoenix Reservoir, to Sonora, Jamestown, Stent, Quartz, Poverty Hill, Campo Seco, and other locations along their routes.

As described in 1916, the water flowing over the spillway at Phoenix Reservoir fell into Sullivan Creek, from which it was diverted toward Sonora about one mile below, roughly ¾ mile northeast of this segment. This is the ditch that formerly flowed across the subject property. Other features of this system included Wolfling Reservoir, approximately ½ mile west of the project area and now abandoned, constructed by the Tuolumne County Water Co. in 1878 and rebuilt by PG&E in 1930 (PG&E 1947). From Wolfling Reservoir, the Golden Gate Ditch was conveyed through Sonora by means of an inverted pipe siphon and thence to the head of the Golden Gate Mine pipeline. The ditch then extended to Jamestown, but was described as being obstructed with aquatic growth by 1916.

The Jamestown Ditch was previously evaluated and determined ineligible for listing on the federal or state register (Patrick, 2015). It has been recorded by a qualified archaeologist.

Surveys were conducted for surface evidence of resources as described in the preceding paragraphs. Site disturbances could uncover additional resource features below surface that could be damaged or destroyed prior to assessing their importance—a potentially significant adverse impact. The following Mitigation Measure is proposed to reduce that impact:

Mitigation Measure CULT-1: Inadvertent Discoveries
If a cultural resource is discovered during construction activities, the contractor and operator. shall comply with the following provisions:

A. The Contractor's project manager shall notify Tuolumne County by telephone within 1 hour of the discovery or the next working day if the department is closed. Tuolumne County shall promptly notify their qualified professional archaeologist.

B. When the cultural resource is located outside the area of disturbance, a qualified professional shall be allowed to photodocument and record the resource and construction activities may continue during this process.

C. When the cultural resource is located within the area of disturbance, all activities that may impact the resource shall cease immediately upon discovery of the resource. All activity that does not affect the cultural resource as determined by a qualified professional may continue. A qualified professional archaeologist shall be allowed to do a site survey to ascertain the need for evaluation work.

D. When the cultural resource is determined to not be significant, the qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the qualified professional.

E. When a resource is determined to be significant, the resource shall be avoided with said resource having boundaries established around its perimeter by a qualified professional or a cultural resource management plan shall be prepared by a qualified professional to establish measures formulated and implemented in accordance with Sections 21083.2 and 21084.1 of the California Environmental Quality Act (CEQA) to address the effects of construction on the resource. The qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the qualified professional.

For the purposes of implementing this measure, a "qualified professional" is an individual previously determined to be a qualified professional by the Tuolumne County Community Development Department Planning Division **(**https://www.tuolumnecounty.ca.gov/DocumentCenter/View/9984**)** and a "cultural resource" is any building, structure, object, site, district, or other item of cultural, social, religious, economic, political, scientific, agricultural, educational, military, engineering or architectural significance to the citizens of Tuolumne County, the State of California, or the nation which is 50 years of age or older or has been listed on or is eligible for listing on the National Register of Historic Places, the California Register of Cultural Resources, or any local register.

Mitigation Monitoring CULT-1: The required mitigation measure will be implemented

throughout project construction. The measure is the responsibility of the construction contractor and operator with input from a qualified cultural resources professional, if necessary. Implementation of BIO-3 (Environmental Awareness Training) will support enforcement.

BIO-3: Pre-construction Environmental Awareness Training

Proper implementation of these mitigation measures will result in a less-than-significant impact.

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

Less Than Significant With Mitigation Incorporated. There are no cemeteries located in close proximity to the Project site and no burials are known to have occurred on the site. However, grading and excavation in conjunction with site development has the low potential to uncover unanticipated subsurface resources—a potentially significant adverse impact. The following Mitigation Measure is proposed to reduce that impact:

Mitigation Measure CULT-2 Treatment of Human Remains and Sacred Objects
No human remains or sacred objects have been identified in the project area, but there is always a possibility that excavation, or other actions could expose human burials previously unknown. Such remains are protected by state and federal laws and all project personnel must comply fully with applicable laws regarding the treatment of human remains including contacting the County coroner. The policies set forth in the American Indian Religious Freedom Act of 1978 and amendments (92 Stat. 469) should be honored by the County and its contractors. If the discovery is on private land, provision for treatment and disposition of any human remains will be in accordance with Section 7050.5 of the California Health and Safety Code, Sections 5097.94, 5097.98, of the California Public Resources Code, and Section 15064.5 of the California Code of Regulations implementing the California Public Resources Code, Sections 21000-21177.

Mitigation Monitoring CULT-2. The required mitigation measure will be implemented throughout project construction. The measure is the responsibility of the construction contractor and operator and, where necessary, the County Coroner, and/or qualified archaeologist. Implementation of BIO-3 (Environmental Awareness Training) will support enforcement.

BIO-3: Pre-construction Environmental Awareness Training

Proper implementation of this mitigation measure will result in a less-than-significant impact.

2.6 ENERGY

VI. ENERGY. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact to wasteful, inefficient, or unnecessary consumption of energy resources during project consumption or operation?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	☐	☐	☐	☒

2.6.1 Background

The project will result in the use of energy during construction. Project operations will use energy associated with heating, cooling, lighting, service/repair operations .

2.6.2 Analysis

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

Construction

Less than Significant with Mitigation Incorporated. Construction is expected to consume fossil fuels. Inefficient use of fossil fuels may incrementally contribute to cumulatively significant adverse impacts to energy availability. Implementation of the following mitigation measures incorporating Best Performance Standards would ensure that equipment uses energy efficiently.

Mitigation Measure AQ-1: Construction Emissions

Proper implementation of the preceding is expected to reduce energy consumption during construction. Impacts would be less than significant with mitigation incorporated.

Operations

Less than Significant. Project operations will consume energy. Construction of the new facility will comply with the 2022 California Energy Code (Building Energy Efficiency Standards) and 2022 California Green Building Standards (CalGreen). The project is required to and will comply with all state mandated energy efficiency standards. The County does not have alternative energy efficiency standards. Building plan review undertaken by the County will ensure compliance with these adopted standards.

In addition, as previously noted, the new Sonora Subaru Mono Way repair and sales site combines two pre-existing uses at two separate locations (at Sonora Ford and at the Sonora Subaru repair facility at the Fairgrounds) into a single, centralized location. Combining two pre-existing uses at two separate locations into a single location is expected to reduce overall energy use because operations will take place in buildings compliant with the 2022 California Energy Code, rather than operations occurring in the much older and less energy efficient

buildings near the Fairgrounds and Sonora Ford. And, as previously stated, deliveries will be made to a single location rather than two and employees and customers will travel to a single location accessible to transit rather than to two separate locations less accessible to transit—again reducing energy consumption. Based on the preceding, significant adverse impacts associated with energy consumption during operations are not anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiencies.
Less than Significant.
Project operations will consume energy. Construction of the new facility will comply with the 2022 California Energy Code (Building Energy Efficiency Standards) . The project is required to and will comply with all state mandated energy efficiency standards. The County does not have alternative energy efficiency standards. Therefore, the project is not anticipated to conflict with state or local plans for energy efficiency.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.7 GEOLOGY AND SOILS

VI. GEOLOGY AND SOILS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature	☐	☐	☒	☐

2.7.1 Background and Setting

Pursuant to the USDA/NRCS Soil/Vegetation Survey for Tuolumne County, on-site soils are classified as identified in Section 2.2.1 with the following characteristics.

Map symbol	Soil Name	Characteristics	Approx % of Study Area
6071	Sierra-Flanly complex	Moderate erosion potential, well-drained, high shrink-swell potential	99%
9010	Urban land	N/A	1%

2.7.2 Analysis

a) *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? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

No impact

Tuolumne County is not identified as being at risk of rupture of a known earthquake fault pursuant to Special Publication 42 (August 2007 Revision). Therefore, impacts related to fault rupture, strong seismic ground shaking, seismic related ground shaking, or seismic related ground failure are not anticipated at the Project site. The Tuolumne County Geotechnical Interpretive Diagrams do not identify the area as being in a location with unstable slopes.

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

Less Than Significant with Mitigation Incorporated.

On site soils do not indicate significant erosion potential. However, even temporary construction activities may disturb soils and result in loss of topsoil and soil erosion off-site, a potentially significant adverse impact. The following mitigation measures require preparation and implementation of an erosion control plan and compliance with state and federal water quality protection measures and is proposed to minimize this potential impact:

Mitigation Measure GEO-1: Erosion Control

Prior to issuance of a Grading Permit, the Contractor shall prepare an Erosion Control Plan for Tuolumne County review and approval to address soil erosion. All soils disturbed by grading shall be reseeded or hydromulched or otherwise stabilized 48 hours in advance of the first likely rain event occurring once construction commences. A likely rain/precipitation event is any weather pattern that is forecasted to have a 30% or greater chance of producing precipitation in the project area. The discharger shall obtain likely precipitation forecast information from the National Weather Service Forecast Office (e.g., by entering the zip code of the project's location at https://www.weather.gov/forecastmaps. A qualifying rain event is one that produces 0.5 inch or more of precipitation within a 48 hour

or greater period between rain events. Emergency erosion control measures shall be used as reasonably requested by Tuolumne County.

Mitigation Monitoring GEO-1
The required plan will be implemented prior to site disturbance and implemented 48 hours in advance of any rain event. A likely rain/precipitation event is any weather pattern that is forecasted to have a 30% or greater chance of producing precipitation in the project area. The discharger shall obtain likely precipitation forecast information from the National Weather Service Forecast Office (e.g., by entering the zip code of the project's location at https://www.weather.gov/forecastmaps. A qualifying rain event is one that produces 0.5 inch or more of precipitation within a 48 hour or greater period between rain events. The measure is the responsibility of the construction contractor and operator.

Mitigation Measure GEO-2 SWPPP/NPDES
Prior to issuance of a grading permit, submit to the State Water Resources Control Board Storm Water Permitting Unit, a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit - California's National Pollution Discharge Elimination System (NPDES) general permit for construction related storm water discharges for the disturbance of one acre or more. Disturbances of less than one acre may also require an NOI for coverage under the NPDES General Permit for construction-related storm water discharge and the State Water Resources Control Board Permitting Unit shall be contacted for determination of permit requirements. Commercial and Industrial developments may require an NOI even if less than one acre is to be disturbed. Obtain coverage or an exemption from these requirements. [Federal Water Pollution Control Act, Section 401, California Clean Water Act]. The permit may include preparation of a Stormwater Pollution Prevention Plan (SWPPP).

Silt fencing or other materials, as required, will be installed consistent with the applicable water quality requirements specified in the Project's Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP). Fencing or other erosion control materials or devices shall be shown on the final construction documents. Erosion control devices will be avoided throughout Project construction and shall be monitored and maintained by the project manager throughout construction.

Mitigation Monitoring GEO-2
The Notice of Intent to obtain Coverage shall be submitted prior to any site disturbances. The measure is the responsibility of the construction contractor and operator. Tuolumne County building inspectors will conduct ongoing monitoring.

Proper implementation of these measures will reduce potential impacts to a level of less-than-significant.

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

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

Less Than Significant with Mitigation Incorporated.
Pursuant to the USDA/NRCS soil survey, the soil suitability for small commercial structures is very limited due, in part, to a combination of on-site slope and the shrink-swell capacity of the soils (**Figure 25**).

Small Commercial Buildings

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
6071	Sierra-Flanly complex, 3 to 15 percent slopes	Very limited	Sierra (46%)	Slope (1.00)	2.1	96.4%
				Shrink-swell (0.18)		
			Flanly (40%)	Slope (1.00)		
			Hurleton (10%)	Slope (1.00)		
9010	Urban land	Not rated	Urban land (85%)		0.1	3.6%
Totals for Area of Interest					**2.2**	**100.0%**

For shallow excavations of 5-6 feet in depth, soils have a somewhat limited suitability (**Figure 26**):

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
6071	Sierra-Flanly complex, 3 to 15 percent slopes	Somewhat limited	Sierra (46%)	Dusty (0.12)	2.1	96.4%
				Unstable excavation walls (0.01)		
			Flanly (40%)	Depth to soft bedrock (0.20)		
				Dusty (0.02)		
				Unstable excavation walls (0.01)		
			Hurleton (10%)	Depth to soft bedrock (0.32)		
				Dusty (0.12)		
				Unstable excavation walls (0.01)		
9010	Urban land	Not rated	Urban land (85%)		0.1	3.6%
Totals for Area of Interest					**2.2**	**100.0%**

Figure 25: Soil Suitability – Small Commercial Structures

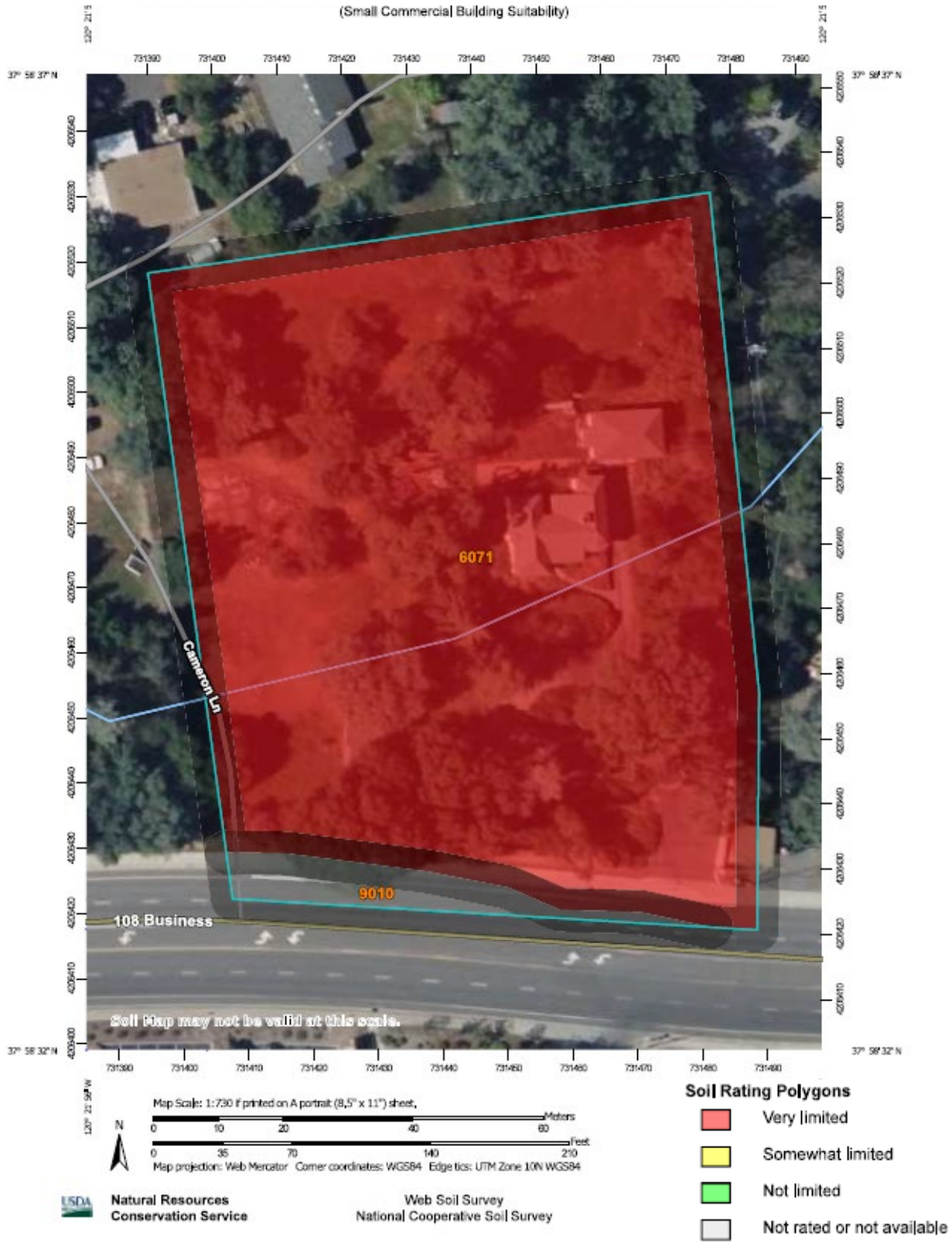


Figure 26: Soil Suitability - Shallow Excavations

As shown in **Figure 25**, on-site soils are identified as having "very limited suitability" for small commercial structure construction. Per the USDA/NRCS, small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. In this particular case, the rating is due to slope and shrink-swell characteristics of the on-site soils. Per the project engineer,[7] the site is being re-graded to remove the slopes that might impact the structure. To address shrink-swell, foundations will be over excavated with new soils replacing those with excessive shrink-swell characteristics. These standard engineering methods will ensure that on-site soils are made suitable for small commercial structure construction resulting in a less than significant adverse impact.

As shown in **Figure 26**, on-site soils are identified as being somewhat limited for shallow excavations. Per the USDA NRCS Soil Survey, shallow excavations are trenches or holes dug to a maximum depth of 5 or 6 feet for utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Slope influences the ease of using machinery. In this particular case, soil constraints identified include "dusty," unstable excavation walls, and depth to soft bedrock. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. These soil characteristics indicate that the site can support trenching and utility installation associated with the project, albeit with some limited challenges that can be overcome with the implementation of standard engineering practices (e.g., shoring or bracing) and with reducing the overall on-site slopes in conjunction with re-grading for site preparation.

