FCS
An ADEC Innovation

Fournier Road Improvement Project

Draft Initial Study/Mitigated Negative Declaration

Mariposa County, California

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Mariposa County

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March 6, 2026

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACM	asbestos-containing material
AEZ	Agriculture Exclusive Zone
AMSL	above mean sea level
ARB	California Air Resources Board
BA	Biological Assessment
BIOS6	Biogeographic Information and Observation System
BLM	Bureau of Land Management
BMP	Best Management Practice
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CCIC	Central California Information Center
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CH_4	methane
CHL	California Historic Landmark
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPS Inventory	CNPS Inventory of Rare Plants
CRA	Cultural Resources Assessment
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
CWPP	Community Wildfire Protection Plan
dBA	A-weighted decibel
DPM	diesel particulate matter
DRO	Design Review Overlay Zone
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment

FAA	Federal Aviation Administration
FCS	FirstCarbon Solutions
FHSZ	Fire Hazard Severity Zone
FTA	Federal Transit Administration
FYLF	Foothill yellow-legged frog
GC	General Commercial
GHG	greenhouse gas
GPR	Ground Penetrating Radar
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
HREC	Historical Recognized Environmental Condition
in/sec	inch per second
IPaC	Information for Planning and Consulting
ISA	Initial Site Assessment
IS/MND	Initial Study/Mitigated Negative Declaration
JD	Jurisdictional Delineation
LBP	lead-based paint
L_{eq}	equivalent noise level
$L_{eq(8\text{-}hour)}$	equivalent noise level over an 8-hour time period
LHMP	Local Hazard Mitigation Plan
L_{max}	maximum noise/sound level
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCAPCD	Mariposa County Air Pollution Control District
MFR	Multi-family Residential
MM	Mitigation Measure
MLD	Most Likely Descendant
MPUD	Mariposa Public Utility District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NES	Natural Environmental Study
NFHL	National Flood Hazard Layer
N_2O	nitrous oxide
NO_x	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service

NPT	northwestern pond turtle
NRHP	National Register of Historic Places
OHWM	ordinary high water mark
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PPDG	Project Planning and Design Guide
PQP	Public/Quasi-Public
PB	pallid bat
PG&E	Pacific Gas and Electric Company
PPV	peak particle velocity
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
REC	Recognized Environmental Condition
ROC	reactive organic compound
RSP	rock slope protection
RTK	real time kinematic
RWQCB	Regional Water Quality Control Board
SER	Standard Environmental Reference
SF_6	sulfur hexaflouride
SFR-9.0	Single-family Residential (9,000 square feet)
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	California Surface Mining and Reclamation Act
SRA	State Responsibility Area
State Route	SR
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
State Water Board	California State Water Resources Control Board
TAC	Toxic Air Contaminant
TBEB	Townsend's big-eared bat
TCR	Tribal Cultural Resource
TPA	Town Planning Area
TWW	treated wood waste
UCMP	University of California Museum of Paleontology
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
WEAP	Worker Environmental Awareness Program
WQA	Water Quality Assessment
WUI	Wildland-Urban Interface
WWTF	Wastewater Treatment Facility

1 - INTRODUCTION

1.1 - Purpose

The purpose of this Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is to identify any potential environmental impacts that would result from implementation of the proposed Fournier Road Improvement Project (proposed project) in the community of Mariposa, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, Mariposa County (County) has discretionary authority over the proposed project and is the Lead Agency in the preparation of this Draft IS/MND and any additional environmental documentation required for the proposed project.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response. Feasible mitigation measures are analyzed to reduce all impacts to below a level of significance. Section 3 contains the List of Preparers.

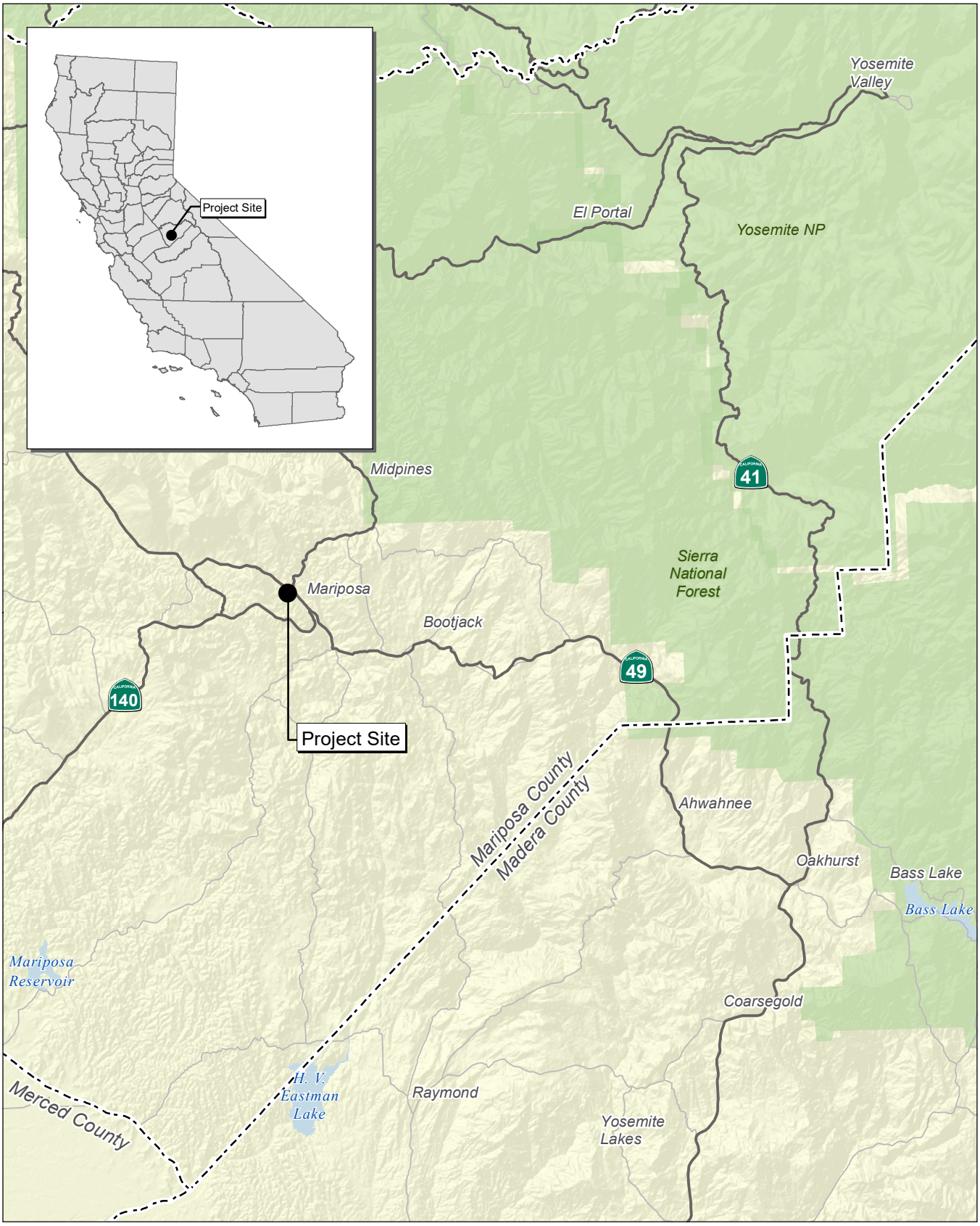
1.2 - Project Location

The project site is located in the unincorporated community of Mariposa, a census-designated place located in south-central Mariposa County, California. The 1.93-acre project site consists of approximately 0.23 mile of roadway and a low water crossing over the Mariposa Creek channel. The project site spans the length of Fournier Road. The project site begins approximately 200 feet south of the Antone Road/Fournier Road intersection on the southern end and extends northeast to the intersection of Fournier Road and Joe Howard Street. Fournier Road is generally located south of State Route (SR) 49 in the western portion of the community of Mariposa (Exhibit 1). Regional access to the project site is provided by SR-49 and SR-140.

1.3 - Environmental Setting

Fournier Road is a north–south roadway that connects several developments on the south to SR-49 via Joe Howard Street on the north. Fournier Road is 15 feet wide and consists of an undefined northbound lane and a southbound lane. The project site is located on the United States Geological Survey (USGS) *Mariposa, California* 7.5-minute Topographic Quadrangle Map and has an elevation ranging from 1,988 feet above sea level near Mariposa Creek to 2,040 feet above sea level on the northern portion of the project site. The project site is generally bounded by Joe Howard Street on the north, single-family residential land uses and currently vacant land that is planned for a recently approved Hyatt Hotel project on the west, a cemetery on the east, and Creekside Terrace apartment complex and vacant land on the south. Fournier Road intersects Joe Howard Street approximately 75 feet south of SR-49 (Exhibit 2).

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Source: Census Data, The California Spatial Information Library (CaSIL).

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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Source: Google Earth Pro Aerial Imagery. Mark Thomas, 05/29/2025, updated 06/05/2025.

1,000 500 0 1,000 Feet

Exhibit 2
Local Vicinity Map

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Fournier Road crosses over Mariposa Creek at a low water crossing near the southern portion of the project site (Exhibit 2).

Fournier Road is mostly unstriped except for a 100-foot section of striping near its intersection with Joe Howard Street. The existing low water crossing over Mariposa Creek is approximately 20 feet wide and does not have striping. The existing channel is approximately 80 feet wide, and the existing culvert is 18 inches.

1.3.1 - Project Purpose and Need

The purpose of the proposed widening and associated improvements on Fournier Road is to provide a more resilient route for residents to reach SR-49 during climate events. The proposed improvements would address the roadway overtopping during storm events and improve evacuation conditions for occupants of several nearby housing developments and the Hyatt Hotel, providing increased access to SR-49. Roadway overtopping occurs when water flows over the road surface and causes roadway flooding, erosion, and roadway damage.[1]

Fournier Road currently has a low water crossing over Mariposa Creek. The existing channel is not sloped properly, resulting in sediment getting trapped and restricting the flow, and the existing 18-inch culvert is undersized and contributes to roadway overtopping during storm events. As a result, vegetation and sediment accumulation within the channel has significantly restricted flow capacity. This results in water overtopping the existing low water crossing over Mariposa Creek. The proposed project would convert the low water crossing into a bridge, which would prevent overtopping during storm events.

The proposed project addresses an existing vulnerability in the local circulation system and is intended to improve public safety for current and future roadway users during emergency conditions. Although land uses and planning initiatives exist within the broader area, the proposed improvements are not undertaken to serve or facilitate specific development projects and would be implemented regardless of future land use changes.

1.3.2 - General Plan

According to the Mariposa County General Plan (General Plan) land use map,[2] the project site is designated Adopted Area Plans and is located within the planning area of the Mariposa Town Planning Area (TPA) Specific Plan (Specific Plan) (Exhibit 3). According to the General Plan, all residential, commercial, industrial, job-center, recreation, and public uses, as defined in the General Plan, are consistent with the purpose of a TPA.[3]

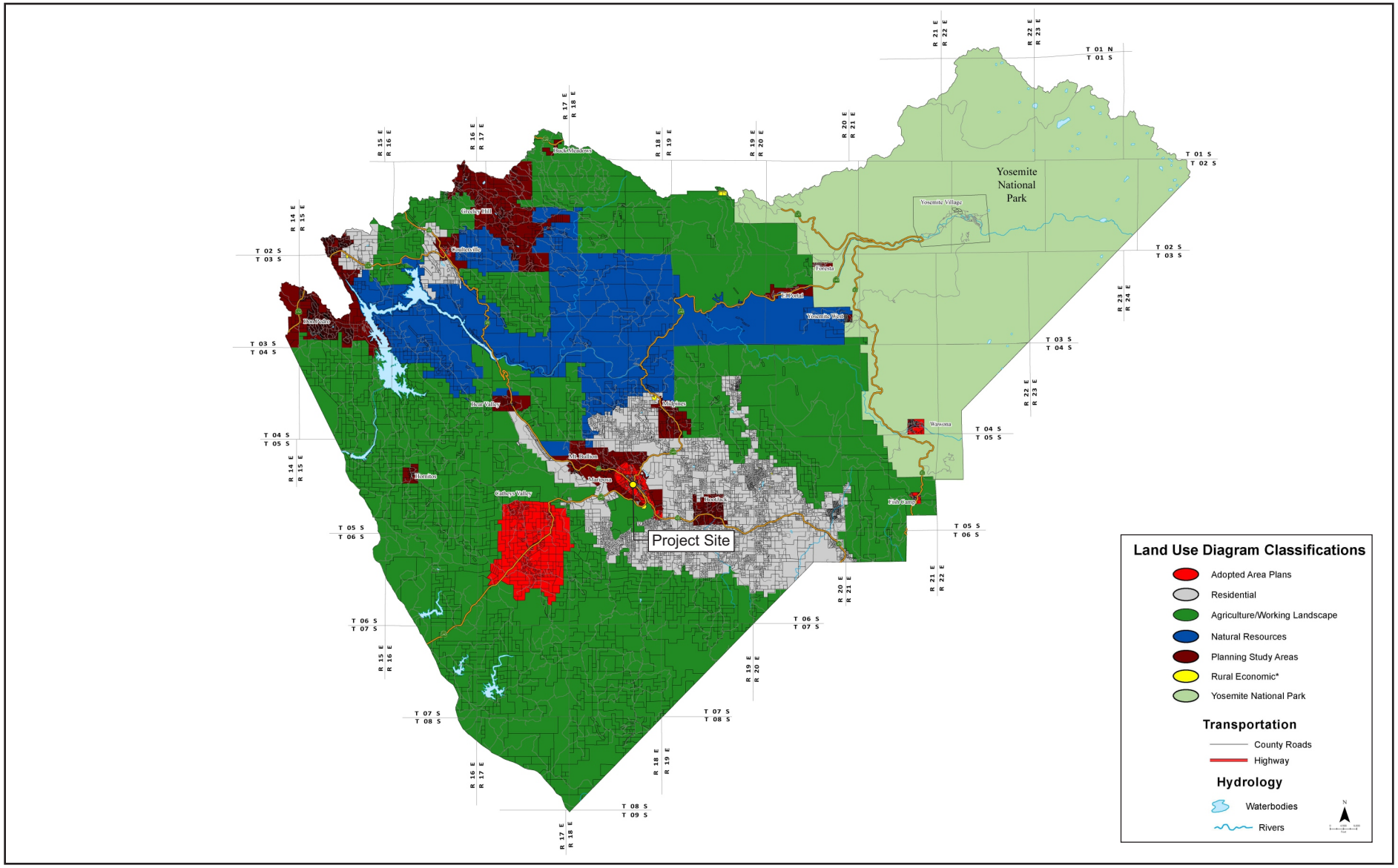
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1 California Department of Transportation (Caltrans). 2026. Standard Environmental Reference (SER) Volume 1, Chapter 17, Floodplains. Website: https://dot.ca.gov/programs/environmental-analysis/standard-environmental-reference-ser/volume-1-guidance-for-compliance/ch-17-floodplains. Accessed February 12, 2026.

2 Mariposa County. 2017. Mariposa County General Plan Land Use Diagram, Update March 14, 2017. Website: https://www.mariposacounty.org/DocumentCenter/View/70262/181108-GREEN_MAP_March2017?bidId=. Accessed December 16, 2025.

3 Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

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Source: Mariposa County.

Exhibit 3
Mariposa County General Plan Land Use Map

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1.3.3 - Zoning

The project site is located within the Fournier Road right-of-way. All areas within the TPA of Mariposa are in a Design Review Overlay (DRO) Zone. The DRO Zone is an overlay zone for the Mariposa TPA, which is intended to be combined with the underlying principal zone and any other overlay zones. The DRO Zone has been applied to all properties within the Mariposa TPA to protect the overall appearance of the TPA by regulating the design of new structures and changes in the appearance of existing structures. The purpose of this zoning classification is to ensure that proposed buildings, structures, signs, and landscaping and modifications to buildings, structures, signs, and landscaping within the TPA are in harmony with the surrounding properties and areas. The intent of the zone is to promote the overall economic vitality of the TPA, to enhance tourism, and to stabilize and increase property values.[4]

The underlying zones surrounding the project site include the following (Exhibit 4):[5]

Northwest: Lands zoned as General Commercial (GC) are on the northwest of the project site. The purpose of the GC Zone is to provide the commercial services necessary and desirable to residents within the Mariposa TPA, the surrounding region, and tourists.

Southwest: Lands zoned as Multi-family Residential (MFR) are on the southwest. The purpose of the MFR Zone is to designate areas for higher density housing in and around the commercial core of the community. Housing within this classification may include apartments, condominiums, townhouses, zero parcel line homes, mobile home parks, extended stay recreational vehicle (RV) parks, or detached single-family homes.

South: Single-family Residential (9,000 square feet) (SFR-9.0) is located on the southern portion of the project site. The purpose of the SFR-9.0 is to provide single-family housing on smaller parcels based upon the availability of community water and sewer systems. Development within this zone shall be limited to single-family residential structures and appurtenant accessory structures and similar uses and activities compatible with the surrounding neighborhood.