While relatively recent commercial construction has occurred on similar soils in the area, the on-site soils could influence structural integrity, a potentially significant adverse impact. Therefore, the following mitigation measure, detailed in preceding paragraphs, is required:

Mitigation Measure GEO-3: Geotechnical Study
Prior to commencing construction, the project proponent shall conduct testing for expansive soils, soil suitability, and slope stability in accordance with County standards to ensure that soils and slopes do not damage structures or infrastructure after installation. Project design shall incorporate all geotechnical study recommendations expected to include over excavations and importing new fill to overcome potential effects of the shrink-swell characteristics of on-site soils and bracing as needed during trenching.

Mitigation Monitoring GEO-3:
This requirement shall be included in bid documents.. The studies shall be completed prior

[7] Keng Vang, personal communication 4/26/24

to commencing construction and finalizing construction plans. The applicant is responsible for this measure.

Proper implementation of the preceding is expected to reduce the potential impact to a level of less-than-significant.

e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project will be served by a public sewer system. Therefore, no septic tanks are proposed and no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

Less than Significant with Mitigation. There are no unique geological features known on the site. Paleontological resources are unknown in this area and there is no surface evidence that such resources could exist. However, subsurface excavations could reveal unanticipated paleontological resources or unique geologic features – a potentially significant adverse impact. The following mitigation measure is included:

Mitigation Measure GEO-4: Paleontological Resources
If paleontological resources are encountered during Project construction and no paleontological monitor is present, all ground disturbing activities within 50 feet of the find shall be redirected to other areas until a qualified paleontologist (as determined by the County) can be contacted to evaluate the find and make recommendations. If determined significant pursuant to CEQA and Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan shall be implemented.

Adverse impacts to significant paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the curation of all fossil material to a paleontological repository, museum, or academic institution, as appropriate. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.

Mitigation Monitoring GEO-4: The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The required mitigation measure will be implemented throughout Project construction. The measure is the responsibility of the construction contractor and qualified paleontologist.

Proper implementation of the preceding is expected to minimize the impact to a level of less-than-significant.

2.8 GREENHOUSE GAS EMISSIONS

VII. GREENHOUSE GAS EMISSIONS. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

2.8.1 Background and Setting

Project construction and implementation will result in construction activity which generates greenhouse gas emissions.

The GHG significance threshold applied in this report is based on the Tuolumne County Climate Action Plan (County of Tuolumne 2022). The Climate Action Plan presents a series of significance thresholds, based on operational year. Sonora Subaru would be operational prior to 2030.

Table 4: Tuolumne County GHG Thresholds

Greenhouse Gas Emissions Efficiency Thresholds	Project's Anticipated Operational Year		
	2030	2040	2050
Efficiency threshold for new development ($MTCO_2e$/SP/year)	3.84	2.43	1.20
Efficiency threshold for new development ($MTCO_2e$/capita/year)	4.72	2.98	1.48
Efficiency threshold for new development ($MTCO_2e$/employee/year)	20.70	13.09	6.48

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalent;
SP = service population.

Source: County of Tuolumne 2022.

The Climate Action Plan includes significance thresholds expressed in:

- metric tons of carbon dioxide equivalent (MTCO2e) per capita per year, which is primarily applied to residential land uses;
- MTCO2e per employee per year, which is primarily applied to non-residential employment land uses; and
- MTCO2e per service population per year, which is primarily applied to land uses that include both residential and non-residential land uses. Service population is calculated as the sum of residents and employees.

The Climate Action Plan significance thresholds are primarily intended to apply to projects that result in residents or employees. The Sonora Subaru project would not directly result in a change in the number of residents. It will relocate employees from the existing Ford/Subaru Dealership to the new Subaru Dealership.

2.8.2 Analysis

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

Less than Significant with mitigation.
Construction emissions
The project may generate construction emissions that could contribute, incrementally to GHG emissions. The following mitigation measure is proposed to address this potential cumulative impact.

Mitigation Measure AQ-1: Construction Emissions

Proper implementation of the preceding is expected to reduce the potential impact to a level of less-than-significant.

Operational emissions
Less than Significant. The Sonora Subaru project would not directly or indirectly result in a net change in emissions. It will relocate employees and activities from the existing Ford/Subaru Dealership and the service center at the fairgrounds (**Figure 23**) to the new Subaru Dealership on Mono Way and therefore is not anticipated to result in a net increase in emissions. As noted previously, the new Subaru location is adjacent to public transit which can be used by the dealership's employees and customers. Because easy access to transit is not available at either Subaru's existing dealership or service center, there is a potential for reducing greenhouse gas emissions by reducing vehicle emissions due to the proximity of transit at the new facility. Therefore, impacts related to greenhouse gas emissions for project operations are determined to have a net zero increase (and a potential decrease) and are less than significant for the Project.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

emissions of greenhouse gases?

Less than Significant. Tuolumne County's *Climate Action Plan* (CAP) significance thresholds are primarily intended to apply to project that result in residents or employees. The Sonora Subaru project would not directly or indirectly result in a change in the number of residents. It will relocate employees from the existing Ford/Subaru Dealership and the service center at the fairgrounds to the new Subaru Dealership and therefore is not anticipated to result in a significant change in the number of employees. While the project is "consistent" with the CAP, the County's CAP is not a "qualified" CAP. A qualified Climate Action Plan (CAP) is one that meets requirements so that future development projects requiring environmental review under CEQA can streamline greenhouse gas (GHG) impact analyses by demonstrating consistency with the CAP. Because the County's CAP is not qualified, consistency with the CAP does not necessarily equate with a finding of less than significant.

Therefore, the analysis as stated in paragraph a, is used here:

The Sonora Subaru project would not directly or indirectly result in a net change in emissions. It will relocate employees and activities from the existing Ford/Subaru Dealership and the service center at the fairgrounds (**Figure 23**) to the new Subaru Dealership on Mono Way and therefore is not anticipated to result in a net increase in emissions. As noted previously, the new Subaru location is adjacent to public transit which can be used by the dealership's employees and customers. Because easy access to transit is not available at either Subaru's existing dealership or service center, there is a potential for reducing greenhouse gas emissions by reducing vehicle emissions due to the proximity of transit at the new facility. Therefore, impacts related to greenhouse gas emissions for project operations are determined to have a net zero increase (and a potential decrease) and are less than significant for the Project.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.9 HAZARDS AND HAZARDOUS MATERIALS

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

2.9.1 Background and Setting

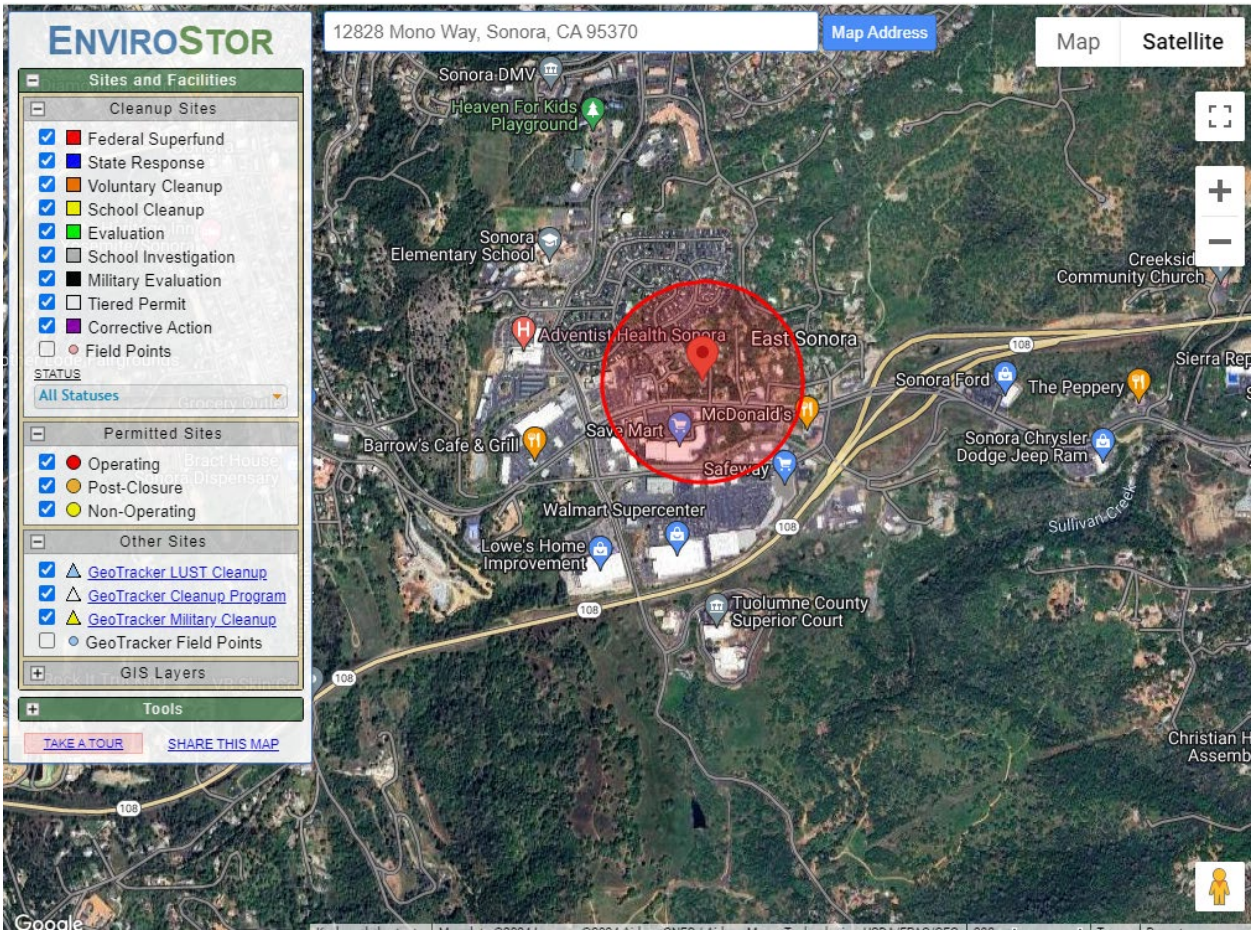
Hazardous materials include flammable, reactive, corrosive, or toxic substances that, because of these properties, pose potential harm to the public or environment.

Materials associated with the construction and operations of the dealership and repair facility are required to be handled, stored, transported, and disposed of according to a framework of federal, state and local regulations. Regulatory bodies include, but are not limited to, the California Environmental Protection Agency, Department of Toxic Substances Control, Tuolumne County Environmental Health, U.S. and California Department of Transportation and the California Division of Occupational Safety and Health.

A review of the Department of Toxic Substances Control (DTSC) database, EnviroStor, which lists hazardous materials sites complied pursuant to California Government Code Section

65962.5; GeoTracker, which provides information on Leaking Underground Storage Tanks (LUST) and other cleanup sites; and EPA's Toxic Release Inventory (EPCRA TRI) shows no active contamination or hazardous materials sites directly associated with the Project site or within 1000 feet.

Figure 27: Hazards and Hazardous Materials within 1000 Feet.



2.9.2 Analysis

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

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

Less than significant with mitigation.
Similar to the auto body repair shop (Buck's Body Shop) located west of the proposed project site, the existing Sonora Subaru repair facility at the Tuolumne County Fairgrounds, the existing Ford/Subaru dealership at 13245 Mono Way and similar auto repair facilities countywide; auto repair (and sales) facilities transport, use, and handle hazardous materials and substances associated with automobile repair, sales, and maintenance including oil, lubricants, solvents, gasoline, acetylene, batteries, etc. These common facilities are not associated with significant hazardous materials releases. Transport, use, and disposal of such commonly generated hazardous substances are controlled through local, state, and federal regulations to ensure proper transport, handling, and disposal of these materials to prevent public hazards and environmental contamination. The existing Sonora Ford/Subaru facility at 13245 Mono Way is registered as a hazardous materials handler/generator with the State (ID#CAL000374181). Reports on file show the facility generating between 0.2± and 2.8± tons of waste annually between 2012 and 2024. The California Department of Toxic Substances Control identifies no violations.

In addition, Tuolumne County requires filing a hazardous materials business plan that is retained on file with the environmental health department and local emergency response agencies. The following mitigation measure is required to ensure compliance with applicable local, state and federal regulations that reduce hazards to the public and environment associated with the use of common hazardous materials:

Mitigation Measure Haz-1
Prior to issuance of a certificate of occupancy for the repair facility, Sonora Subaru will file with and gain approval from the Tuolumne County Environmental Health Department, Tuolumne County Fire Department and City of Sonora Fire Department, a Hazards Materials Business Plan (HMBP) for storage of materials greater than 55 gallons for liquids, 500 pounds for solids or 200 feet for gases.

Mitigation Monitoring: The hazardous materials business plan shall be completed and approved prior to issuance of a certificate of occupancy. The applicant is responsible for this measure.

Mitigation Measure Haz-2
Prior to issuance of a certificate of occupancy for the repair facility, Sonora Subaru shall provide proof of State registration as a hazardous materials generator/handler for the new location.

Mitigation Monitoring: Proof of registration shall be provided to Tuolumne County prior to (or in conjunction with) issuance of a certificate of occupancy. The applicant is responsible for this measure.

Proper implementation of these measures is expected to reduce any potential use or disposal of hazardous materials to a level of less-than-significant.

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

No Impact.
The nearest school is Sonora Elementary School located approximately 1,500 feet northwest of the proposed facility (slightly more than ¼ mile). Therefore, the facility will not emit hazardous materials or substances within ¼ mile of an existing or proposed school and no significant adverse impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

No Impact.
Because no specific contamination is identified at the Project site and no open or otherwise active sites occur within the proposed disturbance area (or within 1000 feet), no significant adverse impacts are anticipated due to known hazardous material sites located on any list compiled pursuant to Section 65962.5 of the Government Code (**Figure 27**).

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

No Impact. The Project is not located within the boundaries of an Airport Land Use Plan. Therefore, no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

Less Than Significant Impact with Mitigation.
Once construction is completed, the Project will not interfere with the movement of people or materials along emergency access or evacuation routes; therefore, it will not physically interfere with an adopted emergency response or evacuation plan.

However, during construction, certain lanes along Mono Way may be temporarily closed or detours put in place to avoid construction areas (including re-striping). Emergency responders

may be delayed in reaching various areas in the community due to blocked roadways, a potentially significant adverse impact. The following measure is proposed to minimize that impact.

Mitigation Measure HAZ-3 (Traffic Access Management Plan)
Prior to commencing work within public roadways, the Contractor will prepare (to the City of Sonora's satisfaction), and throughout project construction will implement, a traffic access management plan to maintain emergency ingress, egress, and daily traffic flows. The access management plan should address public notification of upcoming construction, anticipated road closures, and detours (e.g., mailers in invoices, publication in local newspaper, website notices, postings along streets to be closed, electronic message boards). The City will coordinate road closures with applicable emergency response agencies, residences and local businesses to ensure that emergency ingress and egress is addressed prior to and during street closures. The applicant will fund any necessary notifications or advertisements for the Traffic Access Management Plan.

Mitigation Monitoring HAZ-3: The traffic access management plan will be prepared prior to initiating project construction and implemented throughout project construction. The measure is the responsibility of the construction contractor and operator in consultation with the identified agencies.

Proper implementation of the preceding measure will reduce the potential impact to emergency access to a level of less than significant.

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

No Impact. The Project will not introduce residential uses or large concentrations of persons into the urban/wildland interface. Fire hazard will be reduced from present conditions through vegetation reduction for site development.

The project will comply with the standards set forth in Tuolumne County Ordinance Code (TCOC) Section 15.20.010 (commercial standards) pertaining to fire flow and sprinklers. A fire hydrant is located at the parcel entrance.

The project site will comply with the Tuolumne County Hazardous Vegetation Management Ordinance, TCOC Chapter 8.14, which exceeds the requirements of CAL FIRE's defensible space laws under Public Resource Code (P.R.C) 4291. The Ordinance requires maintenance of the growth and/or accumulation of weeds, grasses, shrubs, brush, slash, tree limbs and other hazardous vegetation and combustible materials on all parcels within the unincorporated areas of the County. It includes, but is not limited to, maintaining clearances along entrance driveways and removing hazardous vegetation within 100 feet of buildings.

Throughout the life of the project, the site will be maintained as shown on the site plan with extensive paved parking areas and irrigated landscaping, further reducing wildland fire hazard. Finally, the project site is located near a major on-ramp (0.45± mile) providing readily accessible evacuation routes on SR 108.

Based on the preceding, project, significant adverse impacts associated with wildland fires are

not anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.10 HYDROLOGY AND WATER QUALITY

IX. HYDROLOGY AND WATER QUALITY. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner that would?	☐	☐	☐	☒
• Result in substantial erosion or siltation on-or off-site	☐	☒	☐	☐
• Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	☐	☐	☐	☒
• 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	☐	☐	☐	☒
• Impede or redirect flood flows	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) 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?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) 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?	☐	☐	☐	☒

2.10.1 Background and Setting

The site currently drains towards Mono Way and Rogers Lane. An open ditch, a remnant of the Jamestown Ditch, traverses the eastern property boundary and serves as a de-facto detention basin for runoff as well as directing drainage towards Mono Way.

Converting the site from a single-family residential use to an automobile sales and repair facility will increase impermeable surfacing and increase runoff from the site. Construction will result in soil disturbances that can temporarily increase erosion.

The California Department of Water Resources' Bulletin 118, which provides a detailed description of groundwater basins in California, does not identify any groundwater basins in the County. The County's groundwater supply is limited because of the hard, impermeable bedrock that covers most of Tuolumne County[8].

2.10.2 Analysis

a) Violate any water quality standards or waste discharge requirements?

Less than Significant with Mitigation Incorporated.

During construction, the introduction of machinery and construction materials to the site has the potential to disturb soils and increase disturbed-soil runoff from site construction—a potentially significant adverse impact.

To minimize and avoid these impacts, the following measures are included:

Mitigation Measure GEO-1: Erosion Control

Mitigation Measure GEO-2: SWPPP/NPDES

During operations, runoff from paved surfacing at the auto repair facility and auto dealership may result in runoff containing oils, solvents or similar wastes—a potentially significant adverse impact[9]. To minimize these potential impacts, the following is required.

Mitigation Measure GEO-1: Erosion Control

Mitigation Measure GEO-2: SWPPP/NPDES

Proper implementation of the preceding measures is expected to reduce the potential impacts to a level of less than significant.

b) 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)?

---

[8] Tuolumne County General Plan Technical Background Report, page 105.

[9] Angie Barajas, California State Water Resources Control Board, Region 5

Less Than Significant Impact. The proposed Project will use public water supplied by the Tuolumne Utilities District. Groundwater use is not proposed. There is no evidence of a pre-existing well or abandoned wells on site. However, if an unanticipated discovery is made during construction activities, wells will be closed in accordance with Tuolumne County Ordinance Code (TCOC) Chapter 13.16 following code provisions for abandoning wells and any conditions of any permit obtained in accordance with the TCOC.

Tuolumne County does not release private well data, therefore, the following analysis of potential impacts on private wells from the project associated with a reduction in groundwater recharge related to the introduction of impervious surfaces is based on visual inspection and current real estate listings in the area to identify potential wells.

Public water service from the Tuolumne Utilities District (TUD) extends the length of Rogers Lane and to homes and businesses behind the proposed project site along Cameron Lane and Callahan Court (i.e., surrounding the project site). TUD confirms that it has a water main serving Rogers Road. Four of the five homes along Rogers Road are currently served by TUD public water (19575, 19565, 19545 and 19550)[10]. Four or five homes along Rogers Lane also have what appear to be well houses indicating that some parcels along Rogers Lane use a mixture of wells and public water leaving one developed parcel and one vacant parcel potentially reliant only on a well for domestic use.

TUD requests to connect to public water in the area currently includes a single well located on Rosyln (roadway immediately east of Rogers). That request is not due to capacity issues or well failure, but rather is related to fecal contamination of the well[11].

The project site is surrounded, in total, by 198± acres (**Figure 28**) of parcels and development with extensive impermeable surfacing within 0.5± mile including two shopping centers and multiple major roadways. The 2-acre project site would increase surrounding paved surfacing by an additional 1.0%. Based on the extent of impermeable surfacing already introduced, the lack of well failures resulting from adjacent developments introducing extensive impermeable surfacing; the 1.1% contribution of the project to the overall impermeable surfacing is not expected to result in a significant adverse impact on groundwater recharge sufficient to interfere with the ability of a common aquifer to support wells in proximity to the project site.

In closer proximity, residences along Rogers Lane, Cameron Lane and Callahan Court are bounded to the north by the Sonora Hills development totaling more than 40± acres in size. Sonora Hills has extensive impermeable surfacing (e.g., small lots, extensive roofline and building coverage resulting in high percentage lot coverage, numerous roadways). The introduction of impermeable surfacing at Sonora Hills would, therefore, have be expected to adversely impact recharge of an underground aquifer and adversely impact neighboring wells if the potential existed for impermeable surfacing to adversely impact a common aquifer serving wells in proximity to the project site.

Finally, the abandonment of the Shaw's Flat Ditch which ran through the neighborhood ceased the flow of open water through an unlined ditch more than five years ago. If groundwater

[10] Personal communication 4/29/24, Antonio Ramirez, Tuolumne Utilities District Engineering Services Technician.
[11] Ibid.

recharge of a common aquifer supporting neighborhood wells were to occur, the cessation of flows in the Shaw's Flat Ditch would have been expected to have an impact on neighborhood wells. Again, well failures in the neighborhood did not result in requests for public water connections in the Rogers Lane neighborhood following the cessation of flows in the Shaw's Flat Ditch due to an accompanying reduction in groundwater recharge.

Based on the preceding examples of neighborhood occurrences affecting groundwater recharge that did not adversely affect well production in the neighborhood, it is likely that productivity of neighborhood wells is reliant upon a complex geology of fractured rock and underground flows from multiple sources rather than being solely reliant on groundwater recharge of a traditional groundwater table or aquifer resulting in project paving having a less than significant impact on neighboring wells as a result of introducing impervious surfacing.

Mitigation Measure: None required.

Mitigation Monitoring: Not applicable.

Figure 28: 198± acres of Highly Impermeable Surfaces Surrounding the Project Area

c) *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 with Mitigation Incorporated.
The introduction of machinery and construction materials to the site has the potential to disturb soils and increase disturbed-soil runoff from site construction into off-site water resources that could result in erosion or siltation that indirectly impacts water quality . The following mitigation measures are proposed to reduce this impact.

Mitigation Measure GEO-1: Erosion Control

Mitigation Measure GEO-2 SWPPP/NPDES

Proper implementation of the preceding is expected to reduce the potential impact to a level of less than significant.

- *Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?*
- *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*
- *Impede or redirect flood flows*

Less than Significant with Mitigation Incorporated.
New impervious surfaces are proposed. Therefore, runoff will be increased. Some alteration to the existing on-site ditch may occur. A drainage study is required for the project. To ensure that increased flows from the site do not adversely impact off-site systems, the following mitigation measure is proposed:

Avoidance and Mitigation Measures HYDRO –1: Drainage Study
Prior to site disturbance, the Project Proponent shall submit a Final Drainage Study and Drainage Plan to Tuolumne County Public Works for review and approval. At a minimum, the plan shall:

- Include drainage calculations for peak flows to determine potential runoff and ensure that the drainage detention basin(s) are adequately sized to collect stormwater runoff as necessary to achieve no net increase in stormwater runoff onto adjacent properties.

- The proponent shall demonstrate that existing drainage facilities (on and off-site, as applicable) will not be significantly impacted by the project. "Significantly impacted" shall mean that drainage from this site flowing into the City and/or County Rights-of-Way (ROW) may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. The applicant shall calculate runoff peak discharges for 10- and 100-year storm events for Pre and Post construction.

- The Plan shall address ongoing maintenance of all on-site drainage facilities.

Mitigation Monitoring HYDRO-1: The drainage plan will be prepared prior to issuance of a grading permit. The measure is the responsibility of the construction contractor and operator in consultation with the identified agencies.

Proper implementation of the preceding is expected to reduce the potential impact to a level of less than significant.

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

No Impact

The site is not located in a flood zone, a coastal zone, and is not near a large body of water that could generate these risks. Therefore, impacts associated with these risks, including the release of pollutants due to inundation are not anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

No Impact.

Based on the size, nature and location of the project, the project will not conflict with a water quality control plan. Because no groundwater is required for the project, it will not conflict with any sustainable groundwater management plan.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

f) Otherwise substantially degrade water quality?

Less Than Significant with Mitigation Incorporated.

Temporary construction activities associated with the Project may disturb soils and result in loss of topsoil and soil erosion. Runoff could carry eroded soils into waterways off-site thereby degrading water quality, a potentially significant adverse impact. The following mitigation measures are proposed.

Mitigation Measure GEO-1: Erosion Control

Mitigation Measure GEO-2: SWPPP/NPDES

Proper implementation of the preceding is expected to reduce the potential impact to a level of less than significant.

g) 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?

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

i) 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?

No Impact. Pursuant to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Community Panel # 06109C0851C (effective date April 16, 2009), identifies that the entire Project footprint is within a Flood Zone X, an area determined to be outside the 0.2% annual chance (or 500-year) floodplain (**Figures 29, 30**). Therefore, the proposed Project will not occur within a 100-year flood hazard area and no impact is anticipated.

No housing is proposed in conjunction with the proposed Project, therefore no impacts associated with placing housing in a flood hazard area are anticipated. No flood zones exist; therefore, the proposed structure will not be placed in a flood hazard area that could impede or redirect flood flows. Therefore, people and structures will not be exposed to significant loss, injury or death due to flooding, including flooding from levee or dam failure, and no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Figure 29: FEMA FIRM

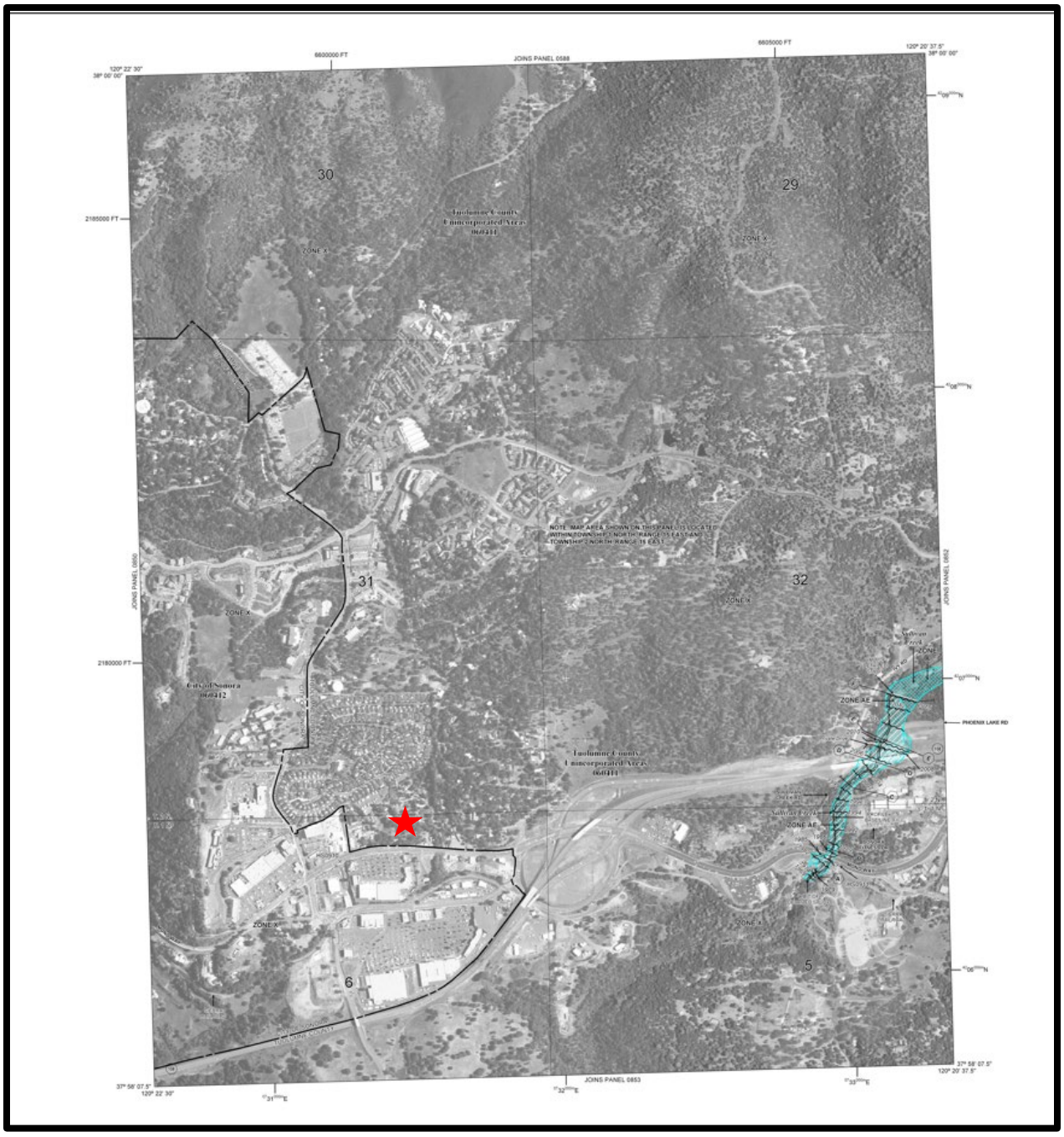


Figure 30: Flood Hazard Map

2.11 LAND USE AND PLANNING

X. LAND USE AND PLANNING. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

2.11.1 Background and Setting

Existing land uses within and adjacent to the Project site are residential, commercial, and public as illustrated in **Figures 13-17, 31** and **32**. The Tuolumne County General Plan Land Use designations for parcels within the project boundaries are included in **Figure 31**. The City of Sonora General Plan Land Use designations for parcels in the vicinity are included in **Figure 32**.

The project site is located within the City of Sonora Sphere of Influence. It has not been annexed to the City and remains under county jurisdiction. Mono Way fronting the subject parcel and properties to the south is within the city limits and under the jurisdiction of the City of Sonora.

East Sonora does not have a community plan, but does have adopted design guidelines. These guidelines include preferred development patterns discussed herein.

2.11.2 Analysis

a) Physically divide an established community?

No Impact. The project site is surrounded by existing urban development on three sides and was previously developed as a residence and business (see Cultural Resources). It is located near the Sonora City Limits and the East Sonora Community boundaries. The project will continue the existing pattern of development through this area transitioning between the county and City of Sonora currently primarily commercial, quasi-industrial, with services (hospital) and residential uses set behind commercial/quasi-industrial uses. Therefore, the proposed project will not physically divide an established community and no potentially significant adverse impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

No Impact.
The East Sonora Design Guidelines call for the following guidelines related to land use development patterns applicable to the proposed project:

Locate new development near or adjacent to existing developed areas in order to preserve corridors of natural undisturbed areas.

The project site itself does not represent a natural undisturbed area as it was previously developed as a residence with a mix of ornamental shrubbery and trees and some isolated patches of native oaks. The proposed project will occur on an "infill" site entirely surrounded by existing commercial, residential, quasi-industrial, service (hospital) and associated urban uses. Therefore, the proposed project is adjacent to existing developed areas and will not interfere with a corridor of natural undisturbed areas.

Utilize compact and less land-intensive patterns of growth and mixed-use development. Encourage new development to take advantage of solar access, i.e., to provide solar gain in winter months, or orienting buildings to provide south-facing exposure for solar panels.

The project is consistent with the existing mixed pattern of development and is oriented to face southern exposure which could provide solar gain in winter months consistent with the guideline.

Encourage hillside development to be designed and located to be compatible with the landscape and environment by minimizing the amount of grading and topographical alteration by implementing Tuolumne County's Hillside and Hilltop Development Guidelines.

As previously discussed, the *Tuolumne County Hillside and Hilltop Development Guidelines* apply if the site, or a portion of the site, is located within a hillside or hilltop area, which is characterized by average slopes of 20% or greater, or the crest of a ridge or hilltop. The average slopes on the side are less than 20% and the site is not the crest or ridge of a hilltop. Therefore, the guidelines do not apply to the proposed project. However, as discussed in the Aesthetic portion of this study, the resulting project is consistent with existing development and retaining walls necessary to accommodate development on nearby parcels.

Minimize wildland fire hazard by avoiding construction at the top of steep slopes, and by allowing adequate area for defensible space around structures.

The proposed project will reduce on-site vegetation replacing it with well-irrigated landscaping, thereby reducing fire hazard. The project will comply with all access and egress requirements of applicable state and county fire codes in addition to providing adequate vegetation clearance around all structures.

Design development to reflect the unique character of the neighborhood in which the project is located, including: Infilling commercial establishments within the Mono Way corridor

Maintaining the small-town character.

The project design initially included a large, multi-story structure with extensive masses of reflective glass. The project was re-designed to a one-story (with a small portion two-story) structure as necessary to more appropriately reflect the small-town character of the East Sonora community. As previously noted, the surrounding development is eclectic (**Figures 13-17**). As described in the Aesthetics section of this report, the project complies with the East Sonora Design Guidelines subject to limited mitigation measures. Finally, as noted throughout, the

project site is a classic “infill” site surrounded by existing commercial, residential, quasi-industrial, service (hospital) and associated urban uses along the Mono Way Corridor – precisely as called for in the East Sonora Design guidelines applicable to land use development patterns.

Pursuant to the 2018 General Plan Update Mitigation Monitoring and Reporting Plan, Table 2-1, the proposed project does not conflict with any of the general plan land use measures that were adopted for the purpose of avoiding or mitigating an environmental effect as described in the Agricultural Resources, Air Quality, Greenhouse Gas, Biological Resources, Noise, and Transportation and Circulation sections of this report.