The parcel that the Creekside Terrace is located on is zoned Multi-family Residential.[6]

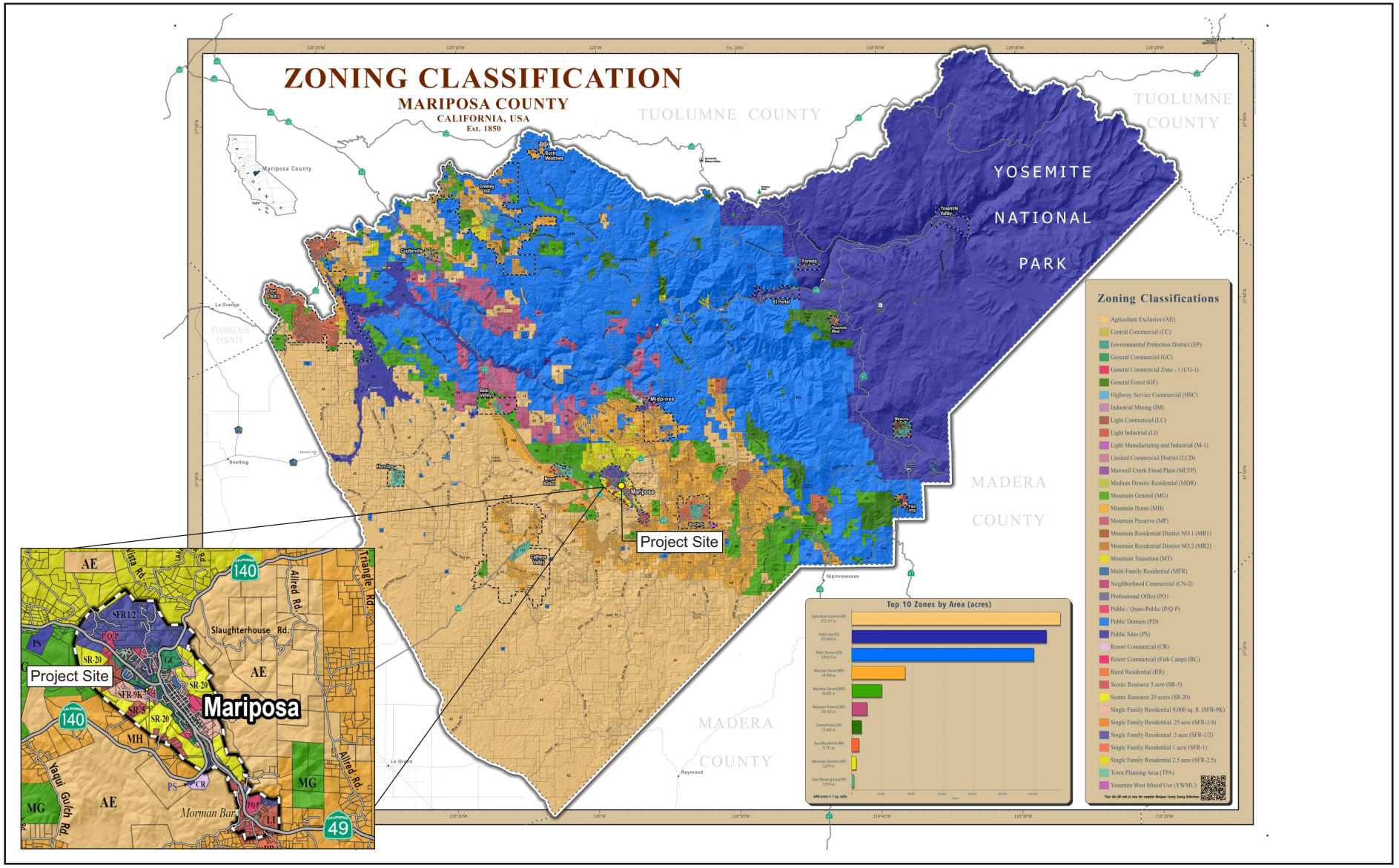
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[4] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 15, 2025.

[5] Ibid.

[6] This property was zoned multi-family residential by the Mariposa County Board of Supervisors on March 2, 2021. Source: Manuel, C. 2021. Board approves general plan and zoning amendments for Creekside Terrace project. Mariposa Gazette, March. Website: https://www.mariposagazette.com/articles/board-approves-general-plan-and-zoning-amendments-for-creekside-terrace-project/. Accessed February 12, 2026.

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Source: Mariposa County.

Exhibit 4
Mariposa County Zoning Map

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East: Public/Quasi-public (PQP) zone is located on the east of the project site. The PQP is to provide for areas in public ownership, areas where improvements are used by the public, or areas in private ownership but planned for public use. All private land within PQP zone must be compatible with adjacent uses, as determined by the Planning Director.

1.4 - Project Description

Mariposa County is proposing road widening and associated improvements along the 0.23-mile length of Fournier Road. The project site is 1.93 acres, including 0.47 acre of ground disturbance and 1.01 acres of street improvements (Exhibit 5). Proposed improvements along Fournier Road would span the entire length of the roadway and would include widening the roadway to two 12-foot travel lanes; new pavements; striping; construction of a sidewalk, curb and gutter, detention basin, and a bridge; as well as on-street parking adjacent to the cemetery. The proposed project would also include grading, right-of-way dedication, and relocation of utilities. Other improvements would include new pavement and striping at the intersection with Antone Road (Exhibit 6a to 6c). A total of 36 trees would be removed.

To accommodate roadway widening and the construction of a sidewalk along the southeast side of Fournier Road, fill-slope conform grading would be required throughout most of the project length. The roadway widening would require additional right-of-way dedication from the cemetery. The proposed detention basin would accommodate increased runoff from new impervious surfaces created by the roadway widening.

Bridge and Channel Design

The proposed bridge would be a single span cast-in-place prestressed voided slab supported on spread footing foundation (Exhibit 7). A preliminary bridge layout was developed based on the initial roadway geometrics and a required clear span of 50 feet, resulting in a proposed bridge length of approximately 58 feet.

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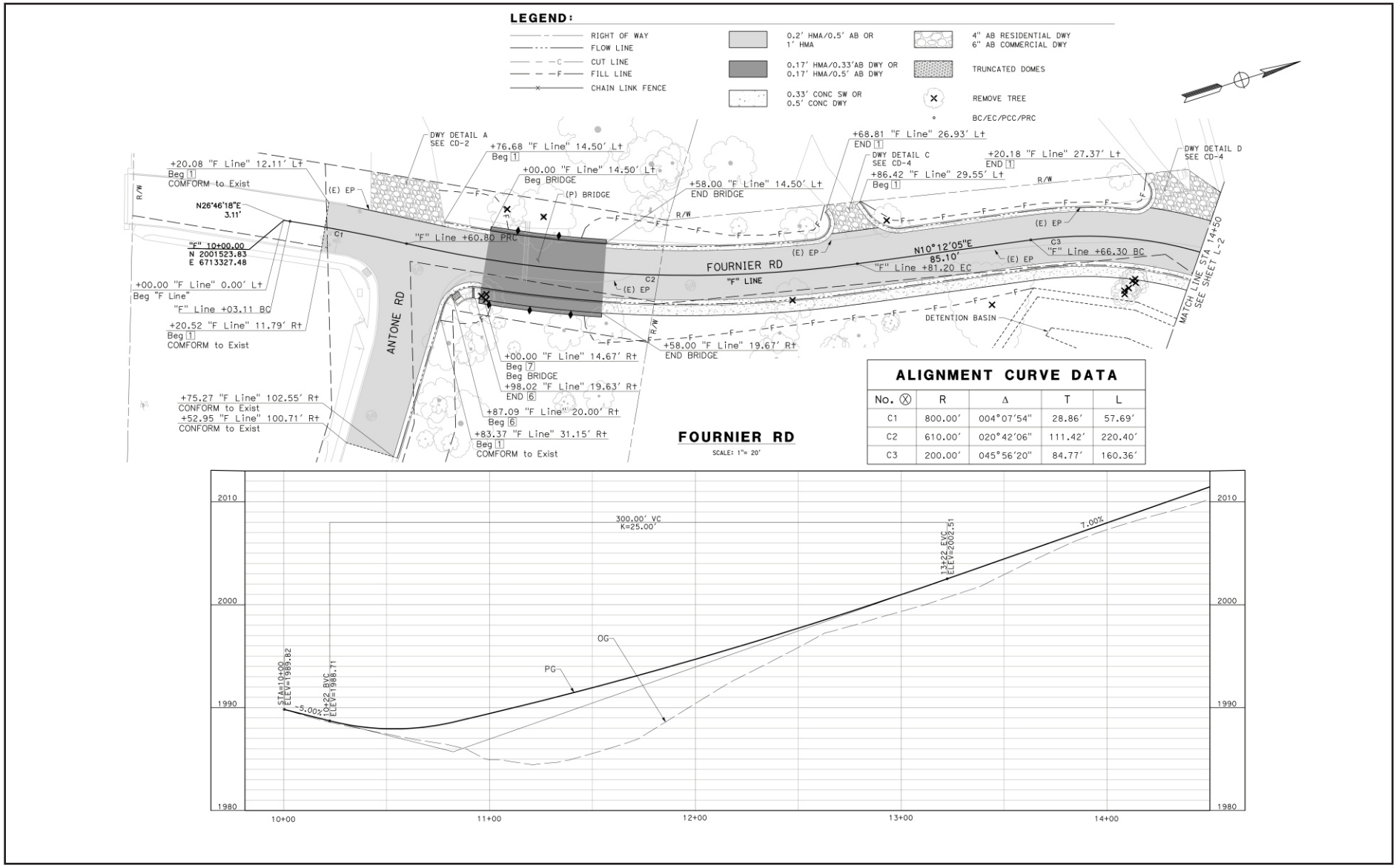


Source: Google Earth Pro Aerial Imagery. Mark Thomas, 05/29/2025, updated 06/05/2025.

150 75 0 150
Feet

Exhibit 5
Site Plan

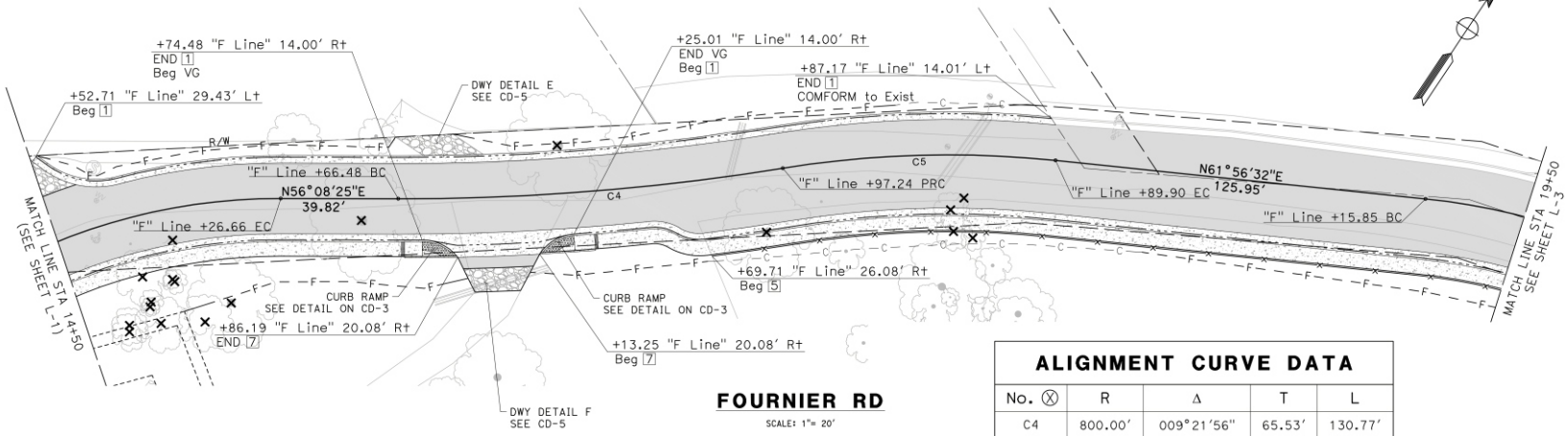
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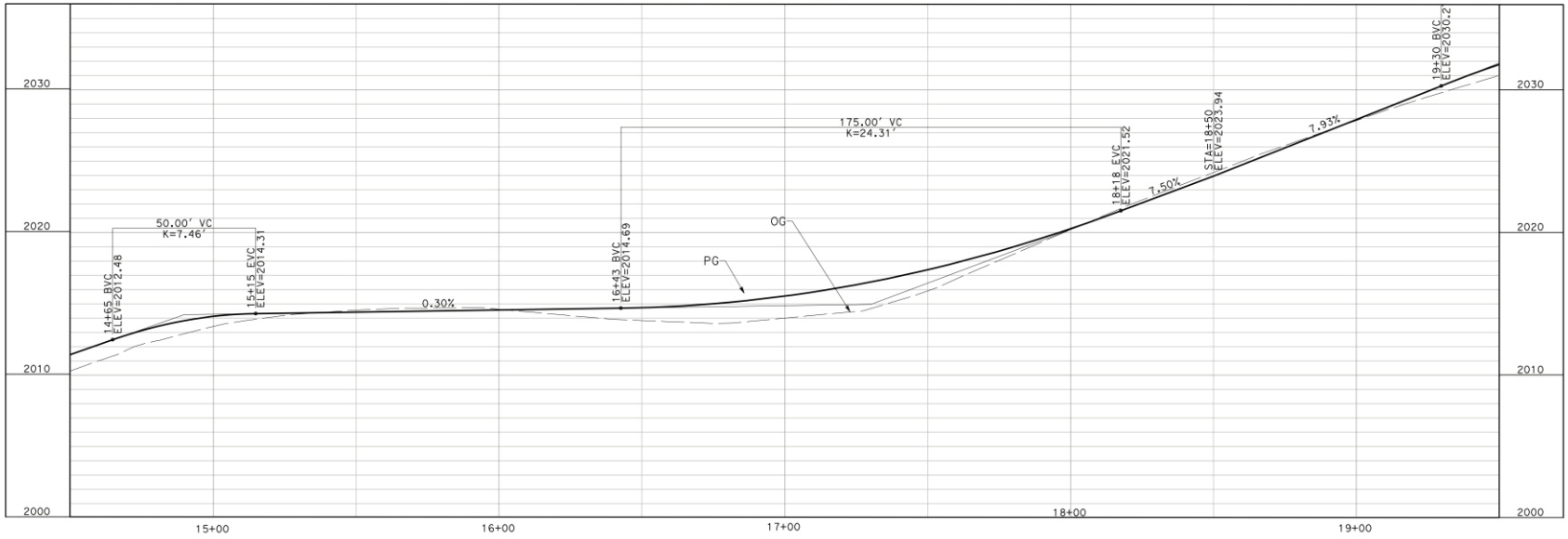
Source: Mark Thomas, 01/17/2025.

Exhibit 6a
Detailed Site Plan

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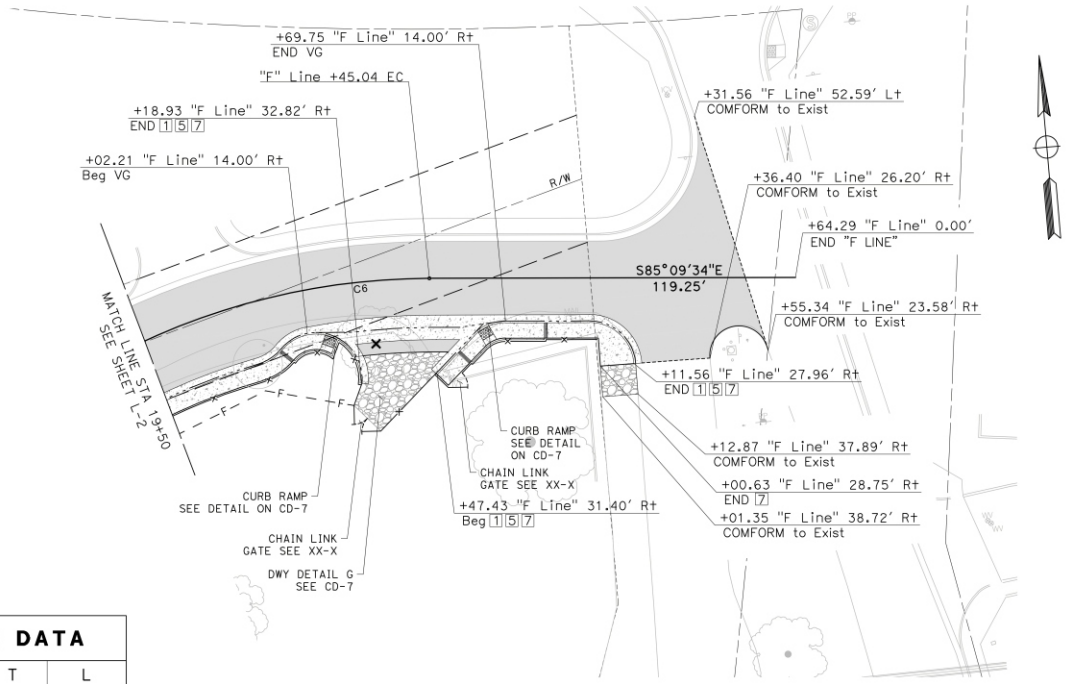
ALIGNMENT CURVE DATA				
No. Ⓧ	R	Δ	T	L
C4	800.00'	009°21'56"	65.53'	130.77'
C5	350.00'	015°10'03"	46.60'	92.65'



Source: Mark Thomas, 01/17/2025.