Based on the preceding, the project is consistent with the East Sonora Design Guidelines and does not conflict with any General Plan land use measure adopted to mitigate an environmental effect. Therefore, no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Figure 31: Tuolumne County General Plan Land Use Map

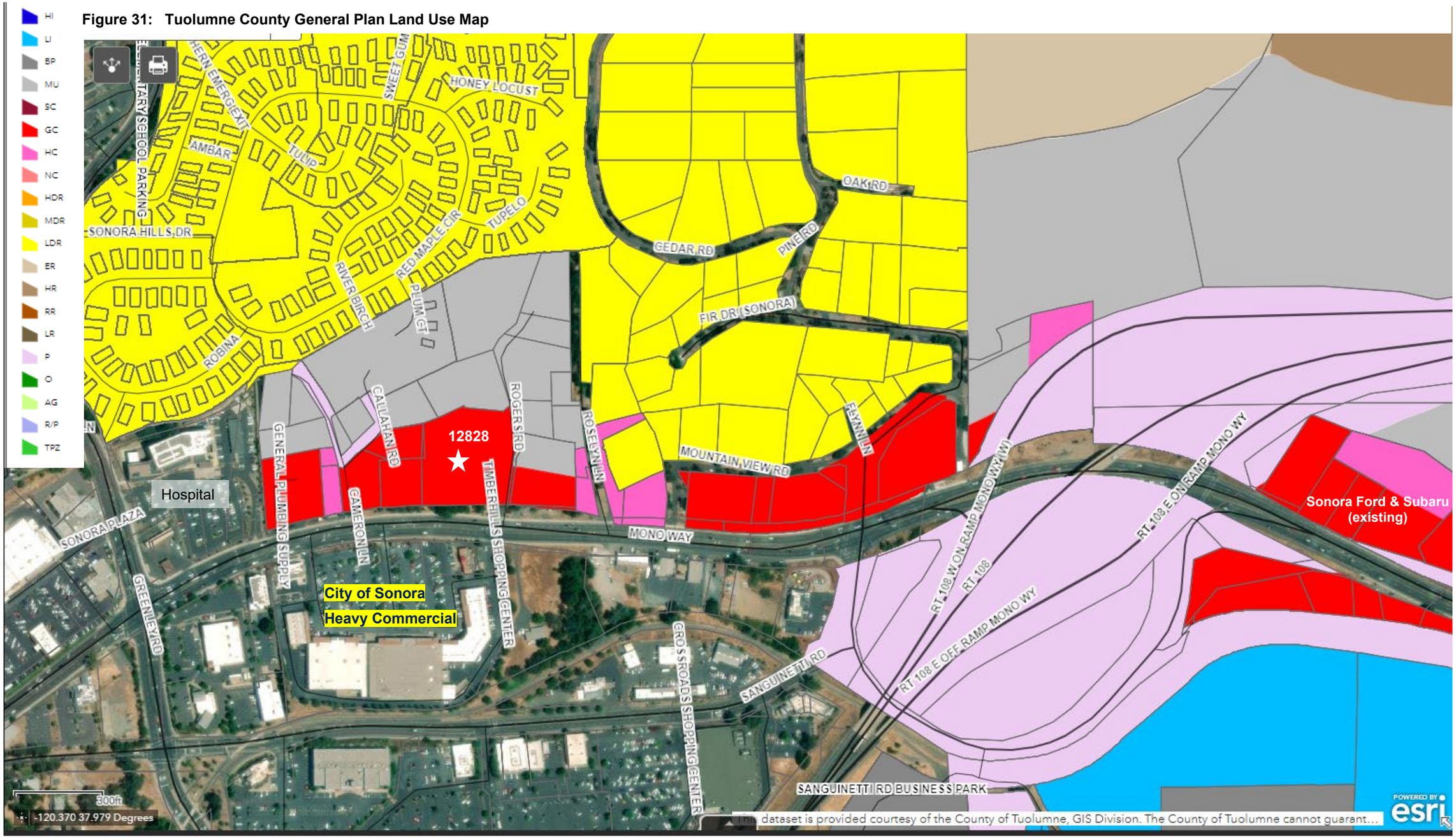
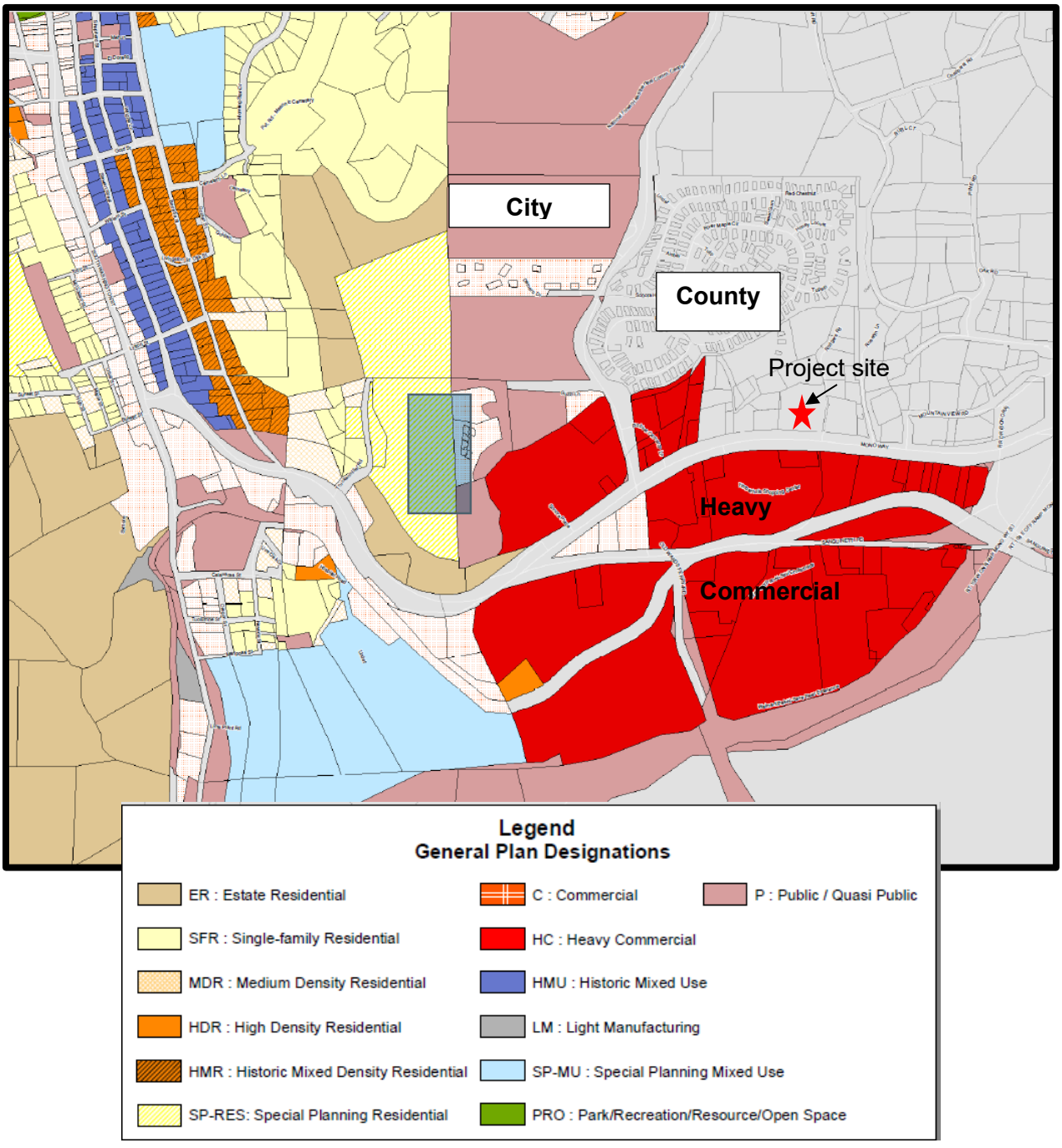


Figure 32: City of Sonora General Plan Land Use Map



2.12 MINERAL RESOURCES

XI. MINERAL RESOURCES. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

2.12.1 Background and Setting

The California Geological Survey (formerly Division of Mines and Geology) (CDMG) surveyed Tuolumne County for the presence of economically important mineral resources. Pursuant to the resulting report, Mineral Land Classification of a Portion of Tuolumne County, California, for Precious Metals, Carbonate Rock and Concrete-Grade Aggregate (CDMG Open-File Report 97-09, 1997). The area is:

- Not located within an MRZ-2 zone (area of known or suspected mineral resources)
- Unclassified for concrete grade aggregate, and
- MRZ-4 (cr-28) for carbonate rock - an area of no known mineral occurrences where geological information does not rule out the presence or absence of significant mineral resources
- MRZ-3b (pm 32) Areas of inferred mineral yielding precious metals including lode gold and silver,

2.12.2 Analysis

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project site is located outside an MRZ-2 zone (area of known or suspected mineral resources). Inferred minerals are precious metals (lode gold and silver) based on past mining history. No carbonate or aggregate resources are identified for the area. Given the nature and size of the project coupled with existing urbanization in the area, the ability to extract commercially significant mineral resources is very low. Therefore, there will be no loss of potential commercially important mineral resources. Therefore, no significant adverse impacts to mineral resources are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.13 NOISE

XII. NOISE -- Would the Project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a Project within the vicinity of a private airstrip, or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

2.13.1 Background and Setting

Car sales and service facilities involve a number of noise-generating activities, including outdoor PA-systems and pneumatic tool systems, that may exceed applicable noise level thresholds at nearby sensitive receptors. Potential noise receptors include single-family residences located north and northeast of the Project site. To assist in evaluating noise levels, a noise analysis was undertaken. Specifically, ambient (existing) noise levels were taken as follows at the proposed project site, the existing Sonora Subaru auto repair facility and the existing Sonora Ford auto repair facility on 3/11/24 between 10:00 a.m. and 11:00 a.m. on a Monday (**Figures 33 – 35**):

It is notable that both the proposed project site and Sonora Ford Repair have pre-existing ambient noise levels of 60-65 based on their location adjacent to Mono Way, and in the case of Sonora Ford, both Mono Way and SR 108.

Table 5: Noise Readings

Map # - Location Description	Noise Reading (dB)	Note
Proposed Project Site		
#1 Front of existing house at Project Site	Ave 60 dB	
#2 Behind existing house at Project Site	58-60 dB	
#3 Northeast parcel corner near Rogers Road	49-53 dB	Spikes of 60 dB
#4 Northern Parcel Boundary @ red house	59-72 – ave. 60s	
#5 Northwestern parcel boundary at flat-topped house	68-70 dB	
#6 At southern parcel boundary/Mono Way	70 dB	
Sonora Subaru Repair - Fairgrounds		
#7 - @ 40 feet from open bay door	Ave 60 dB	Ambient 50s
Sonora Ford Repair		

Map # - Location Description	Noise Reading (dB)	Note
#8 West side of open, four-bay repair	Ave mid-high 60s, 70-73 spikes	Spikes = air drills
#10 East side of open, four-bay repair	Ave mid/high 60s, spikes 70-80	Spikes – 1-2 seconds, air drills

Tuolumne County relies on the following thresholds, established in its general plan, to assess the significance of potential noise increases:

Table 6
SIGNIFICANCE OF CHANGES IN CUMULATIVE NOISE EXPOSURE[1]

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

[1]These standards shall be applied when considering the noise impacts from projects that could cause a significant increase in the cumulative noise exposure of existing noise-sensitive land uses. If it is likely that existing noise-sensitive land uses could experience these increases in cumulative noise exposure, as measured in CNEL or Ldn, then an acoustical analysis that meets the requirements of Table 6 shall be accomplished and the results considered in project design.
[2]Ambient Noise is defined as the composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
Source: Federal Interagency Committee on Noise (FICON), Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.

Based on these thresholds increases, the project site averages an overall 65dB ambient noise level. Therefore, a potential permanent increase of 3 dB shall be considered potentially significant (i.e., prolonged noise of 68 dB or higher would be significant and adverse)

Figure 33: Noise Reading Locations - Project Site

Figure 34: Noise Reading, Sonora Subaru Fairgrounds Noise Reading Location

Figure 35: Sonora Ford Repair Noise Reading Locations

2.13.2 Analysis

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

b) Result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant with Mitigation Incorporated.
Construction noise will temporarily increase during construction – a temporary and potentially significant adverse impact. Therefore, the following mitigation measure, consistent with general plan policy, will limit the hours of construction to daytime hours, is proposed. Because construction noise is temporary, rather than permanent (cumulative), the 3dB threshold established in the general plan for cumulative (permanent) noise increases is inapplicable.

Mitigation Measure Noise-1 : Hours of Construction.
Hours of construction on the project site shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction shall be prohibited on Sunday and County holidays. Exceptions to these hours this condition may be authorized by the Community Development Director in the event of an emergency. (TCOC, Sections 12.20.380 and 17.68.150)

Mitigation Monitoring: The measure is the responsibility of the project contractor and operator. Prior to site disturbance, the contractor and operator shall post signage at the site identifying the name and contact information for the project manager, and the Community Development Director or other assigned county employee.

Proper implementation of the preceding measure is expected to minimize the temporary increase in noise levels associated with Project construction to a level of less-than-significant.

As illustrated in **Table 5** and **Figures 33-35**, noise levels from Mono Way in excess of 60 dB extend to the rear of the house on the project site Noise levels in the northwest corner of the site near the home in the NW corner pick up adjoining ambient noise from nearby businesses and residents talking outside and reaching 68-70 dB. The red house along the northern property boundary receives dB readings in the 60s. Homes to the northeast along Rogers Lane at the back of the property have the lowest ambient noise levels, registering in the high 40s and low 50s. The front half of the parcel along Mono Way receives the highest ambient readings with readings up to 70 dBs common. An average overall reading exceeding 65dB is estimated for the parcel.

Based on readings taken at the existing Sonora Subaru and Sonora Ford repair shops, repair work performed with all bays open (i.e., doors open, not closed) generally met ambient background, noise levels, except when air drills were used. However, the duration of hydraulic tool noise was in 1-2 seconds bursts over 5-10 minutes periodically (on average a half dozen times a day) which would be unlikely to raise the overall average dB reading at the site—a less than significant adverse impact.

The proposed new repair facility will include only a single drive in bay facing east and one west (rather than multiple open bays), with a drive-through service area facing north/south (**Figure 7**). During daylight hours, the short-duration increases in ambient noise from repair

operations conducted primarily within an enclosed building are not anticipated to result in a significant adverse impact related to noise (see following discussion relative to outdoor speakers). However, because ambient noise levels generally are lower in the evenings, operations at the facility are likely to increase ambient noise levels more than 3dB if evening operations occur, a potentially significant adverse impact. To ensure that project operations do not significantly exceed ambient evening noise levels, as per the project application, the following hours of operation shall occur:

NOISE-2 Hours of Operation
Throughout the life of the project, the facility shall maintain the following hours of operation:

Sales Hours	Service Facility Hours
Mon-Sat: 9 a.m.- 6 p.m.	Monday – Friday 7:30 a.m. – 5:30 p. m.
Sun: 10 a.m. – 5 p.m.	Sat/Sun. Closed

Amending hours for auto servicing shall require an amendment to the project's conditional use permit. Sales hours may be modified through issuance of an administrative conditional use permit (i.e., requiring notification of adjoining landowners). Sales hours may be exceeded up to 3 times annually with prior notification to and approval by the Community Development Director.

Mitigation Monitoring: The measure is the responsibility of the owner/operator of Sonora Subaru. Hours shall be posted on the facility's main sales entrance doorway. Monitoring will be on-going**.** The condition will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.

NOI-3: Exterior Noise Limits
The noise levels generated by the project shall be restricted to the following exterior noise limits as measured at the property line:

Zoning Classification of Receiving Property	Noise Level (dB) of Sound Source	
	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
MU, R-3, R-2, R-1, RE-1, RE-2, RE-3, RE-5, RE-10, C-O, C-1, C-S, BP	50 L_{eq}. (1 hour)[1]	45 L_{eq}. (1 hour)[1]

[1] L_{eq}. 1 hour refers to the average noise level measured over a one-hour period.

Mitigation Monitoring NOI-3: Monitoring will be on-going**.** The condition will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future

owners of the required mitigation measures and the responsibility to comply with said measures.

Proper implementation of the preceding measures is expected to minimize the potential impact to a level of less-than-significant.

The proposed project (sales) will face towards Mono Way. No outdoor public announcements were issued during the noise survey conducted at operating facilities; however, it is assumed that such announcements occur over several seconds and are likely to peak around 70 dBs. The frequency (infrequent) and duration (few seconds) of such announcements are unlikely to raise the overall dB reading of the proposed project more than 3 dBs above the ambient, a less than significant adverse impact. However, because of the relatively lower ambient noise levels measured in the northeastern and portions of the northern parcel boundary, spot-specific noise levels could temporarily exceed existing ambient levels, therefore, the following mitigation measure is proposed

NOISE-4: Outdoor P.A. system
Throughout the life of the project, the outdoor Public Address system speakers will be aimed to the westerly and southerly parcel boundaries only. Speakers shall not be installed/aimed towards the northern or eastern parcel boundaries. The applicant is encouraged to switch the outdoor PA system to a wireless two-way radio system, or, as they become available, a cell-phoned based paging system.

Mitigation Monitoring: Outdoor P.A. speakers shall be in place prior to issuance of a certificate of occupancy. The measure is the responsibility of the owner/operator of Sonora Subaru. The addition of an outdoor PA speaker broadcasting north or east shall require an amendment to the project's conditional use permit.

Proper implementation of the preceding measure is expected to minimize the potential impact to a level of less-than-significant.

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

No Impact. The Project is not located within an airport land use plan, in the vicinity of a private airstrip or within two miles of a public airport or public use airport. Therefore, no impact is anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.14 POPULATION AND HOUSING

XIII. POPULATION AND HOUSING. Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

2.14.1 Background and Setting

East Sonora is an unincorporated community in Tuolumne County and a census designated place with a 2020 population of approximately 2,431 persons.

2.14.2 Analysis

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

No impact
The proposed auto dealership is a relocation of an existing dealership less than 0.5 mile from its current location and relocation of an existing repair facility at the fairgrounds more than 2 driveable miles from the proposed new location (**Figure 23**). Therefore, no growth inducing impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

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

Less than significant. One existing unoccupied house, vacant for more than five years (personal observation), will be eliminated in conjunction with the proposed Project. This is less than significant. Therefore, no impacts are anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.15 PUBLIC SERVICES

XIV. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

2.15.1 Background and Setting

The site is served by the Tuolumne County Fire Department, CalFire, the Tuolumne County Sheriff's Department, Sonora Elementary School, and Sonora High School. Mutual aid is provided by the City of Sonora Police Department and Sonora Fire Department. The nearest public facilities are the main branch Tuolumne County library, senior center, and children's park less than ½ mile northeast of the project site.

2.15.2 Analysis

No Impact. The proposed Project relocates an existing dealership approximately ½ mile from its existing location and an existing repair facility approximately 2 drivable miles from its existing location at the fairgrounds (**Figure 23**). Existing employees will be relocated from existing facilities to the new facility. The project will not increase population. The same level of service required at the business' current location will be required at the new location.

Fire hazard will be reduced from present conditions through vegetation reduction for site development. The project will comply with the standards set forth in Tuolumne County Ordinance Code (TCOC) Section 15.20.010 (commercial standards) pertaining to fire flow and sprinklers (i.e., sprinklers and adequate fire flow are required). A fire hydrant is located at the parcel entrance. The project site will comply with the Tuolumne County Hazardous Vegetation Management Ordinance, TCOC Chapter 8.14, which exceeds the requirements of CAL FIRE's defensible space laws under Public Resource Code (P.R.C) 4291. The Ordinance requires

maintenance of the growth and/or accumulation of weeds, grasses, shrubs, brush, slash, tree limbs and other hazardous vegetation and combustible materials on all parcels within the unincorporated areas of the County. It includes, but is not limited to, maintaining clearances along entrance driveways and removing hazardous vegetation within 100 feet of buildings.

Throughout the life of the project, the site will be maintained as shown on the site plan with extensive paved parking areas and irrigated landscaping, further reducing fire hazard thereby hardening the site against fire. The project's landscaping plan will include trees and groundcovers. Shrubbery is not proposed. This allows for a clear line of sight from roadways around the facility to the building discouraging theft and break-ins due to ease of visibility to law enforcement officials. In addition, as discussed in the Aesthetics section, parking lot lighting will be included throughout the project site to further harden the site against break-ins. The project site will be alarmed. Therefore, the project will not increase demand for fire, law enforcement, schools, parks, or other public facilities and no impact is anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.16 RECREATION

XV. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

2.16.1 Background and Setting

The proposed auto dealership relocation will not generate additional population.

2.16.2 Analysis

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

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

No Impact. The proposed auto dealership relocation will not increase population and, therefore, will not increase demand for or use of recreational facilities. Therefore, no significant adverse impact on recreational facilities is anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

2.17 TRANSPORTATION

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

2.17.1 Background and Setting

The project proposes a new full access driveway on Mono Way about 240 feet east of the Timberhills Shopping Center (SC) Central driveway (centerline to centerline). The project would also have an exit onto Mono Way at a connection to Rogers Road just beyond Timberhills SC's eastern driveway. As previously noted, an encroachment permit from the City of Sonora is required for the project (while the project site itself is located on property outside the city limits under county jurisdiction).

A traffic study, previously incorporated by reference, was prepared for the project. The findings of that study are summarized as follows:

Scope

The analysis evaluated the project's effects on traffic operations and safety on Mono Way in the area of the project and at the Mono Way / SR 108 interchange, identified the project's CEQA impact to regional Vehicle Miles Traveled (VMT) within the context of Tuolumne County Transportation Study Guidelines making use of screening tools developed by the County to identify the probable impacts of locally serving retail uses, and evaluated the project's impact to alternative transportation modes and safety on Caltrans facilities.

The report also considered the operational effects of the project within the context of long-term future cumulative traffic conditions occurring with regional development as projected by the Tuolumne County Year 2040 regional travel demand forecasting model and Regional Transportation Plan (RTP) focusing on these intersections (per City and/or Caltrans' request):

- Mono Way / Greenley Road
- Mono Way / Timberhills SC -West
- Mono Way / Timberhills - Central

- Mono Way / Timberhills - East / Rogers Road
- Mono Way / Sanguinetti Loop / Fir Drive
- Mono Way / SR 108 WB ramps
- Mono Way / SR 108 EB ramps

Proposed project ingress and egress is shown in **Figure 36**. Specifically, the new facility proposes creating a new full access intersection on Mono Way and an exit to Mono Way adjacent to Rogers Road.

Figure 36: Proposed project ingress and egress

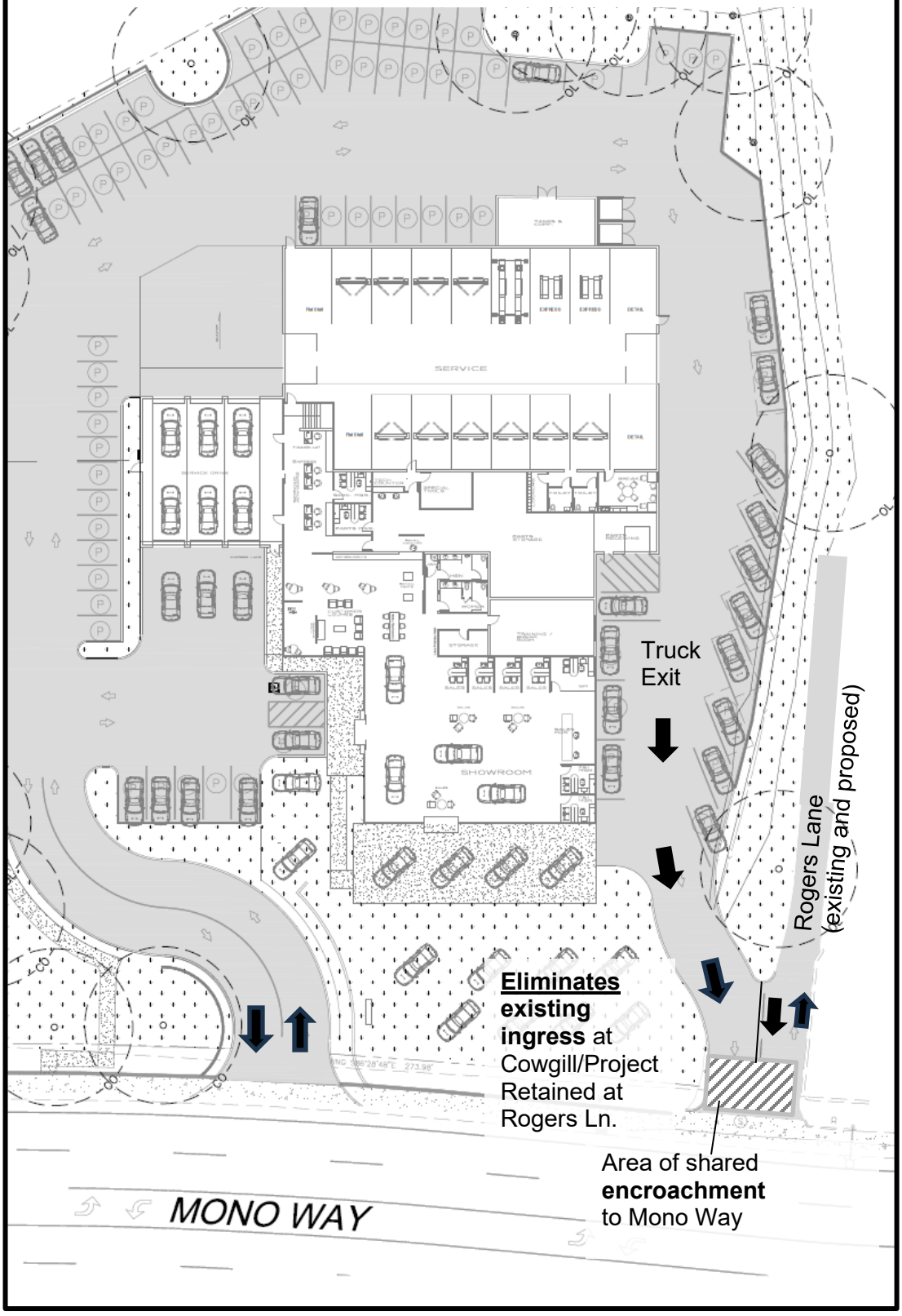
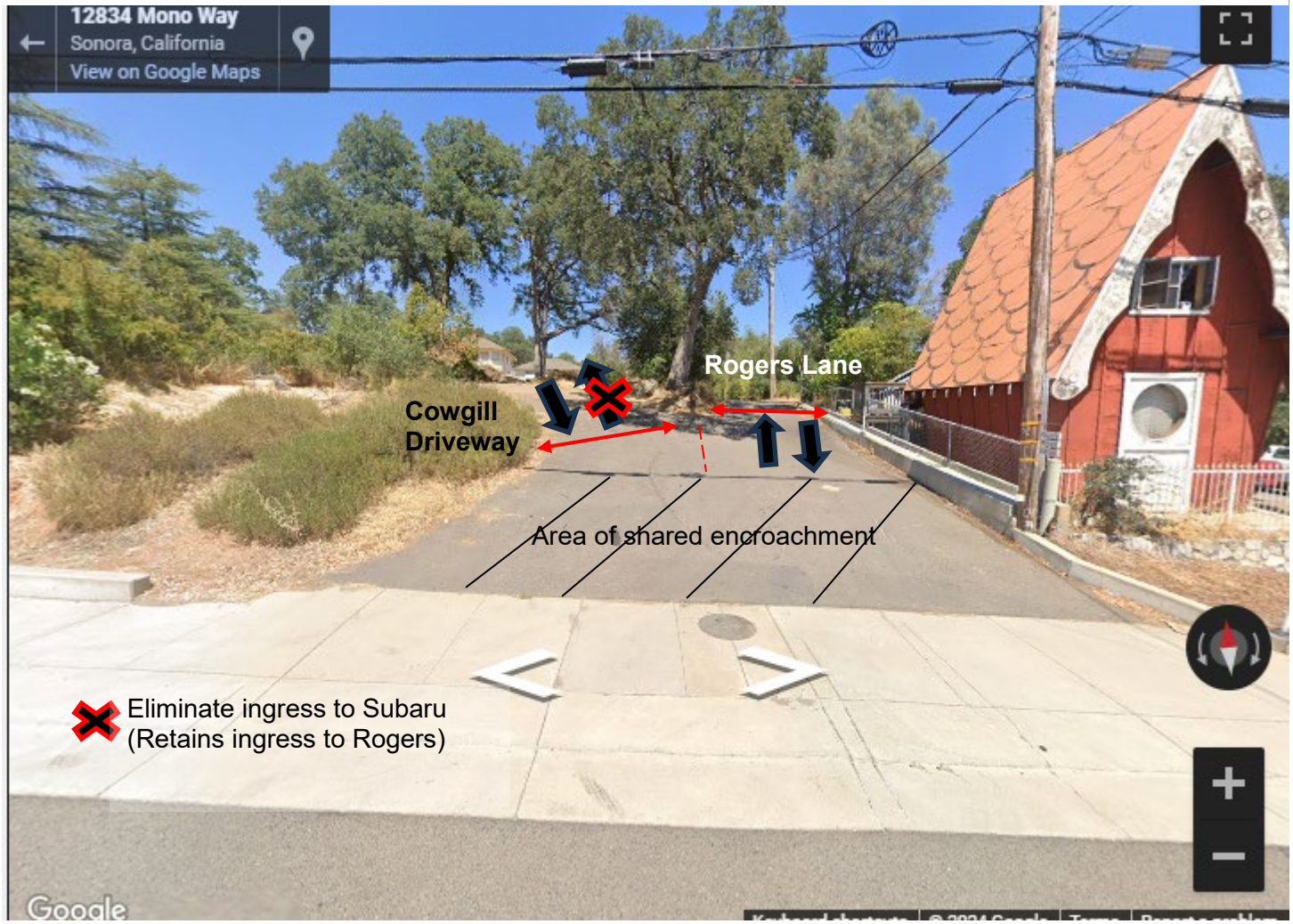


Figure 37: Existing Ingress and Egress



2.17.2 Analysis

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less than Significant.

Project CEQA Impacts

The project is a "locally serving" use that will serve Tuolumne County residents. In addition, much of the traffic associated with the Sonora Subaru would simply be moving from the dealership's current operation on Mono Way east of the SR 108 interchange and from the repair facility at the fairgrounds (approximately 2 drivable miles from the project site) as shown in **Figure 23**. Under adopted Tuolumne County VMT policy, the project's impact on regional VMT can be presumed to be less than significant. Because facilities for alternative transportation modes are already available, the project's impact on bicycles and pedestrians is not significant. The project does not appreciably lengthen peak period queues at the SR 108 / Mono Way interchange, and its impact to safety on Caltrans facilities is not significant.

Project Traffic Operational Effects

Trips generated by this project were superimposed onto the current background traffic condition and "plus project" traffic conditions were determined to identify the project's effects. The project will increase the length of average delays at study intersections slightly, but the resulting Levels of Service (a threshold which is no longer the primary metric for evaluating impacts pursuant to the California Environmental Quality Act) will not exceed the minimum City of Sonora or Tuolumne County standards. The project will not result in satisfaction of traffic signal warrants anywhere nor in any new locations where peak period queuing exceeds available storage. While the project does not directly result in the need for off-site improvements to address capacity deficiencies, the project will pay adopted Tuolumne County traffic impact mitigation fees.

Year 2040 Conditions

The long-term traffic operational analysis is based on the traffic volume forecasts contained in the 2016 Regional Transportation Plan (RTP) and Tuolumne County General Plan update. The traffic volumes provided for the Mono Way / Greenley Road intersection from these sources were used to calculate growth factors for peak hour Mono Way traffic through the study area. With one exception, all study locations deliver LOS satisfying the minimum standards of the City of Sonora and Tuolumne County under these conditions. The exception is the Mono Way / Timberhills SC western access driveway which operates at LOS E with and without the project. However, the incremental change in delay caused by the project is less than the increment permitted by the City of Sonora, and the proposed project's effect at that location is not significant.

Peak hour traffic signal warrants are satisfied at the Mono Way / Timberhills SC West driveway (i.e., near Kentucky Fried Chicken), but its proximity to the Greenly Road intersection makes signalization unlikely (i.e., such a signal is considered too close to the existing signal at Mono Way/Greenly Road to accommodate any vehicle stacking and therefore would not be pursued) . A more likely alternative would involve signalizing the Timberhills SC Central driveway. This is evidenced by the fact that underground traffic signal conduit

was installed at that intersection (the Central Timberhills/Mono Way entrance) when Mono Way was widened to four lanes.

Site Access Feasibility

Project access is affected by the project's proximity to the Timberhills SC access, and the feasibility of the proposed driveways is based on consideration of the effects of queuing. About 190 feet of Two-Way Left Turn (TWLT) lane will exist between the Timberhills SC Central driveway and the main project access. This distance is similar to the space further west on Mono way between the Rite Aid Pharmacy driveway and Adventist Health Care's Cancer Treatment Center.

Simulation analysis indicated that the distance between driveway intersections can accommodate the longest queues in each direction, but that motorists using the TWLT lane will need to slow to 20 mph when they enter. As this is less than the 30-mph speed limit on Mono Way, some conflicts between turning vehicles and through traffic may occasionally result. Because opposing left turns may sometimes occupy the same portion of the TWLT lane when they arrive, restriping on Mono Way to provide dedicated left turn lanes, as has been done elsewhere on Mono Way, will be completed in accordance with adopted City Standards.

Access feasibility would be affected if the Mono Way / Timberhills SC Central driveway was signalized in the future. A traffic signal would exacerbate the issue of speed differential and queuing at the signal would create a new safety concern related to sight distance from the driveway. It is likely that the proposed new central driveway would need to be limited to right turns in the future only if a traffic signal is installed. As previously noted, project design for the new Subaru dealership accommodates an encroachment area to allow access to/from a future "frontage" road aligning with a future traffic signal, if a traffic signal is installed in the future. The City will recommend signal installation at such time as future development traffic volumes meet signal warrants at the central Timberhills/Mono Way driveway.

Based on that analysis, the County suggested removing the primary entrance driveway and combining it with Rogers Lane. However, because the traffic signal at the Timberhills SC Central driveway is not currently on adopted county plans and may not occur in the near future (i.e., next 20 years), if ever, the applicant has proposed an alternative—restricting movements at the proposed driveway to right turns only (as recommended in the traffic study) at such time as a signal is installed with the proposed driveway remaining until that time. In combination with restricting access to right turns only at the primary driveway, a new driveway/roadway directly across from the Timberhills SC Central Driveway would be established with a frontage road connecting from Subaru to the new traffic signal should a traffic signal be installed. That roadway could direct Sonora Subaru traffic to the potential future traffic signal, eliminating ingress/egress issues (**Figure 38**). The proposed Sonora Subaru design accommodates this potential future ingress/egress (**Figure 12**). The City/County would need to incorporate this future access road in future transportation plans upon incorporating the traffic signal.

Figure 38: Potential future access driveway aligned with potential future traffic signal

East Sonora Guidelines

The East Sonora Design Guidelines call for minimizing the number and width of automobile entrances and exits. The project proposes one full ingress/egress for most employees and customers. However, the project also proposes one egress-only driveway to the east (adjacent to Rogers Lane at its intersection with Mono Way) because inadequate area exists on site to allow trucks to turn around on site and exit back at the main driveway (**Figure 36**).

The primary purpose of the egress-only east driveway (which will be improved to standards capable of supporting truck exits) is to accommodate trucks transporting vehicles to and from the site—not to allow the trucks to *enter* at the eastern driveway, but rather to *exit* at this driveway after entering at the central access. These trucks will offload on site along the east side of the building. As noted, inadequate area exists on site to allow for trucks to turn around on site and exit back at the main driveway. Instead, they will continue eastward and exit at the east driveway without the need to accommodate a U-turn area for trucks onsite (**Figure 36**). Therefore, the minimum number of entrances and exits for facility operations are planned, consistent with the East Sonora Design Guidelines.