Exhibit 6b
Detailed Site Plan

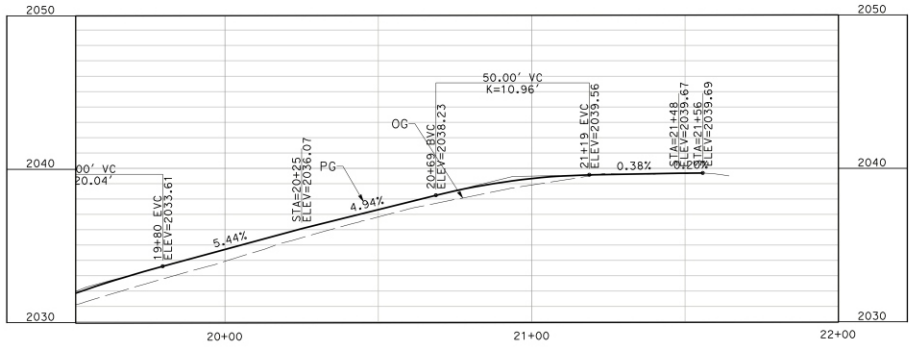
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ALIGNMENT CURVE DATA				
No. Ⓧ	R	Δ	T	L
C6	225.00'	032°53'54"	66.43'	129.19'

FOURNIER RD

SCALE: 1"= 20'



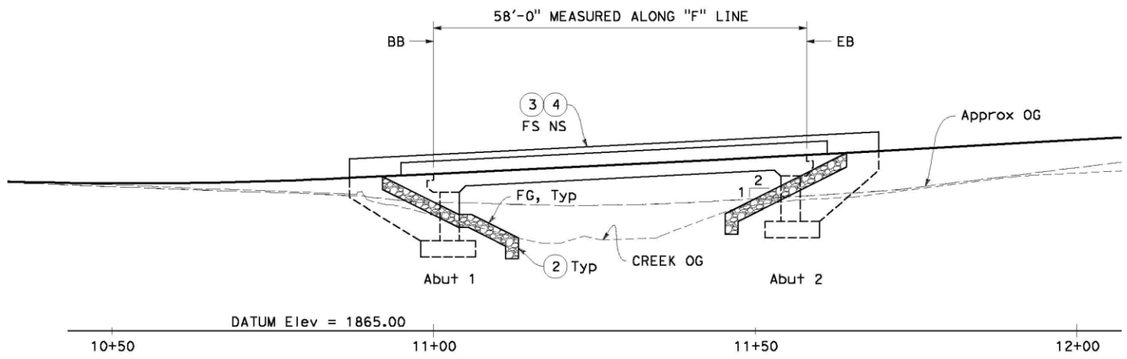
Source: Mark Thomas, 01/17/2025.

Exhibit 6c
Detailed Site Plan

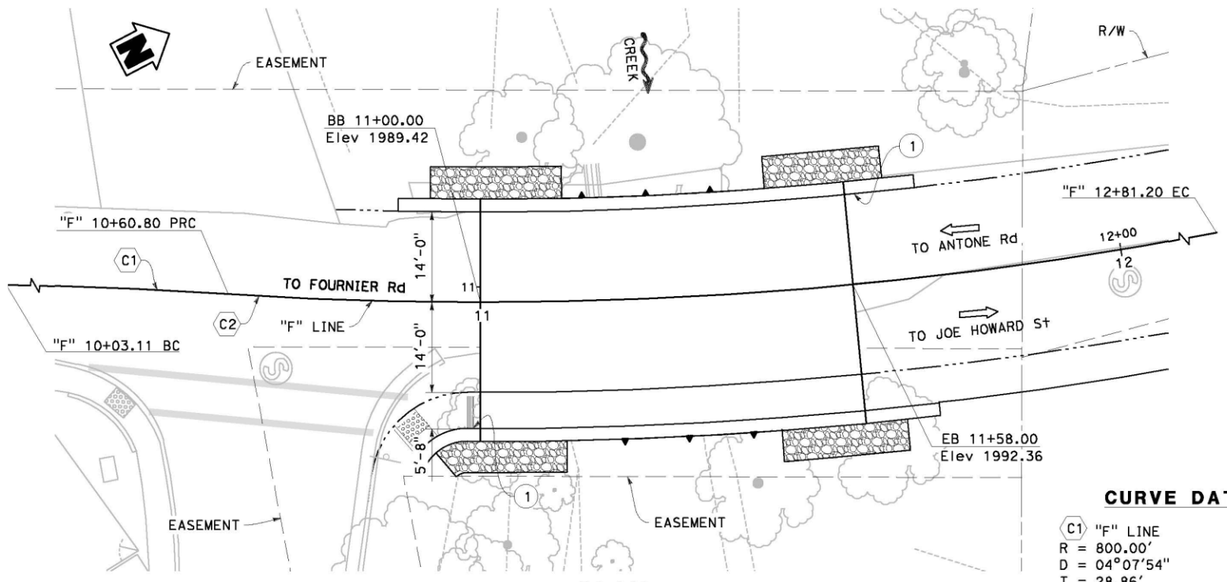
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PROFILE GRADE
NO SCALE



ELEVATION
1" = 10'



PLAN
1" = 10'

CURVE DATA

C1 "F" LINE
R = 800.00'
D = 04°07'54"
T = 28.86'
L = 57.69'

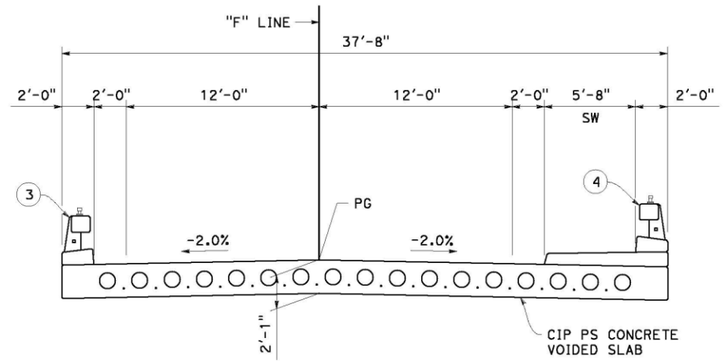
C2 "F" LINE
R = 610.00'
D = 20°42'06"
T = 111.42'
L = 220.40'

NOTES:

1. Paint "FOURNIER ROAD BRIDGE"
   "BRIDGE No. 40-XXXX"
   Year Constructed
2. RSP (Rock Slope Protection)
3. Concrete Barrier (Type 85)
4. Concrete Barrier (Type 85SW Mod)

LEGEND:

⇨ Direction of Traffic Lane



TYPICAL SECTION
1/4" = 1'-0"

VEHICULAR TRAFFIC

1. ____ New alignment. No traffic at the site.
2. ✓ Traffic will be detoured away from the site.
3. ____ Traffic will be carried on the existing structure.
   Stage construction ___ will ___ will not be required.
4. ____ Traffic will pass under the structure on
   _____ (Name of St or Hwy)
   A. ____ No falsework allowed over traffic.
   B. ____ Falsework opening(s) required:

	Temp Vertical Clearance X	Width of Traffic Opening X
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

   C. ____ Temporary traffic lane reduction needed for footing excavation.

Source: Mark Thomas, 04/30/2025.

Exhibit 7
Bridge Plan

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The abutments are located near the top of the channel banks to minimize impacts to the waterway. The proposed bridge would be designed so the water surface elevation upstream and downstream of the bridge would be equal to or lower than the water surface elevation shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The bridge would have an overall width of approximately 37 feet 8 inches, designed to accommodate two 12-foot travel lanes, two 2-foot shoulders, and a 5-foot 8-inch sidewalk along the east side and barriers.

The proposed project would regrade the channel to a 1 percent slope, extending 60 feet upstream and 40 feet downstream of the bridge, which will increase the flow capacity and natural hydrology. The maximum depth of grading would be approximately 8 feet on the upstream side and 4 feet on the downstream side. The width of the channel would remain approximately 80 feet wide. The proposed project would be required to submit a preliminary grading plan indicating the location, height and grade of all cut and fill banks necessary for the proposed project, consistent with Mariposa County Code Section 17.66.[7]

Construction and Utilities

Construction of the proposed project is anticipated to begin in November 2026 and would last for a duration of up to 6 months. During construction, Fournier Road would be closed to through traffic. A detour route would be provided, directing vehicles to use Antone Road and Joe Howard Street. The proposed project would require the relocation of public utilities including water, sewer, storm drain, fiber optic. It is anticipated that construction would begin in winter 2026.

1.5 - Permits and Approvals

As mentioned previously, the County has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Draft IS/MND. In order to implement the proposed project, the County would need to secure the following permits/approvals:

- Regional Water Quality Control Board (RWQCB)–Clean Water Act Section 401 Water Quality Certification and National Pollutant Discharge Elimination System (NPDES) Construction General Permit;
- United States Army Corps of Engineers (USACE)–Clean Water Act Section 404 Nationwide Permit 14; and
- California Department of Fish and Wildlife (CDFW)–California Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement.
- Mariposa County public works encroachment permits
- Design and CEQA review

[7] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://experience.arcgis.com/experience/528733904dbc4caa9b141410ae87b551/page/Zoning-Lookup. Accessed December 15, 2025.

1.6 - Intended Uses of this Document

This Draft IS/MND has been prepared to document the potential significant adverse environmental impacts associated with the proposed project and identify feasible mitigation that would reduce impacts to below a level of significance. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/MND will be circulated for a minimum of 30 days, during which comments concerning the analysis contained in the Draft IS/MND should be sent to:

Matiel Holloway, Senior Civil Engineer
Mariposa County
4693 Ben Hur Road
Mariposa, CA 95338
Phone: 209.966.5356
Email: mholloway@mariposacounty.gov

2 - ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☒	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources and Tribal Cultural Resources	☐	Energy
☒	Geology and Soils	☐	Greenhouse Gas Emissions	☒	Hazards and Hazardous Materials
☒	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☐	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☒	Transportation	☒	Mandatory Findings of Significance
☐	Utilities and Services Systems	☒	Wildfire		

Environmental Determination

On the basis of this initial evaluation:

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

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

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

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

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

Date: 3/2/2026 Signed: Mattie Halloway

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

Environmental Evaluation

Setting

The proposed project is located in the community of Mariposa located within Mariposa County and is governed by the General Plan and the Mariposa TPA Specific Plan. Both plans aim to maintain the rural character of the area. According to the Specific Plan, the Mariposa TPA is a mountain community located in a narrow valley within the western foothills of the center Sierra Nevada Mountains.

Would the project:

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

No impact. The General Plan defines a "vista" as a unique view to or from a particular point and states that a view may be that of natural beauty, farmlands, settlements, towns, or villages.[8]

According to the Specific Plan, the ridges surrounding Mariposa offer views of ridgelines and relatively undisturbed hillsides.[9] These views are considered a scenic vista because they are unique views of natural beauty as defined in the General Plan. Mariposa Creek and the surrounding ridges are described as amenities that contribute to Mariposa's uniqueness. Additionally, public views of historically significant buildings, structures, and sites are protected pursuant to Section 2.5(b)(2) of the Specific Plan, which states that the development regulations contained within the Specific Plan are designed to protect existing public views of historically significant strictures and sites.[10]

The proposed project is not within the viewshed of any historically significant buildings, structures, or sites. Scenic views of the surrounding ridges are visible from portions of the project site, particularly from the northern portion of the project site (Exhibit 8). Additionally, views of Mariposa Creek are available from the southern portion of the project site where Fournier Road crosses the creek (Exhibit 9).

The proposed project would not be subject to certain design review standards contained within the Specific Plan to protect public views of hillsides and ridgelines, such as building heights, because the proposed project is a road widening project that would not include any new structures or buildings. As such, the proposed project would not have the potential to block existing views of ridges and hillsides and would not have the potential to change any public views of historic structures or buildings.

The proposed project has a low water crossing over Mariposa Creek, which is subject to creek overtopping (Exhibit 9). The proposed project would include several improvements that would reduce creek overtopping during storm events. As such, the existing views of Mariposa Creek would not be adversely affected by the proposed project, and the reduced flooding on the roadway would likely enhance the scenic views of Mariposa Creek from the roadway and from other surrounding development. Therefore, there would be no impacts to a scenic vista.

[8] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

[9] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[10] Ibid.

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Source: FirstCarbon Solutions (FCS).

Exhibit 8
Scenic Views of Ridges

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Source: FirstCarbon Solutions (FCS).

Exhibit 9
Mariposa Creek Crossing

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b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?

No impact. The nearest designated State Scenic Highway is SR-140 beginning at post-mile 22.8 north of Mariposa, which is 0.64 mile northeast of the project site.[11] At this distance, the proposed project is not visible from the nearest State Scenic Highway and would not have the potential to affect scenic resources due to intervening vegetation and development. Therefore, there would be no impact. Additionally, the nearest highway that is eligible for State Scenic Highway designation is SR-49, located approximately 70 feet north of the project site. The proposed project does not contain and is not adjacent to any trees, rock outcroppings, or historic buildings. The proposed project is a road widening project that does not include the addition of any features, such as buildings, that could block views or damage scenic resources within SR-49.

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

No impact. CEQA Guidelines Section 15191(m) generally defines an urban area as an area that satisfies certain criteria, including having a population of 100,000 or more. Mariposa County had a population of 16,917 people in 2025.[12] As such, the proposed project would be in a non-urbanized area. The proposed project would widen an existing roadway to accommodate emergency access for several nearby developments. During construction, Fournier Road would be closed to through traffic and would be occupied by construction equipment. However, construction would be temporary and would not substantially degrade the existing visual character or quality of public views. The addition of pedestrian sidewalks would be consistent with the surrounding residential land uses and would not degrade the existing visual character or quality of the site. The addition of a bridge and channel improvements would improve the visual quality of the site and of Mariposa Creek because of the reduced flooding and reduced sediment accumulation. Therefore, the proposed project would not have an adverse impact on the existing visual character or quality of public views of the site and its surroundings, and the proposed improvements would be beneficial in this regard. There would be no impact.

[11] California Department of Transportation (Caltrans). 2018. Statewide Scenic Highway. Website: https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774. Accessed December 18, 2025.

[12] California Department of Finance. 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark. Website: https://dof.ca.gov/media/docs/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/E-5_2025_InternetVersion.xlsx. Accessed December 22, 2025.

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

No impact. The proposed project would not include installation of new lighting elements. Nighttime construction work is not planned. In addition, temporary reflective elements associated with construction equipment and materials (such as vehicle mirrors or standard construction equipment surfaces) would be typical of existing roadway maintenance activities and would be transient and limited in duration. Therefore, the proposed project would have no impact on light or glare.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.2 Agriculture and Forestry Resources *Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural 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 nonagricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy

Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

Setting

Based on the California Important Farmland Finder, the project area does not contain any farmlands. The project site and the areas surrounding the project site are designated Urban and Built-up Land (east of Fournier Road) and Other Land (west of Fournier Road and the southern portion of Fournier Road). The areas surrounding Mariposa are designated Grazing Land.[13] As discussed in greater detail in Section 2.4, Biological Resources, the project site contains interior love oak-gray pine woodland and red willow riparian woodland.

Additionally, according to the General Plan Land Use Map, the nearest lands zoned for agricultural use are lands zoned Agriculture Exclusive Zones (AEZ) by the County, approximately 0.77 mile northeast of the project site.[14]

Would the project:

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

No impact. Based on the project site's distance from farmland, the nature of the proposed project, the lack of grading or land disturbance required, and the presence of regulatory oversight, the proposed project would not displace any existing farmland or convert farmland to different uses. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within or adjacent to the project site. Therefore, there would be no impact.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No impact. There is no land zoned for agricultural use or under an existing Williamson Act contract within or adjacent to the project site. The nearest lands that are enrolled in a Williamson Act contract are located south of the project site adjacent to SR-140, 0.86 mile south of the project site.[15] The nearest lands zoned for agricultural use are lands zoned AEZ by the County, approximately 0.77 mile northeast of the project site; these lands are not under a Williamson Act contract.[16] The project site is

[13] California Department of Conservation. 2025. California Important Farmand Finder. Website: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed December 8, 2025.

[14] Mariposa County. 2025. Mariposa County GIS Hub Site: Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 19, 2025.

[15] California Department of Conservation. 2025. Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/. Accessed December 19, 2025.

[16] Mariposa County. 2025. Mariposa County GIS Hub Site: Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 19, 2025.

surrounded by lands zoned as GC on the northwest, MFR on the southwest and south, SFR-9.0 on the south, and PQP on the east (Exhibit 4).[17] Therefore, the proposed project is not on or adjacent to any agricultural zones or Williamson Act contracted lands and would not have the potential to conflict with Williamson Act lands or any lands zoned for agricultural use. Therefore, there would be no impact.

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))?

Less than significant impact. Mariposa County contains forested lands, and the community of Mariposa contains mixed riparian woodland habitat.[18] The project site contains 0.42 acre of interior live oak-gray pine woodland and 0.26 acre of red willow riparian woodland). As discussed in Section 2.4, Biological Resources, the proposed project would permanently impact the riparian woodland. The proposed project would include the removal of trees.

As discussed previously, lands adjacent to the project site are zoned GC; MFR; Single-family Residential; and PQP. Therefore, the woodland areas on the project site are not zoned for forest or timber production uses. Thus, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, nor would it require rezoning or conversion of land designated for timber production. Impacts would be less than significant.

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

Less than significant impact with mitigation incorporated. Impacts would be considered potentially significant if the project would substantially diminish forest land by removing or converting a large area of forest resources, fragmenting intact forest stands, or causing a long-term change from forest land to a non-forest use.

The proposed project would not result in the loss of forest land or convert forest land to non-forest use. The Mariposa County Voluntary Oak Woodland Management Plan and Landowner Guidelines Resolution[19] specifies that an effort will be made to retain oak woodlands of Mariposa County. Therefore, oak removal would be limited to those trees that cannot be feasibly avoided due to roadway widening, slope stability, or safety requirements. Because the oak woodland guidelines are advisory rather than regulatory, the proposed project would not conflict with local oak preservation policies. Additionally, pursuant to Mitigation Measure (MM) BIO-1, the disturbance or removal of the riparian woodlands and native tree species (such as oak) would not exceed the minimum necessary

[17] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 15, 2025.