Pedestrian / Bicycle Impacts

The Sonora Subaru project may generate pedestrians who would walk to and from businesses in the area. Typical activity could include employee or customer travel to and from locations in Timberhills SC across Mono Way. Sidewalks already exist on both sides of Mono Way. A signalized crossing on Mono Way is available at the Greenley Road intersection about 950 feet from the project. The project could generate bicycle travel by employees. Striped paved shoulders exist on Mono Way for bicycles.

As noted earlier, the Tuolumne County Active Transportation Plan suggests that crosswalks should be created across Mono Way to Timberhills SC. However, care should be given when considering installing midblock crosswalks, as motorists may not be expecting pedestrian activity at these locations, and marked crosswalks may give pedestrians a false sense of security. On Mono Way, midblock crosswalks might eventually be considered in order to consolidate pedestrian activity occurring at several locations into a single identifiable marked crossing with applicable advance warning to motorists. The City To avoid a mid-block crosswalk; the City is expected to incorporate crosswalks with the installation of a traffic signal and the central Timberhills/Mono Way driveway such time as future development traffic volumes meet traffic signal warrants.

The sum of current pedestrian activity across Mono Way and the contribution that may come from Sonora Subaru would be too low to suggest that a marked crossing is justified today. No pedestrians were counted across Mono Way during the four-hour peak hour traffic counts at Timberhills SC driveways. It is reasonable to expect that Sonora Subaru's pedestrian demand across Mono Way would be in the range of 5 to 10 crossings a day.

Because these sidewalks and paved shoulders are already in place on Mono Way and the signalized Greenly Road crossing is nearby, the proposed project's impact on pedestrian and bicycle facilities is not significant, and mitigation is not required.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) aka Vehicle Miles Traveled (VMT)?

Less than Significant.
Level of Service (LOS) has been used in the past in California Environmental Quality Act (CEQA) documents to identify the significance of a project's impact on traffic operating conditions. As noted in the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018),

> "Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)"

Tuolumne County adopted initial recommended countywide VMT thresholds, outlined in the version of the Tuolumne County VMT Thresholds Memo prepared by Wood Rogers, Inc., dated May 27, 2020, on August 4, 2020. The memorandum presented screening criteria that can be used to determine whether a project's VMT impacts can be presumed to be less than significant with no additional analysis. The Board of Supervisors approved Resolution No. 74-20 adopting the Vehicle Miles Traveled thresholds and screening criteria in **Table 6** CEQA compliance related to transportation analysis.

Screenline Evaluation
The extent to which the proposed project's VMT impacts can be presumed to be less than significant has been determined based on review of the adopted screening criteria.

The OPR ***Small Project*** criteria is not applicable to this project. The project's daily primary trip generation estimate is 598. As the 110 ADT threshold for automobiles is exceeded, the project's VMT impacts cannot be presumed to be less than significant based on this criterion.

The Sonora Subaru project can be judged against the ***Locally Serving Retail*** Screening Criteria. Today, Subaru automobiles are available for sale at the combined Ford – Subaru dealership site on Mono Way east of SR 108. The Subaru activities already occurring at that site will simply relocate to the new Mono Way Site about 3,000 feet away. The existing service center at the Fairgrounds, approximately 2 drivable miles away, will combine with the with sales at the new center. The Sonora Subaru project will continue to provide sales and service to Tuolumne County residents. Because the project is 21,490 square feet it is also less than the 50,000-sf threshold, and its VMT impact can be presumed to be less than significant.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable.

Table 6: VMT Thresholds

TABLE 6 TUOLUMNE COUNTY CEQA TRANSPORTATION ANALYSIS THRESHOLD OF SIGNIFICANCE CRITERIA	
Screening Criteria	• Residential, Office, or Industrial Employment Projects Located within a Low VMT Area; low-VMT areas defined by TCTC VMT Maps. • Small Project: less than 110 trips per day & consistent with County General Plan. • ***Local-Serving Retail: local-serving & 50,000 square feet or less.*** • Local-Serving Public Facility: public K-12 schools, local parks, libraries, post offices, police stations, utility buildings, etc. • Affordable Housing: 100% affordable housing located in Identified Communities. • Mixed-Use Project: Each project land use type should be considered separately and compared against the appropriate screening criteria. • Redevelopment Project: Projects that would generate less total VMT than the existing land use they are replacing.
CEQA Thresholds Residential, Office, and Industrial	• Residential; a project's VMT is less than or equal to the subarea average VMT per capita under baseline conditions, and the project is consistent with the County/City General Plan and the RTP. • Office/Industrial: a project's VMT is less than or equal to the subarea average VMT per employee under baseline conditions, and the project is consistent with the County/City General Plan and the RTP.
CEQA Thresholds Other Land Uses	• Retail/Non-Office Commercial: No net increase in total regional VMT. • Hotel/Campground: Consistent with General Plan and less than or equal to subarea baseline average VMT per room/site. • Mixed-use: Analyze each land use individually per the relevant thresholds. • Redevelopment: If the redevelopment of an existing site leads to a net overall decrease, or no change in VMT, the project impact would be less than significant. If the redevelopment of an existing site leads to a net overall increase in VMT, the project would be evaluated based on the relevant thresholds as it were a new project.

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

Less than Significant with Mitigation
As noted above, simulation analysis indicated that the distance between driveway intersections can accommodate the longest queues in each direction, but that motorists using the TWLT lane will need to slow to 20 mph when they enter. As this is less than the 30-mph speed limit on Mono Way, some conflicts between turning vehicles and through traffic may occasionally result. Because opposing left turns may sometime occupy the same portion of the TWLT lane when they arrive, striping on Mono Way to provide dedicated left turn lanes in accordance with adopted city road standards will occur, as has been the case elsewhere on Mono Way. Because this requires only compliance with adopted City road standards, this is a less-than-significant impact and no mitigation measure is required.

Access feasibility would be affected if the Mono Way / Timberhills SC Central driveway was signalized in the future. A traffic signal would exacerbate the issue of speed differential and queuing at the signal would create a new safety concern related to sight distance from the driveway. It is likely that the driveway would need to be limited to right turns only if a traffic signal is installed.

For this reason, it is noted that a future driveway alternative could be incorporated into the Sonora Subaru design to address this potential future change. A new driveway/roadway could be aligned directly across from the Timberhills SC Central Driveway should a traffic signal be installed. That roadway could direct Sonora Subaru traffic to the potential future traffic signal, eliminating ingress/egress issues (**Figure 38**). The proposed Sonora Subaru design accommodates this potential future ingress/egress (**Figure 12**).

Rogers Road
The project proposes ingress *and* egress at one location on Mono Way and egress only at a second location adjacent to Rogers Road (**Figures 36** and **37)**. The easterly egress-only would run parallel to Rogers Road using only the common intersection of Rogers Road, the project site's driveway, and Mono Way (**Figure 37**).

Rogers Road is a private road providing the primary access to five residences and a vacant parcel north of the Project site (**Figure 39**). The first 250± feet of Rogers Road is a 10-foot wide private road right-of-way granted in deeds for the use of the five residents and vacant parcel located north of the project site[12] and shown as a separate legal parcel, 044-180-044 under private ownership (owner, Alice and Garrett Burt of Oroville) (**Figure 40)**. Per the project site's deed, a right of way of 10 feet in width also is granted to the project site from Rogers Road over APN 044-180-044). Pavement conditions at the intersection of Rogers Road and Mono Way (encroachment) are good. Pavement conditions north of the Mono Way encroachment on Rogers Road are poor. The project will not add traffic to Rogers Road. Overlap will occur occasionally on the project parcel if/when residents exiting Rogers Road encroach onto the project parcel at the Mono Way encroachment (**Figure 37**).

[12] Dave Ragland, February 23, 2023, letter to Tuolumne County.

Neighboring landowners served by Rogers Road have expressed concern about traffic safety recommending eliminating the Project's egress onto Mono Way or rerouting Rogers Road through the Subaru site to improve Rogers Road access and facilitate development of the parcels for the future. Unfortunately, due to security issues and site constraints, rerouting Rogers Road through the project site will not be possible.

The six parcels use Rogers Road as primary ingress and egress are shown in **Figure 39**:

19565 Rogers Road (Rumney, Ross)
19562 Rogers Road (Case)
19575 Rogers Road (Gibson)
19545 Rogers Road (Ragland)
19525 Rogers Road (Moon)
19550 Rogers Road (Pan)

The project does not propose any alteration of the existing Rogers Road ingress/egress serving existing residents. Instead, the project proposes improving the existing Cowgill driveway in the same general location as the existing driveway, but limiting access to exit-only at the Cowgill driveway (i.e., eliminating ingress). As previously discussed, this easterly exit is necessary to allow for auto delivery truck exits because they cannot turn around on-site. Auto delivery trucks currently arrive every other week at the existing dealership. Given the limited use of the proposed easterly exit; the potential for safety-related conflicts between existing users and the proposed project exit is low; however, some conflicts could occur. The following is proposed:

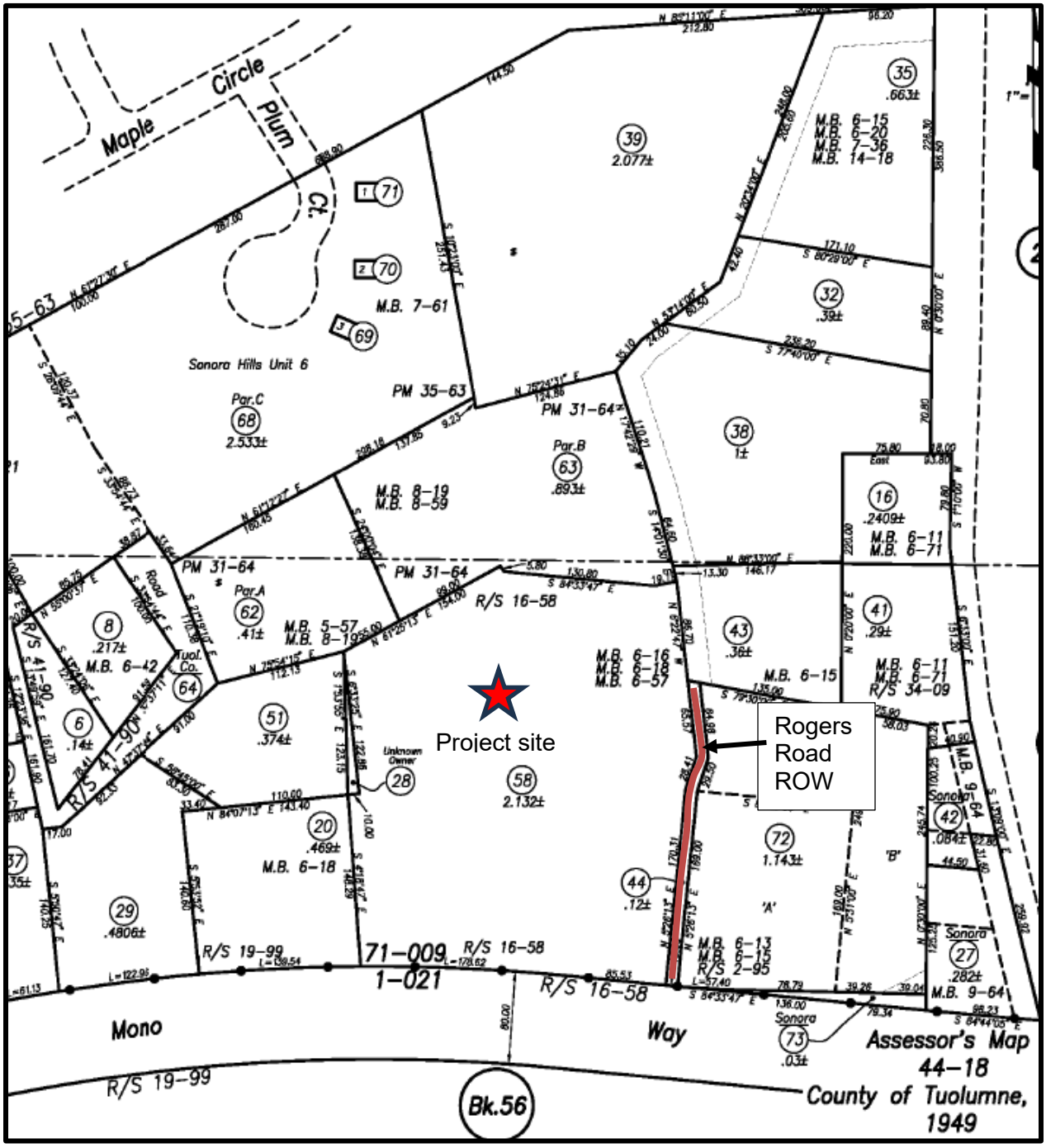
Mitigation Measure TRANS-1: The Subaru east driveway will be signed to identify it as "One-Way, Do not Enter" and/or "Subaru Exit Only" to ensure that customers do not use the driveway as an entrance at the driveway exit with Mono Way. A second sign (or signs) will be installed on the project site directing delivery trucks from the primary entrance along the egress route to the easterly exit. On-site, the easterly driveway will be signed stating "Truck Exit Only". A third sign will be installed at the Mono Way east driveway encroachment pointing towards Rogers Road directing local traffic to the right. An exit (one-way) arrow will be painted prominently on the east exit driveway.

Mitigation Monitoring TRANS-1: Prior to issuance of a grading permit, a driveway sign plan will be submitted to Tuolumne County for review and approval for compliance with Tuolumne County road standards. Signs shall be installed prior to issuance of an occupancy permit. The measure is the responsibility of the project contractor and operator and shall be maintained throughout the life of the project.

Proper implementation of the preceding is expected to reduce the potential impact to a level of less-than-significant.

Figure 39: Residents/Parcels using Rogers Road

Figure 40: Rogers Road 10-foot Right-of-Way



d) Result in inadequate emergency access?

Less Than Significant Impact with Mitigation.
During construction of the encroachments onto Mono Way, temporarily lane closures or detours may put in place to avoid construction areas. Emergency responders may be delayed in reaching various areas in the community due to blocked roadways, a potentially significant adverse impact. The following measure (detailed in the Hazards and Hazardous Materials Section of this report) is proposed to minimize that impact.

Mitigation Measure HAZ- 3 (Traffic Access Management Plan)

Proper implementation of the mitigation measure will reduce the potential impact to emergency access to a level of less than significant.

Once construction is completed, the Project will not interfere with emergency access or evacuation routes and no potentially significant adverse impacts are anticipated.

Figure 41: CONCEPTUAL Signage and Striping

2.18 TRIBAL CULTURAL RESOURCES

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

2.18.1 Background and Setting

In accordance with Senate Bill 52, formal consultation letters were sent to the contacts for the Chicken Ranch Rancheria of Me-Wuk Indians and Tuolumne Band of Me-Wuk Indians Tribes. AB 52 consultation letters were sent certified mail and regular mail on June 21, 2024. Informal project letters were sent on February 23, 2023. To date, neither Tribe has requested consultation.

2.18.2 Analysis

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

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

Less Than Significant with Mitigation Incorporated. Based on the cultural resources study conducted, no tribal cultural resources were identified within the boundaries of the Project site; however, only surface surveys were conducted and subsurface resources could be uncovered during excavations occurring in conjunction with construction. This could result in damage to an unanticipated resource, a potentially significant adverse impact. The following mitigation measures, discussed in Section 2.5 (Cultural Resources) are proposed to address this potential impact:

(TCR-1) Mitigation Measure CULT-1: Inadvertent Discoveries

(TCR-2) Mitigation Measure CULT-2: Treatment of Human Remains and Sacred Objects

Proper implementation of the preceding measures is expected to minimize any potential impacts to a level of less-than-significant.

2.19 UTILITIES AND SERVICE SYSTEMS

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

2.19.1 Background and Setting

Public water and public sewer services are provided to the project site by the Tuolumne Utilities District. Solid waste services are provided by Waste Management.

2.19.2 Analysis

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

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

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

No Impact.
The Tuolumne Utilities District (District) reviewed the proposed project and states that it could legally serve the proposed project subject to payment of all capacity fees. More specifically, the District states:

Water

The District states:

Water Supply Capacity
South Fork Stanislaus River via Phoenix Lake - Adequate capacity exists.

Water Treatment Capacity
Sonora Water Treatment Plant - Adequate capacity exists.

Water Storage Capacity
Sonora Water Treatment Plant Clearwell and Greenly Tank - Adequate capacity exists.

Water Distribution Capacity
A 10-inch District water main is located within Mono Way right of way right-of-way adjacent to the proposed project site. An 8-inch District water main is located within the Rogers Road right-of-way adjacent to the proposed project site. The Project proponent must furnish information from the local fire authority regarding the required fire flow and duration before the District can determine if the existing distribution system has adequate capacity to meet the project needs.

Water service will require:

- Water Service(s): The project proponent would be required to cover any costs associated with adding, relocating and/or upsizing water facilities/services required to serve the development including abandonment of water facilities/services not utilized by the project.

- Backflow Devices: The project proponent may be required to construct a back-flow device at each water service and/or verify the existing back-flow devices meet current District standards. It is the property owner's responsibility to maintain and conduct annual testing of these devices.

- Irrigation Meter: A dedicated irrigation service and utility billing account and payment of capacity fees is required for all non-single family residential projects where the landscaping exceeds 1,000 square feet. The "Total Landscaping Area" from landscaping plans approved by the Local Agency in accordance with State Model Water Efficient Landscape Ordinance (MWELO) shall be used to determine the landscape area. Capacity fees are based on the "Estimated Total Water Use" (ETWU) from the Local Agency approved MWELO plans. At the District's discretion, a "Per Plant" water use calculation can be used as an alternative basis for determining capacity fees.

Sewer

The District States:

Sewer Collection Capacity:
A 6-inch District sewer main is located within the Mono Way right-of-way. The property is currently served by a sewer service lateral of unknown size or location with an active utility billing account.

Sewer Treatment Capacity:
Sonora Regional Wastewater Treatment Facility - Adequate capacity exists.

Sewer Disposal Capacity:
Regional Reclamation System - Adequate capacity exists

The following is required for service:

- Sewer Service(s): The project proponent would be required to cover any costs associated with adding, relocating and/or upsizing sewer facilities/services required to serve the development including abandonment of sewer facilities/services not utilized by the project.

- Oil/Sand Separator: The project proponent would be required to install an oil/sand separator which would be connected to the floor drains of the service repair bays.

Other:
Water and Sewer Capacity Charges/Change of Use Fees: Prior to service by the District, the project proponent would be required to pay all applicable fees and charges. In cases where it is determined that existing District facilities do not contain sufficient capacity to serve the project, the project proponent would be required to construct or improve District facilities before service can be provided. The project proponent is advised to contact the District at the early stages of project development for an estimate of these fees and/or charges. Fees and/or charges are subject to increases on July 1st annually.

Based on the preceding, adequate water and sewer capacity exists subject to paying applicable fees, building connections to mains to District standards (including upsizing pipelines if necessary), installing backflow devices, irrigation meters, meeting state MWELO requirements for landscaping, installing an oil/sand separator in the floor drains of the service repair bays. No construction of new water or wastewater facilities Is required.

The applicant is further required to test the existing fire flow on site to determine any necessary improvements to provide adequate fire flow.

Electrical
The site is served by PG&E. Existing service is on site. No expansion of PG&E power facilities will be required.

Natural gas
Natural gas use is not proposed.

Telecommunications
Telecommunications facilities currently serve the site. No expansion of AT&T service facilities is required.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

d) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?

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

No Impact. The Sonora Ford/Ford Repair Services/Sonora Subaru Sales (Mono Way) and Sonora Subaru Repair (adjacent to the Fairgrounds) existing facilities currently are served by CalWaste at two locations Upon completion of the proposed project, the same levels of solid waste disposal will occur at two locations for the same uses, except that the location at the Fairgrounds will be shifted to a new site on Mono Way. Therefore, there will be no net increase in landfill capacity demand and all existing regulations related to solid waste disposal will be followed as currently occurs. Therefore, no impact is anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

2.20 WILDFIRE

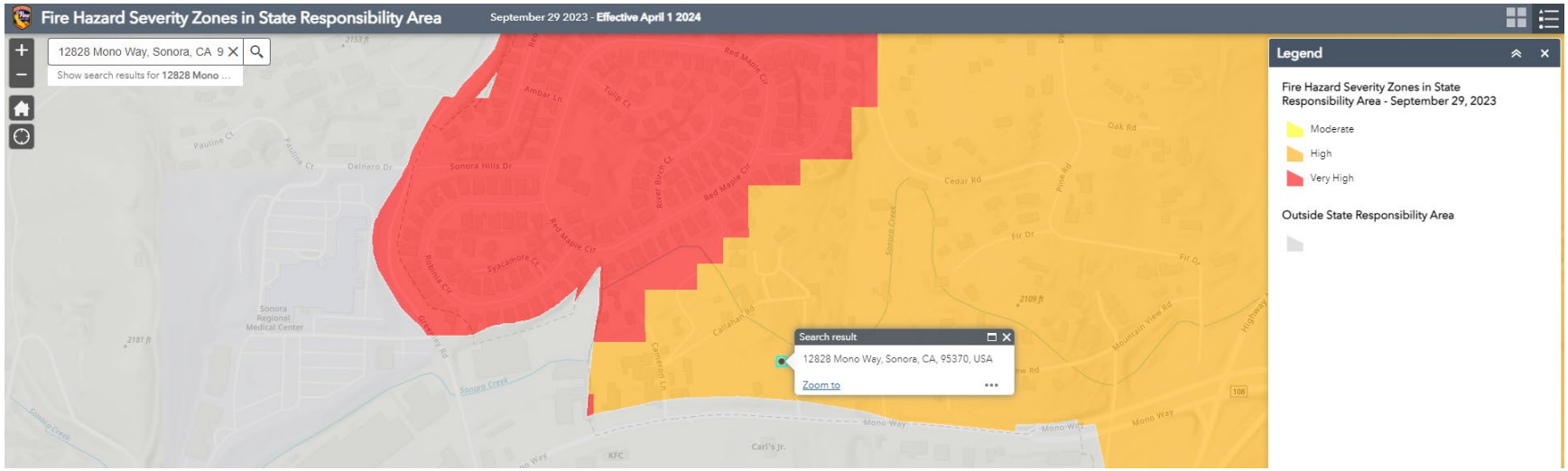
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency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

2.20.1 Background and Setting

The project site is located in state responsibility area in a high fire hazard severity zone according to the California Department of Forestry and Fire Protection Wildfire Hazard Severity Maps (**Figure 42**).

The site is served by public water with hydrants located at the intersection of Rogers Lane and Mono Way near the southeast corner of the project site and another on Rogers Lane near the northeast corner of the project site. The applicant is required to test existing fire flow on site to determine any necessary improvements to provide adequate fire flow. Construction cannot commence until adequate fire flow is provided in accordance with the California Fire Code.

Figure 42: Fire Hazard Severity Zone



2.20.2 Analysis

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less than Significant with Mitigation. The site would not obstruct an emergency evacuation route or otherwise interfere with the County's adopted emergency response plan during project operations.

As previously noted, during construction, road sections along Mono Way may be temporarily closed or detours put in place to avoid construction areas. Emergency responders may be delayed in reaching various areas in the community due to blocked roadways, a potentially significant adverse impact. The following measure is proposed to minimize that temporary impact.

Mitigation Measure HAZ-3 (Traffic Access Management Plan)

Proper implementation of the preceding measure will reduce the potential impact to emergency access to a level of less than significant.

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

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

Less than significant impact. The Project is located in a high fire hazard severity area. The site is in an urbanized area served by public water and fire hydrants. The project will reduce existing on-site vegetation and, therefore, reduce potential fire fuels, replacing them with well-irrigated landscaping and paved surfaces. Project occupants will be on site only during business hours. The site is currently served by roads, powerlines, utilities, public water and hydrants. Based on the preceding, the project is expected to reduce rather than exacerbate wildfire risks.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

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

No impact. Residential uses are located primarily upslope of the project site. Commercial uses are located downslope of the project site. No major streams are located nearby and, as noted in the preceding paragraphs, wildfire risk is expected to be reduced by the project rather than exacerbated. Therefore, impacts associated with the exposure of people or structures due to downslope flooding, landslides resulting from post-fire instability are not anticipated.

Mitigation Measure: None required.
Mitigation Monitoring: Not applicable

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

XIX. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

2.21.1 Analysis

a) 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. As detailed in this study, the proposed Project will not have a significant effect on the environment and will not result in any of the impacts requiring a mandatory finding of significance provided the mitigation measures identified herein are properly implemented and maintained as described in the Biological and Cultural Resources chapters of this study. The mitigation monitoring and reporting plan and its identified mitigation measures in **Appendix B** as applicable to Biological and Cultural Resources, if properly implemented and maintained, will reduce the identified potential impacts to biological and cultural resources to a level of less-than-significant.

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

No impact.
The new Sonora Subaru Mono Way repair and sales site combines two pre-existing uses in close proximity, but at two separate locations (at Sonora Ford and at the Sonora Subaru repair facility at the Fairgrounds) into a single nearby location. Combining two pre-existing uses at two separate locations into a single location is expected to generate no net increase in incremental impacts. In fact, it is more likely that co-locating the two uses may reduce overall vehicle trips and emissions. For example, deliveries will be made to a single location rather than two and employees and customers will travel to a single location accessible to transit rather than to two separate locations less accessible to transit.

Therefore, no cumulatively significant adverse impacts related to successive projects are anticipated because the proposed project does not "add" a project, but rather replaces two pre-existing uses.

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

Less Than Significant with Mitigation Incorporated. As described herein, the proposed Project will not result in any substantial adverse effects on human beings either directly or indirectly except for temporary noise increases during project construction and potential noise increases during operations. As detailed in **Appendix B** (Mitigation Monitoring and Reporting Plan); **Mitigation Measure Noise 1**, limiting the hours of construction, will reduce that potential impact associated with temporary noise increases to a level of less-than-significant, while **Mitigation Measures Noise 2, Noise-3, Noise-4** and **Noise 5** will reduce potential noise impacts associated with project operations to a level of less-than-significant.

3.0 List of Preparers

Amy Augustine, AICP – Augustine Planning Associates, Inc.

4.0 Sources & References

All of the following are available for review at websites referenced except for the following:

The Tuolumne County Geotechnical Interpretive Maps are available at the Tuolumne County Community Development Department, 48 West Yaney Street, 4th Floor, Sonora, CA 95370, Monday – Thursday.

County

Tuolumne County Airport Land Use Compatibility Plan, 2003 Adopted by Tuolumne County Airport Land Use Commission January 22, 2003 Prepared by Shutt Moen Associates Santa Rosa, California https://www.tuolumnecounty.ca.gov/135/Airport-Land-Use-Commission

Tuolumne County General Plan, 2018. https://www.tuolumnecounty.ca.gov/889/General-Plan-Update

Tuolumne County Geotechnical Interpretive Maps. Geotechnical Research & Development. January 1996. *Updated Geotechnical Safety Issues Prepared for the Tuolumne County General Plan Update.*

Tuolumne County Ordinance Code, Zoning - Title 17 https://www.tuolumnecounty.ca.gov/165/Tuolumne-County-Ordinance-Code

Tuolumne County Ordinance Code Title 18 – Airport Influence Areas, Chapter 18.24 https://www.tuolumnecounty.ca.gov/165/Tuolumne-County-Ordinance-Code

State

California Air Pollution Control Officers' Association (CAPCOA). 2015. *California's Progress Toward Clean Air*. Available at website url: http://www.capcoa.org/wp-content/uploads/2015/04/2015%20PTCA%20CAPCOA%20Report%20-%20FINAL.pdf.

California Department of Transportation, *The California Scenic Highway System List of Eligible and Officially Designated Routes*; 2017 http://www.dot.ca.gov/design/lap/livability/scenic-highways/

California Department of Fish and Wildlife. California Natural Diversity Database (CNDDB). 2024. RareFind 5 [Internet]. https://map.dfg.ca.gov/rarefind/view/RareFind.aspx (CONFIDENTIAL)

California Department of Conservation Division of Mines and Geology. August 2000. *A General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos*. https://www.conservation.ca.gov/cgs/minerals/mineral-

hazards/asbestos

California Environmental Quality Act, 1971 and as amended. https://opr.ca.gov/ceqa/

Federal
Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps.
https://www.fema.gov/flood-maps

United States Fish and Wildlife Service. Species list, IPAC. 2024. (CONFIDENTIAL)

Appendix A –

California Natural Diversity Database

Confidential

These documents are available for review by qualified professionals during regular business hours at the Community Development Department, 48 Yaney, Sonora, California.

Appendix B – Mitigation Monitoring and Reporting Plan

Mitigation Measure	When Implemented	Monitored by	Verified by
Mitigation Measure AES-1: Façade Design Prior to issuance of a building permit, the following façade design amendments will be submitted for review and approval by the Community Development Department: • Redesign the façade to give the appearance of separate buildings. Consider incorporating additional column and/or siding details using stone, wood, metal, or corrugated metal and/or other alternative siding materials for each building "segment" • Incorporate a change in the flat roofline to avoid a uniform roofline of more than 50± linear feet. Consider incorporating an angled roofline for a portion of the structure. • Incorporate metal awnings/canopies throughout • See **Mitigation Measure AES-2**.	Mitigation Measure AES-1 will be required prior to the issuance of a building permit by the Building and Safety Division of the Community Development Department (CDD). The design amendments will be reviewed and approved by the Land Use and Natural Resources Division of the CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	Tuolumne County Community Development Department (CDD)	Land Use and Natural Resources (LUNR) Division
Mitigation Measure AES-2: Façade Color Prior to issuance of a building permit, the façade color scheme will be amended to eliminate the bright white base color and submitted for review and approval by the Community Development Department. The revised base color shall be muted including, but not limited to browns, tans, grays, beige or other subdued colors incorporating those from alternative siding materials (e.g., stone, wood).	Mitigation Measure AES-2 will be required prior to the issuance of a building permit by the Building and Safety Division of the CDD. The colors will be reviewed and approved by the LUNR Division of the CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	LUNR Division

Mitigation Measure AES-3: Prior to issuance of a building permit, the applicant shall amend the sign plan to eliminate the pole sign and provide a monument sign incorporating a base of natural materials (e.g., stone and/or wood). The sign shall be externally lit with lighting directed at the sign and away from oncoming traffic along Mono Way.	Mitigation Measure AES-2 will be required prior to the issuance of a building permit by the Building and Safety Division of the CDD. The sign plan will be reviewed and approved by the LUNR Division of the CDD. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	LUNR Division

Mitigation Measure AES-4: Retained Oak Tree Protection To the maximum extent feasible and practicable, throughout project construction activities occurring within one and on-half times the driplines of native oaks to be retained shall: • Prior to initiating site disturbances, environmentally sensitive area (ESA) fencing shall be placed to surround the driplines of trees to be retained. Fencing shall remain in place throughout project construction. Any downed fencing shall immediately be replaced. Within the ESA: • Limit ground-disturbing activities to outside the dripline of trees and preferably outside one and one-half times the dripline; • Do not store equipment, supplies, vehicles, debris, construction wastewater, paint, stucco, concrete or any other clean-up waste, temporary or permanent structures • Avoid cutting oak roots • Use boring or trenchless installation rather than open trenching within driplines where possible • Avoid equipment damage to limbs, trunks, and roots of trees • Do not attach signs, ropes, cables or other items to trees	ESA fencing shall be delineated on all grading/building plans. ESA fencing placement shall be confirmed by the CDD and Department of Public Works (DPW) prior to commencing site disturbance. The required mitigation measure will be implemented throughout project construction activities occurring within the one and one-half times the driplines of native oaks measuring 24" or greater in diameter at breast height. If a dispute arises, a qualified biologist, forester, or arborist shall determine the location of one and one-half times the dripline. The measure is the responsibility of the construction contractor. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

Mitigation Measure AES-5: Lighting Prior to issuance of a building permit, the project's lighting plan shall be amended to: 1. Incorporate motion sensors for lighting located along the northern parcel boundary and along Rogers Lane to ensure that lighting does not unnecessarily disturb adjacent residences. Motion sensors shall be operational prior to commencing business and shall be maintained throughout the life of the project. 2. Relocate the two light poles along the northern parcel boundary southerly to a minimum distance of greater than 2 times the pole mounting height (i.e., 45 feet) from the parcel boundary consistent with Table 5.106.8(N) standards allowing a glare rating of G3. Alternatively incorporate shields that ensure back-lighting onto the adjacent property does not occur.	AES-5 will be implemented prior to issuance of a building permit and must be in operation prior to opening for business. The lighting plan will be reviewed and approved by the LUNR Division. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	LUNR Division

Mitigation Measure AQ-1: Construction Emissions The following shall be incorporated into all grading and building plans prior to issuance of grading and building plans: A. Exposed soils shall be watered as needed to control wind borne dust. The construction contractor shall be responsible for dust abatement during construction and development operations. A water truck or other watering device shall be on the construction site on all working days when natural precipitation does not provide adequate moisture for complete dust control. Said watering device shall be used to spray water on the site at the end of each day and at all other intervals, as need dictates, to control dust. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions using application of water. A water truck shall be present on site throughout construction activities. B. Exposed piles of dirt, sand, gravel, or other construction debris shall be enclosed, covered and/or watered as needed to control wind borne dust. C. Vehicle trackout shall be minimized through the use of rumble strips and wheel washers for all trucks and equipment leaving the site. D. Sweep streets once a day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). E. On-site vehicle speed shall be limited to 15 miles per hour on unpaved surfaces. F. Loads on all haul/dump trucks shall be covered securely or at least two feet of freeboard shall be maintained on trucks hauling loads.	The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The required mitigation measure will be implemented throughout Project construction. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	DPW	Engineering Division

Throughout Project construction: G. Construction equipment shall be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions. H. Equipment idling shall be kept to a minimum when equipment is not in use. I. Construction equipment shall be in compliance with the California Air Resources Board off-road and portable equipment diesel particulate matter regulations.			