[18] Mariposa County. 2023. Mariposa Creek Parkway Phase III and Trailhead Project Draft Initial Study/Mitigated Negative Declaration. Website: https://ceqanet.lci.ca.gov/2023020034/AttachmentZip. Accessed December 31, 2025.

[19] Mariposa County. 1995. Mariposa County Voluntary Oak Woodland Management Plan and Landowner Guidelines. Website: https://calisphere.org/item/b33a378e-aad2-4d31-aeb1-35bf28e21c9d/?order=0. Accessed January 10, 2026.

to complete the project and would only occur within the defined work area. Precautions would be taken to avoid other damage to vegetation, and areas where avoidance of impacts to riparian areas and native tree species is determined to be feasible will be protected during project activities. These areas would be considered environmentally sensitive areas, and exclusion fencing would be installed to ensure avoidance. No trees or riparian vegetation outside of the project footprint would be removed, and areas scheduled for grading and/or vegetation removal must be revegetated with native species.

Accordingly, the project would result in only limited, localized modification of existing oak woodland within an already disturbed transportation corridor and would not result in the conversion of forest land to a non-forest use, fragmentation of forest resources, or a substantial reduction in woodland acreage. Tree removal would be restricted to the minimum necessary to meet engineering, safety, and design standards, and no off-site forest lands or intact woodland stands would be affected. Because the project would not change the long-term land use designation of the area or substantially diminish forest or woodland resources, impacts to forest land would be less than significant.

Therefore, impacts related to oak woodlands on the project site would be less than significant with the implementation of MM BIO-1.

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

Less than significant impact with mitigation incorporated. As discussed previously, there are no agricultural uses in the vicinity of the project site, and impacts to woodlands would be reduced to less than significant levels through implementation of MM BIO-1. Therefore, implementation of the proposed project would not involve changes in the existing environment or convert farmland to nonagricultural use or forest land to non-forest use. Impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Implement MM BIO-1.

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

Environmental Evaluation

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Setting

Mariposa County Air Pollution Control District (MCAPCD) is the local air district responsible for air quality planning, monitoring, regulation, and permitting in Mariposa County, California. Under the federal National Ambient Air Quality Standards (NAAQS), Mariposa County is designated nonattainment for the 2015 8-hour ozone standard,[20] meaning monitored ozone levels exceed the federal limit and the district must prepare and implement ozone attainment plans under the Clean Air Act. For other criteria pollutants such as particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$), carbon monoxide, nitrogen dioxide (NO_X), and sulfur dioxide, the County is generally classified as attainment or unclassified under NAAQS. Under the California Ambient Air Quality Standards, which are more stringent than federal standards, Mariposa County is also

[20] United States Environmental Protection Agency (EPA). 2026. Current Nonattainment Counties for All Criteria Pollutants. January 31. Website: https://www3.epa.gov/airquality/greenbook/ancl.html. Accessed February 6, 2026.

nonattainment for ozone,[21] while it is typically attainment or unclassified for most other pollutants. As a result, MCAPCD's primary regulatory focus is on reducing ozone precursors to achieve both federal and State air quality standards.

The MCAPCD has identified quantitative emissions thresholds to determine whether the potential air quality impacts of a project require analysis in the form of an Environmental Impact Report (EIR). The MCAPCD threshold of significance is 100 tons per year for any criteria air pollutant, before the implementation of mitigation measures.[22]

Would the project:

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

Less than significant impact. A significant impact would be one that conflicts with or obstructs implementation of the applicable air quality plan. The Mariposa County portion of the California State Implementation Plan (SIP) consists of United States Environmental Protection Agency (EPA)-approved MCAPCD rules and regulations. In addition to the compiled local rules, the SIP includes the MCAPCD-adopted ozone attainment plan developed to address Mariposa County's designation as nonattainment for the 2015 8-hour ozone NAAQS. The proposed project would comply with the applicable MCAPCD rules and regulation; therefore, the proposed project will be consistent with the Mariposa County SIP, which is the applicable air quality plan for the project area. For example, Rule 202 prohibits visible emissions and Rule 205 is a general nuisance prevention rule. Construction emissions, including construction equipment exhaust and windblown dust, would be managed in the construction contract per the provisions of California Department of Transportation (Caltrans) Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control."

Furthermore, as demonstrated in Impact b), below, the proposed project would not exceed MCAPCD's emission thresholds of significance. Therefore, the proposed project would not conflict with any applicable air quality plan. Impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?

Less than significant impact. Air pollutant emissions associated with the proposed project would occur over the short term from construction. Construction activities would result in short-term increases in emissions from the use of heavy machinery, soil disturbance, materials used in construction and construction traffic. Construction activities are expected to begin in winter 2026, and,

[21] California Air Resources Board (ARB). 2024 Amendments to Area Designations for State Ambient Air Quality Standards. Appendix C - Maps and Tables of Area Designations for State and National Ambient Air Quality Standards. Website: https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2025/areades/appc.pdf. Accessed February 6, 2026.

[22] Mariposa County Air Pollution Control District (MCAPCD). 2005. CEQA Thresholds of Significance. Website: https://www.mariposacounty.gov/DocumentCenter/View/59902/Mariposa-General-Plan-Air-Qualitypdf?bidId=. Accessed February 2, 2026.

for the purpose of modeling air quality emissions, could take approximately four months. Emissions would consist of fugitive dust, mainly from ground disturbance, as well as reactive organic compound (ROC) and NOx emissions, which are both ozone precursors,[23] from equipment operations and vehicle use. The project's construction emissions were estimated using California Emissions Estimator Model (CalEEMod) and are compared to the MCAPCD thresholds in Table 1 below. As shown in Table 1, the proposed project would not exceed MCAPCD's emission thresholds and therefore would not result in a cumulatively considerable net increase of any criteria pollutant during construction.

Table 1: Construction Emissions

	Regional Pollutant Emissions (Tons)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Project Construction	0.08	0.71	0.75	<0.01	0.19	0.05
MCAPCD Significance Threshold (Tons per Year)	100	100	100	100	100	100
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
CO = carbon monoxide
MCAPCD = Mariposa County Air Pollution Control District
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SO_X = sulfur oxides
VOC = volatile organic compound
Source of Emissions: Appendix A.

During operation, the proposed project would not result in an increase of long-term operational air quality emissions. The proposed project does not introduce new land uses or increase overall vehicle trip generation which would generate new emissions; rather, it would improve traffic flow along the existing corridor. Any changes in vehicle emissions would be limited to minor shifts in travel patterns within the project area and are not expected to result in a net increase in regional or localized pollutant emissions compared to existing conditions. Accordingly, operational air quality impacts associated with proposed project would be negligible, and no significant long-term air quality impacts are anticipated.

In summary, the proposed project would result in a less than significant impact related to a cumulatively considerable net increase of any criteria pollutant.

[23] Ozone precursors form ground-level ozone when they react in sunlight.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. The proposed project would have a significant impact if it exposed sensitive receptors to substantial pollutant concentrations. Sensitive receptors are defined as residences, schools, hospitals, convalescent homes, and other facilities where people spend significant amounts of time. The MCAPCD does not have a set of guidelines to determine significance of whether a project would expose sensitive receptors to pollutants.

The project site is located in an area characterized by low density residential, vacant land, and cemetery uses. The primary toxic air contaminant (TAC) that would be generated by construction of the proposed project is diesel particulate matter (DPM), which would be released from the exhaust of diesel-powered construction vehicles and equipment. Health risks from carcinogenic air toxics such as DPM are quantified in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on standard risk-assessment methodology. However, the anticipated duration of construction activities associated with the proposed project is four months. Given the temporary nature of construction and the scale of construction proposed, construction of the proposed project would have less than significant health risk impacts. Furthermore, as shown in Table 1, construction of the proposed project would generate only nominal particulate matter (PM) emissions that are substantially below MCAPCD's emission thresholds. This demonstrates that the proposed project's short-term construction activities would not meaningfully contribute to localized particulate concentrations or elevate health risk levels in the surrounding community.

Post construction, the proposed project would not result in long-term operation emission sources and therefore would not result in long-term increases in exposure to localized pollutant concentrations.

Therefore, the proposed project would result in a less than significant impact related to exposing sensitive receptors to substantial concentrations of pollutants.

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

Less than significant impact. Minor sources of odors would be present during construction from diesel engines, which 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 result in frequent objectionable odorous emissions. This impact is less than significant.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.4 Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States 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, and regulations or by the California Department of Fish and Wildlife or United States 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 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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The following information is based, in part, upon a reconnaissance-level field survey, a preliminary Aquatic Resources Jurisdictional Delineation (JD), Natural Environmental Study (NES), and Biological Assessment (BA), that were prepared by FirstCarbon Solutions (FCS) for this proposed project (Appendix B). The reconnaissance-level field survey was conducted on February 3, 2025, by FCS Senior Biologist Robert Carroll and FCS Biologist Juliet Simpson. Prior to conducting the field surveys, FCS compiled a list of threatened, endangered, and otherwise special-status species previously recorded within the project site and vicinity based on a search of the California Native Plant Society (CNPS) Inventory of Rare Plants (CNPS Inventory),[24] CDFW California Natural Diversity Database (CNDDB),[25] and United States Fish and Wildlife Service (USFWS) Information for Planning and Consulting (IPaC) database[26] for the *Mariposa, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.

The project site is located on western slope of the Sierra Nevada Mountains, east of the Great Valley and Sierra Nevada Foothills. The project site is located within the Lower Mariposa drainage system which is a part of the greater San Joaquin River System. The project site is located approximately 17 miles north of H.V. Eastman Lake and approximately 17 miles southeast of Lake McClure.

The 1.93-acre project site includes all potential areas expected to be permanently or temporarily impacted by the proposed project.

The elevation within the project site ranges from approximately 1,995 feet above mean sea level (AMSL) on the west end of the project site to 2,045 feet AMSL on the east end of the project site.[27] Soils within the project site are composed mostly of Loafercreek-Bonanza complex with riverwash and tailings complex surrounding Mariposa Creek. The Loafercreek-Bonanza complex is a well-drained soil with a restrictive paralithic bedrock layer 20-39 inches deep and a restrictive lithic bedrock layer 20-49 inches deep. The parent material for this soil is colluvium over residuum derived from metavolcanics. The Loafercreek-Bonanza complex is not classified as a hydric soil. The riverwash and tailings complex is a well-drained soil without a restrictive layer that is approximately 0-

[24] California Native Plant Society (CNPS). 2026. California Native Plant Society Rare and Endangered Plant Inventory. Website: http://www.rareplants.cnps.org. Accessed January 26, 2026.

[25] California Department of Fish and Wildlife (CDFW). 2026. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed January 26, 2026.

[26] United States Fish and Wildlife Service (USFWS). 2026. Information for Planning and Consultation (IPaC). Website: https://ecos.fws.gov/ipac/. Accessed January 26, 2026.

[27] Google Inc. 2025. Google Earth Pro. Website: Google.com/earth. Accessed January 10, 2026.

24 inches above the water table. The parent material for this soil is mixed alluvium. The riverwash and tailings complex mapped is classified as a hydric soil.[28]

Mariposa Creek runs through the west portion of the project site and travels under Fournier Road through an 18-inch closed culvert pipe approximately 885 feet southwest of the intersection of Fournier Road and Joe Howard Street. After leaving the site, Mariposa Creek flows generally southwest before emptying into Mariposa Reservoir approximately 16 miles southwest of the project site. FCS identified all biotic habitats within the project site during the field survey and mapped the communities on a GPS unit. Vegetation communities and land cover types were identified within the 1.93-acre project site and included developed, dirt access road, interior live oak-gray pine woodland, red willow riparian woodland, wild oat-annual brome grassland, Mariposa Creek, ephemeral drainages, and underground culvert segments, as described below.

Mariposa Creek is a perennial creek that feeds into the Mariposa Reservoir approximately 16 miles southwest of the project site. Mariposa Creek is part of the Lower Mariposa drainage basin, which is part of the greater San Joaquin River system. Because of the perennial nature of Mariposa Creek and its downstream hydrological connection to Mariposa Reservoir and the San Joaquin River, it would likely be considered a water of the United States and State. Additionally, the project site contains a roadside ephemeral drainage which is connected through a series of underground culvert segments. These ephemeral drainage segments would likely be exempt as a water of the United States pursuant to the *Sackett* decision levied by the U.S. Supreme Court. However, jurisdictional determinations related to extent of waters of the United States can only be made by the USACE and jurisdictional determinations related to the extent of waters of the State can only be made by the RWQCB. A preliminary JD was conducted on February 3, 2025; however, a formal jurisdictional determination has not yet been made by the USACE.

Developed

Much of the project site consists of the developed Fournier Road as well as portions of Joe Howard Street and Antone Road. Developed land is land that has been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Vegetation observed within this area was limited to roadside weeds emerging out of cracks in the ground. Developed areas within the project site provide little to no habitat value for most wildlife species as this area is composed entirely of paved roadway.

Dirt Access Road

There is a dirt access road near the center of the project site that extends south from Fournier Road off-site toward the cemetery. This area is subject to semi-regular disturbance from vehicles and has low to moderate cover of non-native and invasive species present in the wild oat-annual brome

[28] United States Department of Agriculture (USDA). 2025. Web Soil Survey. Natural Resources Conservation Service. Website: websoilsurvey.nrcs.usda.gov. Accessed January 10, 2026.

disturbed grassland. Dirt access roads provide little habitat value for most wildlife species. No wildlife species were observed in this area during the surveys.

Interior Live Oak-Gray Pine Woodland

Interior live oak-gray pine woodland is present in small patches in upland portions of the project site (Exhibit 10). This community corresponds to the 71.080.42 *Quercus wislizeni–Pinus sabiniana* / annual grass–herb Association that is not listed as sensitive on the CDFW California Natural Communities List.[29] Interior live oak (*Quercus wislizeni*) and gray pine (*Pinus sabiniana*) are the dominant trees in this woodland, with other native species including blue oak (*Quercus douglasii*) and incense cedar (*Calocedrus decurrens*) also present. There were a few scattered toyon (*Heteromeles arbutifolia*) shrubs present within this community. Herbaceous cover in this community was also sparse and mainly composed of native disturbance tolerant species including Pacific sanicle (*Sanicula crassicaulis*), miner's lettuce (*Claytonia perfoliata*), and bedstraw (*Galium sp*.). The interior live oak-gray pine woodland habitat within the project site provides minimal habitat for songbird species due to the small, isolated nature of the patches of trees and proximity to developed roads and residential developments, while the lack of adjacent foraging habitat limits the potential for nesting raptors. No active nests or avian species were observed in the small woodland patches during the field survey. Common residential mammals, such as raccoons (*Procyon lotor*) or squirrels (*Sciurus spp*.), are likely to utilize the interior live oak-gray pine woodland.

Red Willow Riparian Woodland

There is red willow riparian woodland present in the portion of the project site surrounding Mariposa Creek and the adjacent portions of the tributary drainage (Exhibit 10). This community corresponds to the 61.205.01 *Salix laevigata* Association that is listed as Sensitive on the CDFW California Natural Communities List.[30] Red willow (*Salix laevigata*) is the dominant tree in this riparian woodland. Himalayan blackberry (*Rubus armeniacus*) is the only shrub present in this community and ranges between moderate and extreme density. Herbaceous plants present in this community include a variety of native and non-native species, including rough cocklebur (*Xanthium strumarium*), Great Valley gumweed (*Grindelia camporum*), tall flatsedge (*Cyperus eragrostis*), curly dock (*Rumex crispus*), common St. John's wort (*Hypericum perforatum*), smilo grass (*Stipa miliacea*), and white sweetclover (*Melilotus albus*). The red willow riparian woodland habitat within the project site provides habitat for a variety songbird species, while the lack of adjacent foraging habitat limits the potential for nesting raptors. No active nests were observed during the field survey. However, some bird species were observed within this area of the project site, including oak titmouse, acorn woodpecker, and spotted towhee. This riparian woodland also has the potential to support semi-aquatic species that may be associated with Mariposa Creek.

[29] California Department of Fish and Wildlife (CDFW). 2025. California Natural Community List. Website: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/List. Accessed January 10, 2026.

[30] Ibid.



Source: ESRI World Imagery. Mark Thomas, 05/29/2025, updated 06/05/2025.

150 75 0 150
Feet

Exhibit 10
Land Cover and Vegetation Map

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Wild Oat-Annual Brome Grassland

Wild oat-annual brome grassland is present surrounding the roadways and woodland patches in the upland portions of the project site (Exhibit 10). This community corresponds to the 42.027.00 *Avena spp*.-*Bromus spp*. Alliance that is not listed as sensitive on the CDFW California Natural Communities List.[31] This community is dominated by non-native annual grasses, including wild oat (*Avena sp*.), soft brome (*Bromus hordeaceus*), and Italian rye grass (*Festuca perennis*), with scattered non-native and native disturbance tolerant species including common St. John's wort, turkey-mullein (*Croton setiger*), English plantain (*Plantago lanceolata*), Great Valley gumweed, Heermann's tarweed (*Holocarpha heermannii*), and field hedge parsley (*Torilis arvensis*). Periodically disturbed annual grassland provides little habitat value for most wildlife species; however, the native and non-native forbs can provide foraging habitat for various insects and pollinators.