Mitigation Measure BIO-01: Preconstruction Survey Birds Prior to construction occurring between February 1st and August 30th (e.g., excavation, ground disturbance, or vegetation removal) a preconstruction survey for nesting birds will be conducted in accordance with the CDFW guidelines and a no-disturbance buffer will be established, if necessary. If equipment staging, site preparation, vegetation removal, grading, excavation or other project-related construction activities are scheduled during the avian nesting season (generally February 1 through August 30), a focused survey for active nests would be conducted by a qualified biologist within 14 days prior to the beginning of project-related activities. Surveys shall be conducted in all suitable habitats in the area (i.e., project boundaries plus 500 feet for non-raptors plus a buffer of 1/2 mile for raptors). If the pre-construction surveys identify nesting bird species within areas that are within 500 feet of construction activities for non-raptors and within 0.5 mile for raptors, the following shall be implemented: A. Project-related construction impacts shall be avoided by establishment of appropriate no-work buffer zones to limit construction activities near the nest site. The no-work buffer zone shall be delineated by highly visible temporary construction fencing and shall be a minimum of 500 feet from non-raptor nests and 0.5 mile from raptor nests, unless a qualified biologist, in consultation with CDFW, determines that alternative buffers are permissible due to the nature and location of the specific species, its nest, and existing conditions to which the species has been habituated. Alternative	The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The qualified biologist shall submit a memorandum to the County confirming findings of the preconstruction survey. The measure shall be implemented prior to any construction occurring between February 1st and August 30th of the construction year. If construction is delayed or occurs in phases, a re-survey must be completed prior to recommencing work after a shut-down period of more than three months if construction occurs between February 1st and August 30th of the construction year. The construction contractor and operator. is responsible for ensuring that the Project Biologist is notified with ample time to complete the survey and consult with CDFW, if necessary. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

buffers shall be established for special status non-raptor nests in consultation with CDFW. B. In consultation with CDFW, monitoring of nest activity by a qualified biologist shall be required if the construction activity has potential to adversely affect the nest or nesting behavior of the bird. C. No construction activity shall commence within the no-work buffer zone until a CDFW-approved qualified biologist confirms that the nest is no longer active (e.g., young have fledged).			

Mitigation Measure BIO-2: Avoid Inadvertent Animal Trapping During Construction To avoid inadvertently trapping common animal species during construction, all excavated steep-walled holes or trenches more than two feet deep shall be covered at the end of each working day with plywood or similar material, or provided with one or more escape ramps constructed of earth fill or wooden planks, or equivalent, at each end of the trench. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals. If at any time a trapped animal is discovered, the contractor and operator. shall place an escape ramp or other appropriate structure to allow the animal to escape. Alternatively, the contractor and operator. shall contact the project biologist or California Department of Fish and Wildlife for assistance. Similarly, stored pipes or other materials providing potential cover for animals will be inspected prior to installation or use to ensure that they are unoccupied.	The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit. The required mitigation measure will be implemented throughout Project construction. A qualified biologist (as determined by the County) or County staff shall monitor the site randomly for compliance. The measure is the responsibility of the construction contractor and operator. Pre-construction training pursuant to the following measure will be provided to support compliance. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division
Mitigation Measure BIO-3: Pre-construction Environmental Awareness Training All contractors involved in site development, affected County personnel, will attend a mandatory Environmental Awareness Training conducted by a qualified environmental specialist (as determined by the County and having experience in biological and cultural resources mitigation) prior to any site disturbances, including staging. A training log sign-in sheet will be maintained. The program will address proper implementation of mitigation measures contained herein. A video shall be prepared by the environmental specialist and is mandatory viewing prior to entering the project site for contractors or personnel not participating in initial training.	The applicant shall provide evidence that this requirement is incorporated into bid documents and construction plans prior to issuance of a grading permit. The measure is the responsibility of the construction contractor and operator. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

Mitigation Measure CULT-1: Inadvertent Discoveries If a cultural resource is discovered during construction activities, the contractor and operator. shall comply with the following provisions: A. The Contractor's project manager shall notify Tuolumne County by telephone within 1 hour of the discovery or the next working day if the department is closed. Tuolumne County shall promptly notify their qualified professional archaeologist. B. When the cultural resource is located outside the area of disturbance, a qualified professional shall be allowed to photodocument and record the resource and construction activities may continue during this process. C. When the cultural resource is located within the area of disturbance, all activities that may impact the resource shall cease immediately upon discovery of the resource. All activity that does not affect the cultural resource as determined by a qualified professional may continue. A qualified professional archaeologist shall be allowed to do a site survey to ascertain the need for evaluation work. D. When the cultural resource is determined to not be significant, the qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the qualified professional. E. When a resource is determined to be significant, the resource shall be avoided with said resource having boundaries established around its perimeter by a qualified professional or a cultural resource management plan shall be prepared by a qualified professional to establish measures formulated and implemented in accordance with Sections 21083.2 and 21084.1 of the California Environmental Quality Act	The required mitigation measure will be implemented throughout project construction. The measure is the responsibility of the construction contractor and operator with input from a qualified cultural resources professional, if necessary. Implementation of BIO-3 (Environmental Awareness Training) will support enforcement. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

(CEQA) to address the effects of construction on the resource. The qualified professional shall be allowed to photodocument and record the resource. Construction activities may resume after authorization from the qualified professional. For the purposes of implementing this measure, a "qualified professional" is an individual previously determined to be a qualified professional by the Tuolumne County CDD Planning Division **(**https://www.tuolumnecounty.ca.gov/DocumentCenter/View/9984**)** and a "cultural resource" is any building, structure, object, site, district, or other item of cultural, social, religious, economic, political, scientific, agricultural, educational, military, engineering or architectural significance to the citizens of Tuolumne County, the State of California, or the nation which is 50 years of age or older or has been listed on or is eligible for listing on the National Register of Historic Places, the California Register of Cultural Resources, or any local register.			

Mitigation Measure CULT-2 Treatment of Human Remains and Sacred Objects No human remains or sacred objects have been identified in the project area, but there is always a possibility that excavation, or other actions could expose human burials previously unknown. Such remains are protected by state and federal laws and all project personnel must comply fully with applicable laws regarding the treatment of human remains including contacting the County coroner. The policies set forth in the American Indian Religious Freedom Act of 1978 and amendments (92 Stat. 469) should be honored by the County and its contractors. If the discovery is on private land, provision for treatment and disposition of any human remains will be in accordance with Section 7050.5 of the California Health and Safety Code, Sections 5097.94, 5097.98, of the California Public Resources Code, and Section 15064.5 of the California Code of Regulations implementing the California Public Resources Code, Sections 21000-21177.	The required mitigation measure will be implemented throughout project construction. The measure is the responsibility of the construction contractor and operator and, where necessary, the County Coroner, and/or qualified archaeologist. Implementation of BIO-3 (Environmental Awareness Training) will support enforcement. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

Mitigation Measure GEO-1: Erosion Control Prior to issuance of a Grading Permit, the Contractor shall prepare an Erosion Control Plan for Tuolumne County review and approval to address soil erosion. All soils disturbed by grading shall be reseeded or hydromulched or otherwise stabilized 48 hours in advance of the first likely rain event occurring once construction commences. A likely rain/precipitation event is any weather pattern that is forecasted to have a 30% or greater chance of producing precipitation in the project area. The discharger shall obtain likely precipitation forecast information from the National Weather Service Forecast Office (e.g., by entering the zip code of the project's location at https://www.weather.gov/forecastmaps. A qualifying rain event is one that produces 0.5 inch or more of precipitation within a 48 hour or greater period between rain events. Emergency erosion control measures shall be used as reasonably requested by Tuolumne County.	The required plan will be reviewed and approved prior to issuance of a grading permit by the DPW and will be implemented prior to site disturbance and implemented 48 hours in advance of any rain event. A likely rain/precipitation event is any weather pattern that is forecasted to have a 30% or greater chance of producing precipitation in the project area. The discharger shall obtain likely precipitation forecast information from the National Weather Service Forecast Office (e.g., by entering the zip code of the project's location at https://www.weather.gov/forecastmaps. A qualifying rain event is one that produces 0.5 inch or more of precipitation within a 48 hour or greater period between rain events. The measure is the responsibility of the construction contractor and operator. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	DPW	Engineering Division

Mitigation Measure GEO-2 SWPPP/NPDES Prior to issuance of a grading permit, submit to the State Water Resources Control Board Storm Water Permitting Unit, a Notice of Intent (NOI) to obtain coverage under the General Construction Activity Storm Water Permit - California's National Pollution Discharge Elimination System (NPDES) general permit for construction related storm water discharges for the disturbance of one acre or more. Disturbances of less than one acre may also require an NOI for coverage under the NPDES General Permit for construction-related storm water discharge and the State Water Resources Control Board Permitting Unit shall be contacted for determination of permit requirements. Commercial and Industrial developments may require an NOI even if less than one acre is to be disturbed. Obtain coverage or an exemption from these requirements. [Federal Water Pollution Control Act, Section 401, California Clean Water Act]. The permit may include preparation of a Stormwater Pollution Prevention Plan (SWPPP). Silt fencing or other materials, as required, will be installed consistent with the applicable water quality requirements specified in the Project's Storm Water Pollution Prevention Plan (SWPPP) or Water Pollution Control Plan (WPCP). Fencing or other erosion control materials or devices shall be shown on the final construction documents. Erosion control devices will be avoided throughout Project construction and shall be monitored and maintained by the project manager throughout construction.	The Notice of Intent to obtain Coverage shall be submitted prior to any site disturbances and will be required prior to the issuance of a grading permit. The measure is the responsibility of the construction contractor and operator. Tuolumne County inspectors will conduct ongoing monitoring. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	DPW	Engineering Division

Mitigation Measure GEO-3: Geotechnical Study Prior to commencing construction, the project proponent shall conduct testing for expansive soils, soil suitability, and slope stability in accordance with County standards to ensure that soils and slopes do not damage structures or infrastructure after installation. Project design shall incorporate all geotechnical study recommendations expected to include over excavations and importing new fill to overcome potential effects of the shrink-swell characteristics of on-site soils and bracing as needed during trenching.	This requirement shall be included in bid documents. The studies shall be completed prior to commencing construction and finalizing construction plans. The applicant is responsible for this measure. The study will be reviewed by CDD and DPW prior to the issuance of a grading or building permit. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	Building and Safety Division and Engineering Division
Mitigation Measure GEO-4: Paleontological Resources If paleontological resources are encountered during Project construction and no paleontological monitor is present, all ground disturbing activities within 50 feet of the find shall be redirected to other areas until a qualified paleontologist (as determined by the County) can be contacted to evaluate the find and make recommendations. If determined significant pursuant to CEQA and Project activities cannot avoid the paleontological resources, a paleontological evaluation and monitoring plan shall be implemented. Adverse impacts to significant paleontological resources shall be mitigated, which may include monitoring, data recovery and analysis, a final report, and the curation of all fossil material to a paleontological repository, museum, or academic institution, as appropriate. Upon completion of Project ground-disturbing activities, a report documenting methods, findings, and recommendations shall be prepared and submitted to the paleontological repository.	The applicant shall provide evidence that these requirements are incorporated into construction plans prior to issuance of a grading permit, and will be verified by the LUNR Division. The required mitigation measure will be implemented throughout Project construction. The measure is the responsibility of the construction contractor and qualified paleontologist. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR Division

Mitigation Measure HAZ-1 Prior to issuance of a certificate of occupancy for the repair facility, Sonora Subaru will file with and gain approval from the Tuolumne County Environmental Health Department, Tuolumne County Fire Department and City of Sonora Fire Department, a Hazards Materials Business Plan (HMBP) for storage of materials greater than 55 gallons for liquids, 500 pounds for solids or 200 feet for gases.	Proof of registration shall be provided to Tuolumne County prior to (or in conjunction with) issuance of a certificate of occupancy. The applicant is responsible for this measure. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD, Tuolumne County Fire Prevention, Sonora City Fire	Environmental Health EH) and LUNR Divisions
Mitigation Measure HAZ-2 Prior to issuance of a certificate of occupancy for the repair facility, Sonora Subaru shall provide proof of State registration as a hazardous materials generator/handler for the new location.	Proof of registration shall be provided to Tuolumne County prior to (or in conjunction with) issuance of a certificate of occupancy. The applicant is responsible for this measure. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	EH Division
Mitigation Measure HAZ-3: Traffic Access Management Plan Prior to commencing work within public roadways, the Contractor will prepare (to the City of Sonora's satisfaction), and throughout project construction will implement, a traffic access management plan to maintain emergency ingress, egress, and daily traffic flows. The access management plan should address public notification of upcoming construction, anticipated road closures, and detours (e.g., mailers in invoices, publication in local newspaper, website notices, postings along streets to be closed, electronic message boards). The City will coordinate road closures with applicable emergency response agencies, residences and local businesses to ensure that emergency ingress and egress is addressed prior to and during street closures. The applicant will fund any necessary notifications or advertisements for the Traffic Access Management Plan.	The traffic access management plan will be prepared and approved prior to initiating project construction and implemented throughout project construction. The measure is the responsibility of the construction contractor and operator in consultation with the identified agencies. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	City of Sonora	City of Sonora and LUNR Division

Mitigation Measures HYDRO–1: Drainage Study Prior to site disturbance, the Project Proponent shall submit a Final Drainage Study and Drainage Plan to Tuolumne County Public Works for review and approval. At a minimum, the plan shall: • Include drainage calculations for peak flows to determine potential runoff and ensure that the drainage detention basin(s) are adequately sized to collect stormwater runoff as necessary to achieve no net increase in stormwater runoff onto adjacent properties. • The proponent shall demonstrate that existing drainage facilities (on and off-site, as applicable) will not be significantly impacted by the project. "Significantly impacted" shall mean that drainage from this site flowing into the City and/or County Rights-of-Way (ROW) may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. The applicant shall calculate runoff peak discharges for 10- and 100-year storm events for Pre and Post construction. • The Plan shall address ongoing maintenance of all on-site drainage facilities.	The drainage plan will be prepared and reviewed prior to issuance of a grading permit. The measure is the responsibility of the construction contractor and operator in consultation with the identified agencies. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	DPW	Engineering Division

Mitigation Measure NOISE-1: Hours of Construction Hours of construction on the project site shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction shall be prohibited on Sunday and County holidays. Exceptions to these hours may be authorized by the Community Development Director in the event of an emergency.	The measure is the responsibility of the project contractor and operator. Prior to site disturbance, the contractor and operator shall post signage at the site identifying the name and contact information for the project manager, and the Community Development Director or other assigned county employee. The condition will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	CDD
Mitigation Measure NOISE-2: Hours of Operation Throughout the life of the project, the facility shall maintain the following hours of operation: Sales Hours: Mon-Sat: 9 a.m.-6 p.m. Sun: 10 a.m. – 5 p.m. Service Facility Hours: Monday – Friday 7:30 a.m. – 5:30 p. m. Sat/Sun. Closed Amending hours for auto servicing shall require an amendment to the project's conditional use permit. Sales hours may be modified through issuance of an administrative conditional use permit (i.e., requiring notification of adjoining landowners). Sales hours may be exceeded up to 3 times annually with prior notification to and approval by the Community Development Director.	The measure is the responsibility of the owner/operator of Sonora Subaru. Hours shall be posted on the facility's main sales entrance doorway. Monitoring will be on-going**.** The condition will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD	CDD

<table>
<tr>
<td>Mitigation Measure NOISE-3: Exterior Noise Limits
The noise levels generated by the project shall be restricted to the following exterior noise limits as measured at the property line:
<table>
<tr><th rowspan="2">Zoning Classification of Receiving Property</th><th colspan="2">Noise Level (dB) of Sound Source</th></tr>
<tr><th>Daytime (7 a.m. to 10 p.m.)</th><th>Nighttime (10 p.m. to 7 a.m.)</th></tr>
<tr><td>MU, R-3, R-2, R-1, RE-1, RE-2, RE-3, RE-5, RE-10, C-O, C-1, C-S, BP</td><td>50 L_{eq}. (1 hour)[1]</td><td>45 L_{eq}. (1 hour)[1]</td></tr>
</table>
</td>
<td>Monitoring will be on-going. The condition will be monitored through citizen complaints. Confirmed violations will be referred to the Code Compliance Officer for processing consistent with established code compliance procedures outlined in Chapter 1.10 of the Ordinance Code. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</td>
<td>CDD</td>
<td>CDD</td>
</tr>
<tr>
<td>Mitigation Measure NOISE-4: Outdoor P.A. system
Throughout the life of the project, the outdoor Public Address system speakers will be aimed to the westerly and southerly parcel boundaries only. Speakers shall not be installed/aimed towards the northern or eastern parcel boundaries. The applicant is encouraged to switch the outdoor PA system to a wireless two-way radio system, or, as they become available, a cell-phoned based paging system.</td>
<td>Outdoor P.A. speakers shall be in place prior to issuance of a certificate of occupancy and will be verified by the LUNR Division. The measure is the responsibility of the owner/operator of Sonora Subaru. The addition of an outdoor PA speaker broadcasting north or east shall require an amendment to the project’s conditional use permit. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.</td>
<td>CDD</td>
<td>LUNR Division</td>
</tr>
</table>

Mitigation Measure TRANS-1: The Subaru east driveway will be signed to identify it as "One-Way, Do not Enter" and/or "Subaru Exit Only" to ensure that customers do not use the driveway as an entrance at the driveway exit with Mono Way. A second sign (or signs) will be installed on the project site directing delivery trucks from the primary entrance along the egress route to the easterly exit. On-site, the easterly driveway will be signed stating "Truck Exit Only". A third sign will be installed at the Mono Way east driveway encroachment pointing towards Rogers Road directing local traffic to the right. An exit (one-way) arrow will be painted prominently on the east exit driveway.	Prior to issuance of a grading permit, a driveway sign plan will be submitted to Tuolumne County for review and approval for compliance with Tuolumne County road standards. Signs shall be installed prior to issuance of an occupancy permit. The measure is the responsibility of the project contractor and operator and shall be maintained throughout the life of the project. A Notice of Action will be recorded to advise future owners of the required mitigation measures and the responsibility to comply with said measures.	CDD & DPW	LUNR and Engineering Divisions