Mariposa Creek

The project site contains Mariposa Creek, a perennial creek, that travels through the west portion of the site (Exhibit 10). Mariposa Creek travels through the red willow riparian woodland on-site and through a culvert under Fournier Road. This creek conveys flows off-site which travel approximately 16 miles before emptying into Mariposa Reservoir. Broadleaf cattail (*Typha latifolia*) was growing in shallow sections within the ordinary high water mark (OHWM) of this creek. Mariposa Creek is part of the Lower Mariposa drainage basin and the larger San Joaquin River System. It drains into Mariposa Reservoir approximately 16 miles southwest of the project site and contains riparian woodland. Aquatic and semi-aquatic wildlife may utilize the creek for dispersal. While the reach of the creek within the project site appears to contain perennial water, breeding habitat is of marginal quality. This reach generally lacks the required microhabitat features (e.g., deep pooling features and dense emergent vegetation) required to support breeding habitat for aquatic or semi-aquatic wildlife species. However, there are upland basking sites and isolated areas that contain rocky substrates that may provide suitable habitat for some semi-aquatic wildlife species.

Ephemeral Drainage

The project site contains a roadside ephemeral drainage that conveys roadway storm flows through multiple underground culvert segments (Exhibit 10). There were no obligate wetland or facultative wetland species present within these drainages; however, there were two facultative shrubs present: Himalayan blackberry and Pacific blackberry (*Rubus ursinus*). Other species present within the drainages includes milk thistle (*Silybum marianum*), greater periwinkle (*Vinca major*), California poppy (*Eschscholzia californica*), and canyon nemophila (*Nemophila heterophylla*). The ephemeral drainage located on the project site is hydrologically connected to Mariposa Creek. There is riparian habitat present near where the downstream ephemeral drainage segment connects with the red willow riparian woodland surrounding Mariposa Creek. These features lack perennial water and do not support breeding habitat for aquatic or semi-aquatic wildlife species. Local wildlife species may utilize

[31] California Department of Fish and Wildlife (CDFW). 2025. California Natural Community List. Website: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/List. Accessed January 10, 2026..

these drainage segments in a dispersal capacity in search of areas of higher quality habitat located outside the project site.

Biological Resources

Would the project:

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

Less than significant impact with mitigation incorporated. No special-status plant species were recorded during the reconnaissance-level survey. The CNPS RPI, CDFW CNDDB, and USFWS IPaC database identified 39 special-status plant species that have occurrences within the nine-quadrangle region of the project site. Because of the high usage of Fournier Road throughout the project site, there is a proliferation of non-native and invasive species within Mariposa Creek and the surrounding drainage areas. For this reason, the project site would likely not provide suitable habitat for any special-status plant species. Therefore, the proposed project is not expected to adversely affect any special-status plant species.

No special-status animal species were found within the project impact area or the greater project site. The CDFW CNDDB and USFWS IPaC databases identified 17 special-status wildlife species that have occurrences within the 9-quad region of the project site. Of these, foothill yellow-legged frog (*Rana boylii*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and northwestern pond turtle (*Actinemys marmorata*) have been previously recorded within the vicinity of the project site and in habitats similar to those present on the project site. While these species have a low potential to utilize the project site due to the marginal quality of the habitat and the historical and ongoing anthropogenic use and disturbance of the project site, there is the potential that they could utilize the project site for dispersal to better suited habitat. Additionally, common migratory birds that are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code may utilize mature trees located on the project site seasonally for nesting habitat. These species are discussed in further detail below.

Foothill Yellow-legged Frog

The foothill yellow-legged frog (FYLF) is listed as endangered under the federal Endangered Species Act and under the California Endangered Species Act (CESA).[32] This species is found in a variety of habitats, specifically in partly shaded shallow streams and riffles with rocky substrates. FYLF needs at least some cobble-sized substrate for egg-laying and at least 15 weeks of water to attain metamorphosis. FYLF stay near to water and have rarely been reported far from the water edge. The project site contains Mariposa Creek, a perennial creek that supports cattails and adjacent red willow riparian woodland. Mariposa Creek may contain potentially marginal breeding habitat during the high

[32] United States Fish and Wildlife Service (USFWS). 2025. Foothill Yellow-legged Frog. Website: https://www.fws.gov/species/foothill-yellow-legged-frog-rana-boylii. Accessed January 10, 2026.

flow season. No critical habitat has been designated for this species. The project site may provide potentially suitable breeding habitat for FYLF during high flow seasons. There was one occurrence of this species recorded approximately 8 miles north of the project site in 2017, in a bedrock stream with pools and ripples. There was one historical occurrence recorded in the general vicinity of Mariposa in 1899. The proposed project would permanently impact sections of Mariposa Creek and adjacent riparian woodland that may provide potentially suitable habitat for this species. Implementation of MM BIO-1 which requires avoidance and minimization measures for FYLF would reduce project impacts on FYLF to a less than significant level.

Pallid Bat

The pallid bat (PB) is a CDFW Species of Special Concern. This species is found in deserts, grasslands, shrublands, woodlands, and forests, most commonly in open, dry habitats with rocky areas for roosting. This species is very sensitive to high temperatures and disturbances of roosting sites. PB was not observed during the reconnaissance-level field survey. The project site contains red willow woodland and scattered mature trees associated with the interior live oak-gray pine woodland that may provide suitable roosting habitat for this species. There was one roost recorded under a bridge in the vicinity of Briceburg, approximately 7.5 miles north of the project site, in 1997. There were four individuals netted along the Merced River in Wawona, approximately 18 miles east of the project site in 2004. There have been no occurrences recorded since then in the vicinity of the project site. The proposed project would permanently impact sections of the red willow riparian woodland and trees associated with the interior live oak-gray pine woodland that may provide potentially suitable roosting habitat for this species. Implementation of MM BIO-2, which requires avoidance and minimization measures, would reduce project impacts on PB to a less than significant level.

Townsend's Big-eared Bat

Townsend's big-eared bat (TBEB) is a CDFW Species of Special Concern. This species is found throughout California in a wide variety of habitats, but most commonly in mesic sites. TBEB roosts in the open, hanging from walls and ceilings, but also utilize large, hollow trees. This species is extremely sensitive to human disturbance and roosting sites are limited. The project site contains red willow woodland and scattered mature trees associated with the interior live oak-gray pine woodland that may provide suitable roosting habitat for this species. There was one occurrence recorded at the Mount Ophir Mint Mines, approximately 5.5 miles northwest of the project site, in 1956. There was one individual collected at the Mount Ophir Mint Mines, approximately 9 miles northwest of the project site in 1956. There have been no occurrences recorded since then in the vicinity of the project site. The proposed project would permanently impact sections of the red willow riparian woodland and trees associated with the interior live oak-gray pine woodland that may provide potentially suitable roosting habitat for this species. Implementation of MM BIO-2, which requires avoidance and minimization measures to PB and TBEB, would reduce project impacts on TBEB to a less than significant level.

Northwestern Pond Turtle

The northwestern pond turtle (NPT) is proposed as threatened under the federal Endangered Species Act and is a CDFW Species of Special Concern.[33] This species nests in ponds, marshes, rivers, streams, and irrigation ditches, usually with aquatic vegetation. NPT requires nearby upland habitat for basking. NPT was not observed during the reconnaissance-level field survey. The project site contains Mariposa Creek, which supports cattails and adjacent red willow riparian woodland. There was one undated specimen collected in the vicinity of Mariposa and one undated specimen collected along SR-40, approximately 9.5 miles east of the project site. There were two occurrences recorded in the Merced River Wilderness Study Area approximately 9.5 to 10 miles north of the project site in 1993 and 1995. There was one occurrence recorded approximately 11 miles northeast of the project site in 1999. There have been no occurrences recorded since then in the vicinity of the project site. No critical habitat has been designated for this species. The proposed project would permanently impact sections of Mariposa Creek and adjacent riparian woodland that may provide potentially suitable habitat for this species. Implementation of MM BIO-3, which requires avoidance and minimization measures for NPT, would reduce project impacts on NPT to a less than significant level.

Nesting Birds

Mature trees located within the project site and immediate vicinity provide marginal nesting habitat for common migratory birds that are protected under the MBTA and California Fish and Game Code. Implementation of MM BIO-4, which requires avoidance and minimization measures for active nesting birds, would reduce project impacts on any potential active nests of migratory birds to a less than significant level.

With implementation of MM BIO-1 through MM BIO-4, the proposed project would avoid or minimize potential impacts on special-status species and nesting birds and impacts on species identified as a candidate, sensitive, or special-status species would be reduced to a less than significant level.

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

Less than significant impact with mitigation incorporated.

The project site contains Mariposa Creek. Within Mariposa Creek there are patches of broadleaf cattail growing in shallow sections. There is also red willow riparian woodland surrounding Mariposa Creek in the western section of the project site. This community is situated on relatively flat slopes and is transected by Fournier Road, with residential development on both sides of Mariposa Creek adjacent to the project site. Red willow is the dominant tree in this riparian woodland. Himalayan

[33] United States Fish and Wildlife Service (USFWS). 2023. United States Fish and Wildlife Service proposes federal protections for both species of western pond turtle under the Endangered Species Act. Website: https://www.fws.gov/press-release/2023-09/us-fish-and-wildlife-service-proposes-federal-protections-both-species. Accessed January 10, 2026.

blackberry is the only shrub present in this community ranging from moderate to extremely dense. Herbaceous plants present in this community include a variety of native and non-native species, including rough cocklebur, Great Valley gumweed, tall flatsedge, curly dock, common St. John's wort, smilo grass, and white sweetclover. This community corresponds to the 61.205.01 *Salix laevigata* Association that is listed as Sensitive on the CDFW California Natural Communities List.[34]

Implementation of MM BIO-5 (implementation of water quality best management practices [BMPs]) and MM BIO-6 (coordination with regulatory agencies and compensation for permanent loss of regulated jurisdictional features) would reduce project impacts to sensitive natural communities, including aquatic and riparian habitat to a less than significant level.

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

No impact. The project site does not contain any State or federally protected wetlands. A preliminary JD was conducted on February 3, 2025, which found no potentially jurisdictional wetlands; however, a formal jurisdictional determination has not been made by the USACE (Appendix B). As such, the proposed project is not expected to have any adverse effect on State or federally protected wetlands.

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 wildlife nursery sites?

Less than significant impact with mitigation incorporated.

The project site itself provides minimal habitat connectivity for the majority of local wildlife, as the majority of the project site consists of developed road surrounded by residential and commercial development and the Mariposa Cemetery. However, Mariposa Creek travels through the west portion of the project site through a culvert under Fournier Road and eventually empties into Mariposa Reservoir approximately 16 miles southwest of the project site. Mariposa Creek is part of the Lower Mariposa drainage basin and larger San Joaquin River system. The entire area surrounding census designated Mariposa and including the project site is mapped as Conservation Planning Linkages on the Biogeographic Information and Observation System (BIOS6) Terrestrial Connectivity Map but is outside the mapped BIOS6 Essential Connectivity Areas.[35,36] Aquatic and semi-aquatic species may travel seasonally through Mariposa Creek and could potentially disperse to nearby areas of the project site in search of areas of higher habitat quality; however, the proposed project would be

[34] California Department of Fish and Wildlife (CDFW). 2025. California Natural Community List. Website: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/List. Accessed January 10, 2026.

[35] California Department of Fish and Wildlife (CDFW). 2025. Biogeographic Information and Observation System (BIOS 6). Website: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed January 10, 2026.

[36] California Department of Fish and Wildlife (CDFW) and California Department of Transportation (Caltrans). 2025. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. California Department of Fish and Wildlife, Sacramento, CA. Website: https://www.wildlife.ca.gov/Conservation/Planning/Connectivity/CEHC. Accessed January 10, 2026.

conducted during the dry season and would require various avoidance and minimization measures to further mitigate any potential impact to aquatic or semi-aquatic species. Therefore, the proposed project is unlikely to have an impact on habitat connectivity.

There are many mature trees located within the project site that have the potential to support seasonal nesting bird species or roosting bats. The red willow riparian woodland habitat within the project site provides habitat for bats and a variety of songbird species, while the lack of adjacent foraging habitat limits the potential for nesting raptors. The interior live oak-gray pine woodland habitat within the project site provides minimal habitat for bat and songbird species due to the small, isolated nature of the patches of trees and proximity to developed roads and residential developments, while the lack of adjacent foraging habitat limits the potential for nesting raptors. No bats or roosts were observed during the reconnaissance-level field survey. No active nests were observed during the reconnaissance-level field survey; however, multiple native bird species were observed within the project site that are covered under the MBTA. Species observed during the reconnaissance-level field survey that have the potential to nest within or within disturbance distance of the project site include oak titmouse (*Baeolophus inornatus*), acorn woodpecker (*Melanerpes formicivorus*), and spotted towhee (*Pipilo maculatus*). The proposed project would permanently impact sections of Mariposa Creek and adjacent riparian woodland that may provide potentially suitable habitat for roosting bats and protected nesting bird species. Implementation of MM BIO-2 and MM BIO-4 would reduce project impacts on wildlife nursery sites to a less than significant level.

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

Less than significant impact with mitigation incorporated.

The Mariposa County General Plan[37] (General Plan) Goal 11-4 is to “Conserve and enhance the ecosystems, plant communities, wildlife habitats, and the inherent diversity of both plant and animal species for the recreational, commercial, aesthetic, and basic ecosystems needs.” The General Plan includes multiple implementation measures requiring assessment and mitigation for impacts to sensitive habitats, wildlife migration corridors, wildlife breeding and nursery sites, occurrences of special-status plant and animal species, riparian communities, and jurisdictional aquatic features. As described above, the proposed project has the potential to impact special-status animal species, seasonal nesting birds, riparian woodland, and the potentially jurisdictional Mariposa Creek. Implementation of MM BIO-1 through MM BIO-6 would reduce project impacts on biological resources to a less than significant level.

The Mariposa County Voluntary Oak Woodland Management Plan and Landowner Guidelines Resolution[38] specifies that an effort will be made to retain oak woodlands of Mariposa County. Oaks

[37] Mariposa County. 2025. Mariposa County General Plan. Website: https://www.mariposacounty.gov/458/General-Plan. Accessed January 10, 2026.

[38] Mariposa County. 1995. Mariposa County Voluntary Oak Woodland Management Plan and Landowner Guidelines. Website: https://calisphere.org/item/b33a378e-aad2-4d31-aeb1-35bf28e21c9d/?order=0. Accessed January 10, 2026.

of all sizes and species are recommended to be protected except in the case where there is a fire or safety hazard. There are multiple mature oak trees that would be covered under resolution; however, it is voluntary and not legally enforceable.[39] Oak removal would be limited to those trees that cannot be feasibly avoided due to roadway widening, slope stability, or safety requirements. Because the oak woodland guidelines are advisory rather than regulatory, and because the proposed project incorporates avoidance, minimization, and revegetation measures consistent with General Plan objectives, the proposed project would not conflict with local oak preservation policies. Impacts related to oak trees would therefore be less than significant.

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

No impact. There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or State Habitat Conservation Plans that would apply to this proposed project.

Mitigation Measures

MM BIO-1 Avoidance and Minimization of Foothill Yellow-legged Frog

- **Seasonal Work Restriction:** Project activities shall be restricted to the dry season (e.g., generally between April 15 and October 15), unless creek is dry or as otherwise specified by the appropriate agencies during the regulatory permitting process. This window can be extended based on stream conditions, if approved in writing by regulatory agencies with jurisdiction.
- **Worker Environmental Awareness Program:** Before any ground-disturbing activities begin on the project site, a qualified Biologist shall conduct a Worker Environmental Awareness Program for all construction personnel. At a minimum, the training shall include a description of the foothill yellow-legged frog (FYLF) and its habitat, the specific measures being implemented to conserve the FYLF for the project, and the boundaries within which the project may be accomplished.
- **Pre-construction Survey:** A qualified Biologist shall survey the project site no more than 5 days before the onset of work activities. If any life stage of the FYLF is detected, construction activities shall not be allowed to commence until consultation with United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) has occurred.
- **Exclusion Fencing**: Barrier fencing shall be installed around the worksite to prevent FYLF from entering the work area. A qualified Biologist shall be present during the installation of exclusion fencing. Barrier fencing shall be removed within 72 hours of completion of work.

[39] Mariposa County. 2003. Mariposa County Tree Protections in Place. Website: https://ucanr.edu/sites/default/files/2025-09/Mariposa-County-policy.pdf. Accessed January 10, 2026.

- **Minimize Vegetation Removal:** The disturbance or removal of vegetation, especially riparian vegetation, and native tree species would not exceed the minimum necessary to complete the project and would only occur within the defined work area. Precautions would be taken to avoid other damage to vegetation by people or equipment. Areas where avoidance of impacts to riparian areas and native tree species is determined to be feasible will be protected during project activities. These areas would be considered environmentally sensitive areas and exclusion fencing would be installed to ensure avoidance. No trees or riparian vegetation outside of the project footprint would be removed.
- **Monitor during Dewatering Activities:** Appropriate temporary cofferdams shall be used to dewater the construction site and divert water through the impact area during the construction period to prevent impeding water flow through the work area. When dewatering is required, a qualified Biologist shall be present during the dewatering period to inspect and ensure that sensitive aquatic species will not be trapped within the temporary cofferdams and to monitor the construction site during aquatic species relocation and dewatering activities. If special-status aquatic species are found within the cofferdams, then all work shall stop, and the appropriate agencies shall be notified. Any species observed shall be allowed to voluntarily move outside of the work area on its own. All cofferdams shall be inspected and maintained on a daily basis to ensure its integrity for the duration of the work below the ordinary high water mark (OHWM) of the creek. Pumps used for dewatering shall have fish screens, as identified in project permits, installed to minimize intake of fish and other aquatic species into pumps. Diversion structures shall be left in place until all in-stream work is completed.
- **Provide Escape Ramps or Cover Open Trenches:** To avoid entrapment of wildlife, all excavated steep-walled holes, or trenches more than 1 foot deep will be provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each workday. If escape ramps cannot be provided, then holes or trenches will be covered with plywood or similar materials. Providing escape ramps or covering open trenches will prevent injury or mortality of wildlife resulting from falling into trenches and becoming trapped. The trenches will be thoroughly inspected for the presence of federally listed species at the beginning of each workday. Any species observed shall be allowed to voluntarily move outside of the work area on its own. If at any time a trapped listed animal is discovered, the approved Biologist, or an on-site designee identified by the approved Biologist, will immediately place escape ramps or other appropriate structures to allow the animal to escape.
- **Revegetation:** Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless the applicable regulatory agencies determine that it is not feasible or practical.

MM BIO-2 Avoidance and Minimization of Roosting Bats (Including Pallid Bat and Townsend's Big-eared Bat)

- **Avoidance of Maternity Season:** To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the bat maternity season. The bat maternity season typically runs from April 15 through September 1. Any bat evictions must be conducted during periods of dry weather and outside of the maternity season.
- **Worker Environmental Awareness Program:** Before any activities begin on the project, a qualified Biologist shall conduct Worker Environmental Awareness Program (WEAP) training for all construction personnel. At a minimum, the training shall include a description of the pallid bat (PB), the Townsend's big-eared bat (TBEB), and their habitats, the specific measures that are being implemented to conserve the PB and TBEB for the current project, and the boundaries within which the project may be accomplished.
- **Pre-construction Surveys for Bats and Roosts:** A qualified Biologist shall survey for roosting bats prior to tree removal activities. The qualified Biologist would survey trees and rocky outcrops within the project site impact area and identify any snags, hollow trees, or other trees with cavities that may provide suitable roosting habitat for bats. If no suitable roosting trees are found, construction may proceed. Trees containing suitable roosting habitat would be removed in two steps occurring over two consecutive days. On the first day, small limbs containing no cavity, crevice, or exfoliating bark would be removed using chainsaws only. On the second day, the remainder of the tree would be removed. If bats are found or evidence of use by bats is present, the qualified Biologist shall work with California Department of Fish and Wildlife (CDFW) to implement measures to avoid or minimize disturbance to the colony.

MM BIO-3 Avoidance and Minimization of Northwestern Pond Turtle

- **Seasonal Work Restriction:** Project activities shall be restricted to the dry season (e.g., generally between April 15 and October 15), unless creek is dry or as otherwise specified by the appropriate agencies during the regulatory permitting process. This window can be extended based on stream conditions, if approved in writing by regulatory agencies with jurisdiction.
- **Worker Environmental Awareness Program:** Before any activities begin on the project, a qualified Biologist shall conduct a Worker Environmental Awareness Program (WEAP) for all construction personnel. At a minimum, the training will include a description of the northwestern pond turtle (NPT) and its habitat, the specific measures that are being implemented to conserve the NPT for the current project, and the boundaries within which the project may be accomplished.
- **Pre-construction Survey:** A qualified Biologist shall survey the project site no more than 5 days before the onset of work activities. If any life stage of the NPT is detected, construction activities shall not be allowed to commence until

consultation with the California Department of Fish and Wildlife (CDFW) and the United States Fish and Wildlife Service (USFWS) has occurred.

- **Exclusion Fencing:** Barrier fencing shall be installed around the worksite to prevent NPT from entering the work area. A qualified Biologist shall be present during the installation of exclusion fencing. Barrier fencing shall be removed within 72 hours of completion of work.
- **Minimize Vegetation Removal:** The disturbance or removal of vegetation, especially riparian vegetation, and native tree species would not exceed the minimum necessary to complete the project and would only occur within the defined work area. Precautions would be taken to avoid other damage to vegetation by people or equipment. Areas where avoidance of impacts to riparian areas and native tree species is determined to be feasible will be protected during project activities. These areas would be considered environmentally sensitive areas and exclusion fencing would be installed to ensure avoidance. No trees or riparian vegetation outside of the project footprint would be removed.
- **Monitor During Dewatering Activities:** Appropriate temporary cofferdams shall be used to dewater the construction site and divert water through the impact area during the construction period to prevent impeding water flow through the work area. When dewatering is required, a qualified Biologist shall be present during the dewatering period to inspect and ensure that sensitive aquatic species will not be trapped within the temporary cofferdams and to monitor the construction site during aquatic species relocation and dewatering activities. If special-status aquatic species are found within the cofferdams, then all work shall stop, and the appropriate agencies shall be notified. Any species observed shall be allowed to voluntarily move outside of the work area on its own. All cofferdams shall be inspected and maintained on a daily basis to ensure its integrity for the duration of the work below the ordinary high water mark (OHWM) of the creek. Pumps used for dewatering shall have fish screens, as identified in project permits, installed to minimize intake of fish and other aquatic species into pumps. Diversion structures shall be left in place until all in-stream work is completed.
- **Provide Escape Ramps or Cover Open Trenches**: To avoid entrapment of wildlife, all excavated steep-walled holes, or trenches more than 1 foot deep shall be provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each workday. If escape ramps cannot be provided, then holes or trenches shall be covered with plywood or similar materials. Providing escape ramps or covering open trenches will prevent injury or mortality of wildlife resulting from falling into trenches and becoming trapped. The trenches shall be thoroughly inspected for the presence of federally listed species at the beginning of each workday. Any species observed shall be allowed to voluntarily move outside of the work area on its own. If at any time a trapped listed animal is discovered, the approved Biologist, or an on-site designee identified by the approved Biologist, shall immediately place escape ramps or other appropriate structures to allow the animal to escape.

- **Revegetation:** Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless the applicable regulatory agencies determine that it is not feasible or practical.

MM BIO-4 Avoidance and Minimization of Active Nesting Birds

- **Avoidance of Nesting Season:** To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.
- **Pre-construction Surveys for Active Nests:** If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 5 days prior to the start of ground or vegetation disturbance (including tree removal).
- **Buffer Zone for Active Nests:** If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The California Department of Fish and Wildlife (CDFW) recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged.

MM BIO-5 Implement Water Quality Best Management Practices

- Before any ground-disturbing activities, the County shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) (as required under the California State Water Resources Control Board's [State Water Board] General Construction Permit Order 2009-0009-DWQ [and as amended by most current order(s)]) that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after project construction. The SWPPP shall include site design to minimize off-site stormwater runoff that might otherwise affect adjacent stream habitat.
- The SWPPP shall be prepared with the following objectives:

1) To identify pollutant sources, including sources of sediment, that may affect the quality of stormwater discharges from the construction of the proposed project;
2) To identify Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the project during construction;
3) To outline and provide guidance for BMP monitoring;
4) To identify proposed project discharge points and receiving waters;
5) To address post-construction BMP implementation and monitoring; and
6) To address sedimentation, siltation, and turbidity.

- The SWPPP shall require BMPs including, but not limited to:
  - Conduct ground-disturbing activities adjacent to and within Mariposa Creek and the ephemeral drainage during the low-flow period (generally between April 15 and October 15).
  - Install sediment fencing, fiber rolls, or other equivalent erosion and sediment control measures between the designated work area and Mariposa Creek and the ephemeral drainage, as necessary, to ensure that construction debris and sediment does not inadvertently enter the drainage. The County shall also cover or otherwise stabilize all exposed soil 48 hours prior to potential precipitation events of greater than 0.5 inch.
  - No refueling, storage, servicing, or maintenance of equipment shall take place within 100 feet of aquatic habitat.
  - All machinery used during construction of the project shall be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.
  - Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) shall be cleaned up in accordance with applicable local, State, and/or federal regulations.

MM BIO-6 Coordination with Regulatory Agencies and Compensation for Permanent Loss of Regulated Jurisdictional Features

- The project applicant shall coordinate to the extent required with the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW) to obtain the applicable regulatory permits for the loss of non-wetland waters of the United States and waters of the State.
- To compensate for the permanent loss and the temporary loss non-wetland waters and sensitive natural communities associated with proposed project activities, the applicant would purchase credits at an approved mitigation bank, or contribute to an agency-approved in lieu fee program to ensure no net loss of aquatic resource functions and values. The compensation ratio would be a minimum of 1:1 (1 acre of aquatic resource habitat credit for every 1 acre of impact) to ensure no net loss of habitat functions and values.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.5 Cultural Resources and Tribal Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐
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:				
d) 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	☐	☒	☐	☐
e) 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.	☐	☒	☐	☐

Environmental Evaluation

Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the Central California Information Center (CCIC), California

Native American Heritage Commission (NAHC), the pedestrian survey, and the Ground Penetrating Radar (GPR) survey,[40] as summarized in the 2025 Section 106 Cultural Resources Assessment (Section 106 CRA) document prepared by FCS. The confidential Section 106 CRA may be requested in writing by those with appropriate credentials.

Central California Information Center

On February 6, 2025, a records search for the project site and a 0.5-mile radius beyond the project boundaries was conducted at the CCIC located at California State University, Stanislaus. To identify any historic properties or resources, the current inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Historic Landmarks (CHL) list, the California Points of Historical Interest list, and the California Built Environment Resource Directory for Mariposa County were reviewed to determine the existence of previously documented local historical resources.

The results of the CCIC records search indicate that 34 cultural resources (one pre-contact, two mixed-use, and 31 historic) have been recorded within the 0.5-mile search radius of the project site, none of which are within the project boundary. In addition, there are 28 area-specific survey reports on file with the CCIC, four of which (MP-02796, MP-04700, MP-08917, MP-09830) addressed the project site, indicating that the project site has been surveyed for cultural resources.

Native American Heritage Commission

On January 31, 2025, a records search request was sent to the NAHC in an effort to determine whether any sacred sites are listed on its Sacred Lands File (SLF) for the project site. On February 4, 2025, a response from the NAHC was received indicating that their SLF search came back negative for Tribal Cultural Resources (TCRs) within the project site. The NAHC included a list of 25 Tribal representatives who may have additional knowledge of the project site. In compliance with Section 106 consultation requirements, and to ensure that all Native American knowledge and concerns over potential TCRs that may be affected by implementation of the proposed project are addressed, FCS sent letters to all 25 Tribal representatives via United States Postal Service certified mail on February 14, 2025, and by email on February 26, 2025; and phone calls were made on March 17, 2025, containing information pertaining to the project site. On February 27, 2025, two replies were received: one from the Chicken Ranch Rancheria of Me-Wuk Indians indicating that they had no comment on the project site and the second from the North Fork Rancheria of Mono Indians requesting the point of contact with the Lead Agency. On February 28, 2025, a reply was received from the Southern Sierra Miwuk Nation, requesting follow-up information on the GPR results and any additional information. No additional responses have been received to date.

[40] A Ground Penetrating Radar (GPR) survey is a non-invasive geophysical method that uses radar pulses to image subsurface features. The equipment sends electromagnetic waves into the ground and measures the reflected signals to identify changes in material, voids, buried objects, utilities, or soil disturbances. In short, it is a way to “see” what is underground without digging.

Cultural Resources Pedestrian Survey

On February 3, 2025, an FCS Archaeologist conducted a pedestrian survey for unrecorded cultural resources within the project site. In addition to hardscaped elements associated with the existing roadway, undeveloped areas to the immediate east and west of the road are slated for grading and improvement. The survey began on the southwestern corner of the roughly upside-down "U" shaped site and moved north using east/west transects spaced at 10-meter intervals whenever possible. Visibility of native soils was generally quite poor across the site (5 to 10 percent) due to grass, vegetation, and ground cover. Observed soils were primarily composed of reddish-brown (Munsell 7.5 YR 4/6) iron-rich compact soil interspersed with medium to large (15 to 30 centimeters) stones composed primarily of schist, slate, and quartz. Given that historic cemeteries are notorious for containing subsidiary burials on the outskirts that may not be recorded, this area was surveyed using GPR transects and regular checks of soil composition using a hand trowel in areas of poor visibility. Much of the site has been heavily disturbed by the construction of Fournier Road, with imported fill for bedding, grading cuts, and modern debris evident throughout the project site.

Survey conditions were documented using digital photographs and field notes. During the survey, the FCS Archaeologist examined all areas of the exposed ground surface for pre-contact artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, toolmaking debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). Particular attention was paid to the east side of Fournier Road, which is immediately adjacent to the historic Mariposa Cemetery, which was founded in the 1850s. Given that historic cemeteries are notorious for containing subsidiary burials on the outskirts that may not be recorded, this area was surveyed using GPR transects and regular checks of soil composition using a hand trowel in areas of poor visibility.

No unrecorded pre-contact archaeological resources or buildings/structures of historic age were encountered over the course of the pedestrian survey. It should be noted however, that visibility of native soils was quite low, and the presence of a nearby creek and the historic cemetery increases the possibility that subsurface archaeological features may be present. A review of 14 historic aerial photographs depicting the project site from 1945 to 2022 indicate that from the earliest aerial in 1957 the project site was developed, as it was one of the main access roads to Mariposa Cemetery. The project site and surrounding area have remained largely unchanged.[41]

Buried Site Potential

In addition to the pedestrian survey, the potential for yet-identified cultural resources in the project site vicinity was reviewed against geologic and topographic geographic information system data for the general area and information from other nearby projects. The proposed project was evaluated against a set of criteria identified by A Geoarchaeological Overview of the Nine Bay Area Counties, which was

[41] Historic Aerials. 2022. Website: https://www.historicaerials.com/viewer. Accessed July 16, 2025.

prepared for Caltrans District 4.[42] The project site rests entirely on Pre-Cretaceous Metavolcanic rocks. Additionally, the project site is situated on uneven, sloping terrain, and Mariposa Creek, the nearest natural water source, transects the southern border of the project site.

There are no cultural resources recorded within the project site or the 0.5-mile search radius and the NAHC SLF results were also negative for TCRs within the project site. The results of the pedestrian survey were negative for the presence of cultural resources; however, the historic Mariposa Cemetery is located along the entire southeastern length of the project site. Historic cemeteries are notorious for containing subsidiary burials on the outskirts that may not be recorded. This would suggest a moderate to high potential for unanticipated buried cultural resources to be impacted by project construction within the project site.

Archaeological Ground Penetrating Radar Survey

Because of the proposed project's proximity to the Mariposa Cemetery, FCS and consulting Archaeologist Dr. Scott Byram of Byram Archaeological Consulting, LLC (BAC) conducted a GPR survey on August 4, 2024, to identify any potentially unmarked graves. The GPR survey occurred immediately outside of the project footprint area, specifically along the southeast side of Fournier Road and along the western side of Joe Howard Street and as such, none of the grids with reflections are located within project boundaries. A copy of Dr. Byram's report can be found in as an appendix to the confidential Section 106 CRA, which may be requested in writing by those with appropriate credentials.

Methodology

The methodology employed involved the use of a GSSI SIR4000 GPR instrument with a 350 MHz digital antenna, mounted on a cart system for maximum resolution at depth. Areas sufficiently open for grid placement were surveyed using GPR transect spacing of 2/meter. GPR survey grid corners and field-identified features were mapped using an Emlid Reach RS2 GPS unit with real time kinematic (RTK) accuracy (UNAVCO correction). A total of 520 individual transect profiles were collected, and all grid transects within grids were spaced at 50-centimeter intervals. Amplitude slice maps (multicolor images in plan view) were generated for most grids using current GPR Slice software. Transect profile "radargram" images (grayscale images in side view) were generated with GPR Viewer software.

Survey Results

The findings of the GPR survey identified six grid areas of potentially buried cultural resources of unmarked graves, Grids 4, 5, 10, 12, 13, and 15. They possessed indications of buried reflections similar to known grave sites. Grid 4 is located along the northern edge of the cemetery bordering Fournier Road. One possible row of graves appears in the north central portion.

[42] Meyer, Jack, and Jefferey S. Rosenthal. 2007. A Geoarchaeological Overview for the Nine Bay Area Counties of Caltrans District 4. Far Western Anthropological Research Group, Inc., Davis, California. Submitted to the California Department of Transportation, District 4, Oakland.

Grid 5 has a cluster of three features that occur at depth in the slice maps, suggesting a small row of graves oriented in a north–south direction located in in the northern portion of Grid 5.

Grid 10 is along the edge of a row of known graves, some with concrete walled borders. Multiple graves likely extend into the grid area, the northern half of the grid.

Grid 12 is a continuation of Grid 11 on the southeastern portion of the level roadbed bordering the old cemetery. A possible dispersed row of graves is suggested.

Grid 13 descends along a newer road cut onto a terrace that is the setting for recent graves. Two features that could be graves are indicated.

Grid 15 was positioned within the fenced area of the Oddfellows Cemetery. Two possible graves were identified amid extensive rodent burrowing, which can produce large voids resembling graves.

Cultural Resources

Would the project:

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

Less than significant impact with mitigation incorporated. Historical resources in this context refer to the built environment, mainly buildings and structures over 45 years in age that may be eligible for inclusion on the CRHR or NRHP. Records search results conducted at the CCIC identified 31 historical resources within the 0.5-mile search radius, though none were within the project site boundaries. Additionally, the results of the pedestrian survey failed to identify any historic resources. However, due to close proximity of the proposed project to the historic Mariposa Cemetery, a GPR survey was conducted to identify any potentially buried historical resources. The results of the GPR were negative for historical resources; however, as discussed above, six grid areas possessed indications of buried reflections similar to known grave sites.

Although no historical resources were identified during the pedestrian survey and the GPR survey, due to the proximity of the proposed project to the historic Mariposa Cemetery, construction-related activities would have a potentially significant impact. As such, implementation of MM CUL-1through MM CUL-3, which requires Worker Environmental Awareness Program (WEAP) training, archaeological monitoring, and measures related to accidental discovery of human remains, will ensure that potential impacts to historical resources would be reduced to less than significant.

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

Less than significant impact with mitigation incorporated. Results from the CCIC indicate that one pre-contact, two pre-contact/historic, and 31 historic archaeological resources are recorded within a 0.5-mile radius of the project site, none of which are located within the project boundaries. Additionally, the results of the pedestrian survey failed to locate or identify any archaeological

resources. It should be noted however, that visibility of native soils was quite low, and the presence of a nearby creek and the proximity of the project site to the historic Mariposa Cemetery increases the possibility that subsurface archaeological features may be present. The subsequent GPR survey identified six grid areas (Grids 4, 5, 10, 12, 13, and 15) with subsurface reflections indicative of potential unmarked graves.

It is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact; as such, implementation of MM CUL-1 and MM CUL-2 will ensure that potential impacts to archaeological resources would be reduced to a level of less than significant.

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

Less than significant impact with mitigation incorporated. The east side of Fournier Road is immediately adjacent to the historic Mariposa Cemetery, which was founded in the 1850s. Historic cemeteries are notorious for containing subsidiary burials on the outskirts that may not be recorded, so the possibility that construction-related ground disturbance may uncover previously undiscovered human remains is considered moderate to high. As mentioned above, a GPR survey was conducted to identify any potentially unmarked graves. The GPR survey identified six grid areas (Grids 4, 5, 10, 12, 13, and 15) with subsurface reflections indicative of potential unmarked graves. However, none of the identified grid areas are present within the development footprint and would not be impacted by the proposed project. Moreover, the survey confirmed the lack of any such sites within project boundaries. Nonetheless, the potential remains for inadvertent discovery.

In the event such a discovery is made, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.94 and Section 5097.98 must be followed. Additionally, implementation of MM CUL-3, which details inadvertent discovery procedures, would reduce potential impacts of previously undiscovered human remains to a less than significant level.

Tribal Cultural Resources

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:

d) 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

Less than significant with mitigation incorporated. A review of the CRHR, local registers of historic resources, a records search conducted at the CCIC, and a pedestrian survey failed to identify

any listed TCRs that may be adversely affected by the proposed project. The NAHC SLF results were negative for TCRs in the project site and the subsequent outreach to Tribal representatives and the response from two tribes indicated that the proposed project is not likely in a sensitive area that is located in any Tribe's territory with known burial sites near the project site. As such, no known eligible or potentially eligible TCRs would be adversely affected by the proposed project. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 through MM CUL-3 would ensure that potential impacts to TCRs would be reduced to a level of less than significant.

e) 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. Tribal consultation efforts were initiated by Mariposa County, pursuant to Assembly Bill (AB) 52 to identify additional significant TCRs meeting the criteria set forth in subdivision(c) of Public Resources Code Section 5024.1. While no responses or Tribal resources have been received or identified to date, portions of the proposed project area may be sensitive for the presence of Tribal Cultural Resources. Implementation of the proposed project is not considered to result in an adverse change in the significance of a known Tribal Cultural Resource pursuant to Public Resources Code 21074. However, while unlikely, construction of the proposed project could result in the inadvertent discovery of undocumented tribal cultural resources such as Native American archaeological sites, Native American human remains and associated objects and materials, features, sacred places, or objects with value to a Tribe that is culturally or traditionally affiliated with the proposed project, and the disturbance or destruction of these resources. Therefore, the proposed project could result in a potentially significant impact on tribal cultural resources. To ensure no adverse effects to tribal cultural resources, implementation of resource avoidance measures provided in MM CUL-1, MM CUL-2, and MM CUL-3 would reduce the impact to less than significant. Therefore, the proposed project would have a less-than-significant impact with mitigation incorporated.

Mitigation Measures

MM CUL-1 Prior to the initiation of construction activities, all construction personnel conducting ground disturbance at the site shall be provided a Worker Environmental Awareness Program (WEAP) cultural resources "tailgate" training. The training shall include visual aids, a discussion of applicable laws and statutes relating to archaeological resources, types of resources that may be found within the project site, and procedures to be followed in the event such resources are encountered. The training shall be conducted by an Archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology.

Documentation verifying that WEAP has been conducted shall be submitted to the Director of Planning, Building and Code Enforcement or the Director's designee.

MM CUL-2 An Archaeologist who meets the Secretary of the Interiors Professional Qualification Standards for archaeology, shall also be present to conduct full-time archaeological monitoring. This includes, but it is not limited to, clear-and-grub, grading trenching, and/or boring. It is assumed that one Archaeological Monitor shall be sufficient to provide adequate monitoring coverage. The monitor will keep a daily log and photographic record of all activities involving ground disturbance during the construction phase. At the completion of these phases, archaeological monitoring shall be reduced to periodic "spot checks." In the event exposed soils indicate cultural materials may be present, this may be followed by regular or full-time archaeological monitoring as determined by the Archaeologist.

The Monitors' daily activities and findings shall be summarized in a letter report prepared at the completion of ground-disturbing activities.

It is always possible that ground-disturbing activities during construction may uncover previously unknown, buried cultural resources. In the event that buried cultural resources are discovered during construction, operations within a 100-foot radius of the find shall cease and a qualified Archaeologist shall be consulted to determine whether the resource requires further study. The qualified Archaeologist shall make recommendations to the Lead Agency on the measures that shall be implemented to protect the discovered resources, including, but not limited to, excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Potentially significant cultural resources consist of, but are not limited to, stone, bone, fossils, wood, or shell artifacts or features, including hearths, structural remains, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate California Department of Parks and Recreation Forms and evaluated for significance in terms of CEQA Guidelines.

If the resources are determined to be unique historic resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any archaeological artifacts recovered as a result of mitigation shall be donated to a qualified scientific institution approved by the Lead Agency, where they would be afforded long-term preservation to allow future scientific study.

MM CUL-3 In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 shall be followed. If during the course of project construction, there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site where human remains are discovered and/or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resource Code Section 5097.98.
2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance:
   - The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission.
   - The descendant identified fails to make a recommendation.
   - The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.6 Energy *Would the project:*				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Evaluation

Setting

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate greenhouse gas (GHG) emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles may not have any direct emissions, but do have indirect emissions via the source of electricity generated to power the vehicle. Construction, routine operation, and maintenance of transportation infrastructure also consume energy.

Would the project:

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

Less than significant impact. During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, excavator, tractors, and skid steer loaders.

Based on the CalEEMod estimates for the proposed project (see modeling output files in Appendix A), construction-related worker vehicle trips would consume an estimated 2,053 gallons of diesel and gasoline, combined, and construction-related equipment would consume an estimated 11,194 gallons of diesel and gasoline, combined, during project construction.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for contractors to implement energy-efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impact related to fuel and electricity consumption would be less than significant.

Post construction, the proposed project as a road improvement project would not consume energy. There would be occasional maintenance which would require vehicular travel to the site and equipment use; however, the energy consumption would be nominal and would not be considered wasteful, inefficient, or unnecessary energy use. Impacts would be less than significant.

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than significant impact. As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 which limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project. Post construction, the proposed project would not consume energy.

Thus, it is anticipated that the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

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

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Evaluation

Setting

Mariposa is situated in the western foothills of the central section of the Sierra Nevada mountain range. The Mariposa TPA is primarily underlain by metamorphic rocks.[43] The General Plan has designated the TPA as an area with a "High Risk of Seismic Hazard." Areas with this designation are identified as areas of weak rock subject to failure, and Mariposa has been designated as high risk because of the steep slopes of the surrounding ridges and the layered formation of the underlying metamorphic rocks. Potential hazards associated with this designation and these conditions include rock failure, slope failure, and landslide hazards.[44]

Paleontological Resources

Paleontological resources, or fossils, are the fossilized remains or traces of plants, animals, or microbes that are preserved in the earth's crust. Body fossils include bones, teeth, shells, leaves, and wood, while trace fossils include trails, trackways, footprints, burrows, coprolites, and eggshells.

According to the Society of Vertebrate Paleontology (SVP) guidelines, "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources," significant paleontological resources are fossils and fossiliferous deposits, here defined as consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered older than recorded human history and/or older than middle Holocene (i.e., older than approximately 5,000 radiocarbon years). The SVP guidelines establish important definitions and standards related to paleontological resources. Based on regional geologic mapping and the presence of past paleontological finds, the SVP defines four categories of paleontological potential for rock units: high, low, undetermined, and

[43] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[44] Ibid.

no potential.[45] A general Localities search of University of California Museum of Paleontology (UCMP) Localities, showed that Mariposa County had 15 recorded Localities ranging in epoch age from Recent to Late Jurassic.[46]

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. According to the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, the project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults cut through the local soil at the site.[47] There are no known active faults within the community of Mariposa.[48] Therefore, there would be no impact.

ii) Strong seismic ground shaking?

No impact. The project site has not had any historical earthquakes of a magnitude 5.0 or greater, and there are no mapped faults on or near the project site.[49] The community of Mariposa is distant from known active faults, and is anticipated to experience lower levels of shaking less frequently; however, very infrequent earthquakes could still cause strong ground shaking.[50]

Because the proposed project would not introduce habitable structures that are vulnerable to seismic ground shaking, the proposed project would not expose people or structures to additional risk associated with seismic activity. In addition, implementation of the proposed project would adhere to construction recommendations in the Caltrans Design Manual, Caltrans Seismic Design Criteria,

[45] Society of Vertebrate Paleontology (SVP). 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Society of Vertebrate Paleontology Impact Mitigation Guidelines Revision Committee. Website: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines-1.pdf. Accessed January 10, 2026.

[46] UC Museum of Paleontology. 2026. UC Museum of Paleontology Localities. Website: https://ucmpdb.berkeley.edu/loc.html. Accessed January 26, 2026.

[47] California Department of Conservation. 2025. CGS Seismic Hazards Program: Alquist-Priolo Fault Hazard Zones. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/?print_preview=true. Accessed December 31, 2025.

[48] Local Hazard Mitigation Plan, Figure B-11, Earthquake Shaking Potential.

[49] Mariposa County. 2025. Local Hazard Mitigation Plan, Figure B-10, Historical Earthquakes (1769-2015). Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[50] Mariposa County. 2025. Local Hazard Mitigation Plan, Figure B-11, Earthquake Shaking Potential. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

Caltrans Bridge Design Specification, and the current design parameters of the Structural Engineers of California Building Code, which would minimize seismic risks. Accordingly, consistent with these recommendations, the proposed project would improve roadway and bridge safety compared to the existing conditions. Therefore, the proposed project would have no impact.

iii) Seismic-related ground failure, including liquefaction?

No impact. The General Plan deems the dangers of liquefaction in the County as minimal.[51] Furthermore, because the proposed project would not introduce habitable structures that are vulnerable to seismic-related ground failure, the proposed project would not expose people or structures to additional risk associated with seismic-related ground failure, including liquefaction. In addition, implementation of the proposed project would adhere to construction recommendations in the Caltrans Design Manual, Caltrans Seismic Design Criteria, Caltrans Bridge Design Specification, and the current design parameters of the Structural Engineers of California Building Code, which would minimize seismic risks. Accordingly, following these requirements, the proposed project would improve roadway and bridge safety compared to the existing conditions. Therefore, the proposed project would have no impact.

iv) Landslides?

No impact. The General Plan states that the most common geologic hazard in Mariposa County are landslides and rock falls. Most of Mariposa County, especially the western portion of the County, has a low susceptibility to earthquake damage, and historically there have been no reported earthquake-induced landslides in Mariposa County. The mountainous areas in the eastern portion of the County along the Merced River canyon and in Yosemite Valley reach the high landslide susceptibility range.[52] The project site is located in the western portion of the County, an area with a lower susceptibility to landslides.

According to the General Plan, every landslide event reported in Mariposa County has followed a winter storm/rain event; therefore, it is assumed that probability of a future landslide event will be highly tied to winter/rain events. Additionally, the General Plan states that the hazard potential is greatest in areas with steep slopes when houses and roads are constructed in these areas.[53] Although the Mariposa Creek channel is sloped along the banks, the project site is not affected by a known active fault that could increase the risk for earthquake-induced landslides. Additionally, the grading and bridge improvements would reduce flooding during rainfall events. Furthermore, the proposed project would not increase the risk of loss, injury or death associated with landslides beyond the existing conditions because the proposed project would not introduce new buildings or

[51] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

[52] Ibid.

[53] Ibid.

roadways and would not induce population growth in the area. Therefore, the proposed project would have no impact.

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

Less than significant impact. Construction activities such as clearing, grading, and excavation could disturb surface soils and make them vulnerable to wind and precipitation, which could lead to soil erosion. Projects that disturb one or more acres of soil are required to obtain a General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit), issued by the California State Water Resources Control Board (State Water Board). The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs that the proposed project will implement to control erosion and prevent the conveyance of sediments off-site. Implementation of the conditions of the Construction General Permit would reduce erosion impacts resulting from proposed construction to less than significant levels.

The proposed improvements would minimize soil erosion and topsoil loss through the inclusion of rock slope protection (RSP), abutments near the top of the channel banks to minimize impacts to the waterway, regrading to increase the creek flow capacity and to reduce sediment accumulation in the creek (see Exhibit 6). A detention basin would be installed near the northern portion of Fournier Road (see Exhibit 6), which would reduce soil erosion from runoff. Therefore, impacts related to substantial soil erosion and the loss of topsoil would be less than significant.

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

Less than significant impact. The project site is not located within an active fault zone or active liquefaction zone. The project site is not located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed project. The Caltrans Bridge Design Specifications require an assessment of the existing on-site soils, and the proposed project would be constructed following the recommendations in the Caltrans Design Manual. Accordingly, following these requirements, the proposed project would improve roadway and bridge safety compared to the existing conditions.

As discussed above, the proposed project would not introduce habitable structures that are vulnerable to seismic-related ground failure, unstable soils, landslides, or liquefaction. The proposed grading would comply with engineering standards to minimize the instability of underlying geologic units or soil. Therefore, the proposed project would have a less than significant impact related to geologic or soil instability.

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

No impact. The project site is underlain by Loafercreek-Bonanza complex soil with riverwash and tailings complex surrounding Mariposa Creek. Loafercreek has a typical profile of silty sand, clayey

gravel, clayey sand with gravel, and bedrock, while Bonanza has a typical profile of organic soil, silt, lean clay, gravelly lean clay, and bedrock.[54] As previously discussed in Section 2.4, Biological Resources, the Loafercreek-Bonanza complex and riverwash and tailings complex are well-drained soils. According to the General Plan EIR, most of the soils found in the County have minimal amounts of clay and low shrink-swell potential; however, the General Plan EIR states that soils of the Trabuco-San Andreas-Coarsegold Association and the Blasingame-Las Posas Association contain clay loams associated with high shrink-swell potential. Notably, the General Plan EIR does not include the types of soils under the project site in the list of soils with high shrink-swell potential.

Additionally, according to the United States Department of Agriculture (USDA) Web Soil Survey, soils on the project site have a linear extensibility value of 2.7 percent, indicating a low potential for expansion.[55,56] Therefore, based on the available information outlined above, the project site is not located on expansive soil, and there would be no impact.

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

No impact. The proposed project does not include the use of septic tanks or alternative wastewater disposal systems. There would be no impact.

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

Less than significant impact with mitigation incorporated. Significant nonrenewable vertebrate and invertebrate fossils have been documented throughout California. The fossil yielding potential of a particular area is highly dependent on the geologic age and origin of the underlying rocks.

The project site is located in Metavolcanic rocks east of Melones Fault from the pre-cretaceous era. These rocks are chiefly metamorphic equivalent of basalt and andesite in the form of lava flows, tuff beds, volcanic breccias, and small intrusive bodies. Metavolcanic rocks north and east of Mariposa are likely Jurassic because a late Oxfordian ammonite has been reported in rocks continuous with them a few kilometers northwest.[57]

The sediments within the project site have a potential to contain paleontological resources, as ammonite fossils have been found in similar terrain to the north. In addition, the general localities

[54] Mark Thomas. 2026. Water Quality Assessment Report, Fournier Road Improvement Project. February.

[55] United States Department of Agriculture (USDA). 2026. Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed February 10, 2026.

[56] Thomas, P.J.; Baker, J.C.; Zelazny, L.W. 2000. An Expansive Soil Index for Predicting Shrink-swell Potential. SOIL SCI. SOC. AM. J., VOL. 64, JANUARY–FEBRUARY 2000. Website: https://www.researchgate.net/publication/237598469_An_Expansive_Soil_Index_for_Predicting_Shrink-Swell_Potential. Accessed February 10, 2026.

[57] Krauskopf, K.B. 1985. Geologic map of the Mariposa quadrangle, Mariposa and Madera Counties, California. Map Scale: 1:62,500. Website: https://ngmdb.usgs.gov/Prodesc/proddesc_355.htm. Accessed January 26, 2026.

records search showed that Mariposa County has 15 recorded localities. If previously unidentified paleontological resources are unearthed during construction, the contractor would follow Caltrans' policy that work be halted in that area until a qualified specialist can assess the significance of the resource, pursuant to MM GEO-1. Therefore, the proposed project's impact would be less than significant with mitigation incorporated.

Mitigation Measures

MM GEO-1 Paleontological resources

Prior to the issuance of grading permits, the project proponent/developer shall submit to and receive approval from the County, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations that exceed 5 feet below the pre-grade surface. Selection of the Paleontologist shall be subject to approval of the County Planning Director, and no grading activities shall occur at the project site until the Paleontologist has been approved by the County.

The approved paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the University of California Museum of Paleontology [UCMP]) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the County Planning Department, will signify completion of the program to mitigate impacts to paleontological resources.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.8 Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Setting

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHG emissions consisting primarily of CO_2, methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO_2 is the most abundant GHG emission; while it is a naturally occurring and necessary component of Earth’s atmosphere, fossil fuel combustion is the main source of additional, human-generated CO_2 that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO_2.

The MCAPCD has identified quantitative emissions thresholds to determine whether the potential GHG emission impacts of a project require analysis in the form of an EIR.

The MCAPCD thresholds of significance is 500 tons per year of CO_2 or CH_4, before the implementation of mitigation measures.[58]

Would the project:

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

Less than significant impact. During project construction, GHG emissions would be generated by construction activities, such as site clearing, operation of heavy-duty construction vehicles, materials and debris hauling, paving, and construction worker vehicle trips. These emissions would be considered short-term in duration. Construction emissions were estimated using CalEEMod. Construction assumptions used to estimate GHG emissions are consistent with those used to estimate air pollutant emissions, as described under Impact 2.3(b). The proposed project construction would generate 132 Metric TonsCO_2e (Appendix A). Therefore, the proposed project would not generate a significant amount of GHG emissions beyond the MCAPCD threshold of 500 tons per year.

Post construction, the proposed project as a road improvement project would not generate GHG emissions. There would be occasional maintenance which would require vehicular travel to the site and equipment use; however, the associated GHG emissions would be nominal. Impacts would be less than significant.

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

Less than significant impact. At the statewide level, the primary applicable plan is the 2022 Scoping Plan for Achieving Carbon Neutrality, which outlines California's strategy for reducing GHG emissions and reaching carbon neutrality by 2045. The proposed project would be consistent with the 2022 Scoping Plan, which emphasizes reducing long-term GHG emissions, supporting multimodal transportation, and improving community-scale infrastructure without inducing additional vehicle travel. The proposed project would not increase roadway capacity, introduce new land uses, or generate new vehicle trips; instead, it would improve safety, drainage, pedestrian access, and circulation along an existing 0.23-mile roadway segment. These improvements align with the Scoping Plan's strategies to reduce Vehicles Miles Traveled (VMT), enhance active transportation, and support resilient local infrastructure. Therefore, the proposed project is consistent with applicable GHG emission reduction planning efforts. Impacts would be less than significant.

Mitigation Measures

None required.

[58] Mariposa County Air Pollution Control District (MCAPCD). 2005. CEQA Thresholds of Significance. Website: https://www.mariposacounty.gov/DocumentCenter/View/59902/Mariposa-General-Plan-Air-Qualitypdf?bidId=. Accessed February 2, 2026.

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

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Environmental Evaluation

Setting

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic—causes human health effects
- Ignitable—has the ability to burn
- Corrosive—causes severe burns or damage to materials
- Reactive—causes explosions or generates toxic gases.

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. California Code of Regulations, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Phase I ESA

A Draft Initial Site Assessment (ISA) was prepared by Crawford & Associates, Inc., on February 4, 2026, and is included in Appendix D of this document. The purpose of the Draft ISA was to identify potential or known hazardous materials, hazardous wastes, or petroleum products that could affect the project site.

The Draft ISA assessed the project site for the presence of Recognized Environmental Conditions (RECs),[59] Controlled RECs (CREC),[60] Historical RECs (HREC),[61] and *de minimis* conditions.[62]

Would the project:

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

Less than significant impact. The proposed project consists of roadway widening and associated improvements. The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility that routinely transports, uses, or disposes of hazardous materials.

Construction would involve the minor routine transport and handling of minimal quantities of hazardous substances such as diesel fuels, lubricants, solvents, asphalt. However, these materials would be contained within vehicles, or would be stored in adequate containers to ensure releases to the environment do not occur. Furthermore, based on the limited term of construction, the small quantities of these substances, and the presence of regulatory oversight, the potential for releases to the environment is minimal. Additionally, hazardous substances utilized for the construction phase of this development would be maintained in compliance with local and State regulations, including California Department of Occupational Safety and Health Administration regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances on-site. All aspects of project construction associated with removal, storage, transportation, and disposal of hazardous materials would be done in accordance with the California Health and Safety Code. Handling of hazardous materials would comply with Caltrans Standard Specifications section 14-11, Hazardous Waste and Contamination, which outlines handling, storage, and disposal of hazardous waste. If a release were to occur, compliance with these local regulations would ensure impacts to the environment remain less than significant.

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[59] An REC is defined as "(1) the presence of hazardous substances or petroleum products in, on, or at the subject property due to a release to the environment; (2) the likely presence of hazardous substances or petroleum products in, on, or at the subject property due to a release or likely release to the environment; or (3) the presence of hazardous substances or petroleum products in, on, or at the subject property under conditions that pose a material threat of a future release to the environment. A *de minimis* condition is not a recognized environmental condition."

[60] A CREC is defined as "a REC affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls."

[61] An HREC is defined as "a previous release of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the property to any controls." An HREC is not considered a REC.

[62] A *de minimis* condition as "a condition related to a release that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies." A *de minimis* condition is not considered a REC or a CREC.

The proposed project would not include any housing or other structures. During operations, there would be no routine storage or handling of hazardous materials. Therefore, impacts would be less than significant.

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 impact with mitigation incorporated. The proposed project does not include any uses or activities that would create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As mentioned above, the proposed project would involve the minor use of hazardous materials typically required during construction, such as diesel fuel and other motor lubricants. Contractors would comply with applicable federal, State, and local laws pertaining to the safe handling and transport of hazardous materials, which would minimize potential spill occurrences. Spills that may occur during construction activities would likely be minimal and potential adverse effects would be localized. Plans and specifications typically require contractors to immediately clean up any spills of hazardous materials.

According to the Draft ISA, historical aerial photographs, topographic maps, and Town directories indicate that properties in the immediate vicinity of the project site have been utilized for open space and residential purposes since at least 1945 and commercial purposes since at least 1972. The Draft ISA states that environmental records did not identify any RECs or CRECs that have potentially impacted the project site. However, one HREC was identified about 870 feet east of the project site. The HREC was found to be unlikely to impact the project site, and no mitigation measures are required for this HREC. The Draft ISA did not identify conditions indicating the presence of hazardous materials, hazardous wastes, or petroleum hydrocarbons that appear likely to affect the project site.

The Draft ISA identified the potential for asbestos-containing materials (ACMs), aerially deposited lead, lead-based paint, chemically treated wood, and naturally occurring asbestos in the existing materials on the project site. Additionally, the proposed project may encounter previously unknown hazardous conditions. In the event that unknown hazardous conditions are encountered during construction activities, the Caltrans Unknown Hazards Procedure would be implemented.[63] The proposed project would be required to implement Caltrans Standard Specifications and Standard Special Provisions for sampling, removal, and disposal of contaminated soils and materials, as well as treated wood waste. Based on the findings of the Draft ISA, the following recommendations would be required by MM HAZ-1 to address potential site conditions involving ACMs, aerially deposited lead, lead-based paint, chemically treated wood, and naturally occurring asbestos:

- Concrete curbs and sidewalks near the intersection of Fournier Road and Antone Road shall be evaluated for asbestos prior to demolition. If asbestos is present, asbestos removal would be required.

[63] Crawford. 2026. Draft Initial Site Assessment, Fournier Road Improvement Project. February.

- Soil adjacent to the roadways where excavation is planned shall be evaluated for lead and asbestos concentrations that exceed hazardous waste limits prior to any soil-disturbing activities. If lead is present, construction activities involving ground disturbance shall require a Lead Compliance Plan consistent with Caltrans Standard Special Provisions.
- Fire hydrant paint shall be tested for the presence of lead prior to disturbance of the hydrants. If lead is present, construction activities involving ground disturbance shall require a Lead Compliance Plan consistent with Caltrans Standard Special Provisions.
- Chemically treated wood must be handled and disposed of as treated wood waste (TWW) consistent with Caltrans Standard Special Provisions.

Sampling, removal, and disposal of potentially hazardous materials would be consistent with Caltrans Standard Specifications and Standard Special Provisions. Because the proposed project has the potential to encounter hazardous substances during construction, this impact is considered less than significant with implementation of MM HAZ-1.

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 schools are Mariposa Elementary School, located at 5044 Jones Street in Mariposa, approximately 0.75 mile southeast of the project site; and Mariposa County High School, located 0.6 mile southeast of the project site. Additionally, Where the Wild Things Play Preschool is located 0.35 mile southeast of the project site. There are no schools within 0.25 mile of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a 0.25 mile of an existing or proposed school. As such, there would be no impact.

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. There are no sites of concern on or adjacent to the project site. The nearest hazardous waste site is located at the intersection of Jones Street and Bullion Street, 900 feet (0.17 mile) east of the project site.[64] This site is listed as the Sierra Telephone Co. Mariposa Yard, which is a Leaking Underground Storage Tank (LUST) cleanup site that was closed in 1993. Based on the closure status of this site, the presence of contamination at the project site is not expected. Additionally, the Draft ISA states that based on a review of database reports and the distance of this site from the project site, it appears unlikely that the site has impacted the project site.[65] There are no open sites near the project site. The nearest open site is an open LUST cleanup site located more than 2.5 miles

[64] California State Water Resources Control Board (State Water Board). 2025. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/. Accessed July 6, 2025. x.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed March 17, 2025.

[65] Crawford. 2026. Draft Initial Site Assessment, Fournier Road Improvement Project. February.

southeast of the project site, at 4614 Ben Hur Road in Mariposa County[66]. Based on the distance from this site, the presence of contamination at the project site is not expected. There would be no impact.

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

No impact. The Mariposa-Yosemite Airport, located on SR-49 north, 3.4 miles northwest of the project site, is the only public airport in Mariposa County. It serves Mariposa County and the eastern half of Madera County. It is classified as a General Aviation Basic Utility Airport and has one runway with an adjacent full-length taxiway. The most common types of aircraft using the airport are single engine fixed-wing general aviation with some use by twin-engine aircraft and helicopters.[67]

The Federal Aviation Administration (FAA) requires runway protection zones and height limits on structures near airports. In addition, airport planning boundaries define areas near airports within which safety or noise restrictions are imposed. Development around the airport must comply with the Mariposa-Yosemite Airport Comprehensive Land Use Plan and Airport Overlay Zone regulations.[68]

At a distance of 3.45 miles, the proposed project is not located within an adopted airport land use plan or within 2 miles of a public airport or public use airport. Therefore, there would be no impact.

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

Less than significant impact with mitigation incorporated. During construction, Fournier Road would be closed to through traffic, and traffic would be directed to a detour route via Antone Road and Joe Howard Street. Emergency Services would be notified in advance of the road closures and would be updated with the status of the project as required by MM TRANS-1.

During operation, Fournier Road would provide an evacuation route from several nearby developments to SR-49 during an evacuation event and would improve emergency evacuation conditions. Implementation of the proposed project would have a beneficial effect to local emergency response efforts, including fire protection, as it would address the existing roadway's narrow width and better serve the local population in the event of an evacuation.

[66] California State Water Resources Control Board (State Water Board). 2025. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/. Accessed July 6, 2025. x.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed March 17, 2025.

[67] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

[68] Ibid.

The proposed project would be consistent with the Mariposa County Emergency Operations Plan (EOP)[69] and the Local Hazard Mitigation Plan (LHMP).[70] Implementation of the proposed project is considered to have a beneficial effect on local emergency response efforts as it would address the roadway's narrow width and flooding at the low water crossing over Mariposa Creek, and would better serve the local population in the event of an emergency evacuation. Therefore, the proposed project's impact would be less than significant with implementation of MM TRANS-1 for construction-related impacts. During operation of the proposed project, there would be no impact, and the proposed project would have beneficial impact in this regard. See Sections 2.15, Public Services and 2.17, Transportation.

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

Less than significant impact. The entire length of Fournier Road is in a Very High Fire Hazard Severity Zone (FHSZ) within a State Responsibility Area (SRA).[71] During construction, equipment may be used that has the potential to increase the risk of wildfire. However, construction crews would be equipped with standard incipient stage fire suppression equipment such as fire extinguishers and shovels. Professional fire services would be contacted immediately in the event of a fire. The proposed project does not have permanent components that would expose people or structures to risk of loss, injury, or death involving wildland fires. Additionally, the proposed project would serve as an improved evacuation route for occupants of several nearby developments to evacuate the area during a wildfire event. The proposed project would not expose people or structures to increased wildland fire risks beyond those that already exist under the current conditions. Therefore, project impacts would be less than significant.

Mitigation Measures

Implementation of MM TRANS-1.

MM HAZ-1a To address potential site conditions, materials sampling for asbestos and lead and for wood-preserving chemicals shall be completed before demolition or ground-disturbing activities. The proposed project shall implement California Department of Transportation (Caltrans) Standard Specifications and Standard Special Provisions

[69] Mariposa County. 2021. Mariposa County Emergency Operations Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/97134/Emergency-Operations-Plan-2021. Accessed January 7, 2026.

[70] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[71] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Find Your Fire Hazard Severity Zone. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 23, 2025.

for sampling, removal, and disposal of contaminated soils and materials, as well as treated wood waste (TWW). Specifically, the following measures shall be taken:

- Concrete curbs and sidewalks near the intersection of Fournier Road and Antone Road shall be evaluated for asbestos prior to demolition. If asbestos is present, asbestos removal would be required.
- Soil adjacent to the roadways where excavation is planned shall be evaluated for lead and asbestos concentrations that exceed hazardous waste limits prior to any soil-disturbing activities. If lead is present, construction activities involving ground disturbance shall require a Lead Compliance Plan consistent with Caltrans Standard Special Provisions.
- Fire hydrant paint shall be tested for the presence of lead prior to disturbance of the hydrants. If lead is present, construction activities involving ground disturbance shall require a Lead Compliance Plan consistent with Caltrans Standard Special Provisions.
- Chemically treated wood must be handled and disposed of as treated wood waste (TWW) consistent with Caltrans Standard Special Provisions.

MM HAZ-1b If sampling determines elevated lead levels in soils or materials, the Contractor shall prepare and implement a project-specific Lead Compliance Plan (8 California Code of Regulations [CCR] 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil and lead-containing paint. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, other health and safety protocols and procedures for the handling of lead- impacted soil, and requirements for disposal of lead-containing paint in traffic striping and on the existing bridge. The plan would be consistent with Caltrans Standard Special Provisions for removal of lead-based paint (LBP) from structures and traffic striping.

MM HAZ-1c If sampling determines asbestos-containing material (ACM) in the concrete, roadways, or soil on the project site, the Contractor shall prepare and implement an Asbestos Compliance Plan consistent with the California Department of Transportation (Caltrans) Standard Special Provisions.

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

Environmental Evaluation

Setting

The information in this section is based in part on the Preliminary Location Hydraulic Study Report (Hydraulic Report), prepared by Evan Rios at PEC Water in February 2026, and the Water Quality Assessment (WQA) Report, prepared by Mark Thomas in February 2026. Both of these reports are contained in Appendix E of this document.

The major hydrological feature within Mariposa, which includes the project site, is Mariposa Creek. Mariposa Creek begins approximately three miles north of the Mariposa TPA within the mountain ridges of the Sierra Nevada Mountains. Downstream below the Mariposa TPA, various tributaries flow into Mariposa Creek, one being Stockton Creek. The Mariposa Public Utility District's (MPUD's) surface water sources include Stockton Creek Reservoir and the Merced River as a secondary source. The water system also utilizes groundwater pumped from four active hard rock wells. In 2020, 40 percent of the total water supply was sourced from groundwater.[72]

Water resources located on the project site include the intermittent Mariposa Creek, which cuts through an 18-inch culvert under Fournier Road, and a tributary that extends east into the project site.

Would the project:

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

Less than significant impact with mitigation incorporated. During construction of the proposed project, grading and vegetation removal would have the potential to disturb soils and the Mariposa Creek channel. The only water body that is present within the project area is the Mariposa Creek. Mariposa Creek flows easterly through the project site. Unless measures are taken to prevent erosion of disturbed soils, rain events could wash loose soil into Mariposa Creek, causing sedimentation. Stormwater runoff could also carry pollutants like nutrients, heavy metals, pesticides and herbicides, toxic chemicals, oils and fuels, and lubricants into the creek. Excess sediment could carry pollutants into Mariposa Creek and could originate anywhere earthwork occurs. Additionally, removal of vegetation along the banks of Mariposa Creek could make underlying soils more susceptible to erosion. Contact with loose bare soil could entrain sediments into the runoff causing sedimentation of the water, which could impact water quality in receiving waters downstream.

As previously described in Section 2.7 Geology and Soils, as a part of the NPDES General Construction Permit, the proposed project would be required to prepare and implement a SWPPP during construction in accordance with federal and State requirements. The SWPPP would identify structural and nonstructural BMPs intended to prevent erosion during construction. Construction site

[72] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed January 7, 2026.

BMPs control various pollutants such as sediment. Design pollution prevention BMPs address the generation of pollutants by implementing design features such as preservation of existing vegetation, use of swales, and including flared end sections, among other things. Temporary impacts generally apply to the construction phase of a project. Temporary BMPs include temporary dikes, sediment traps, and straw bales to prevent sediment and other pollutants from leaving the project site in stormwater flows. The County would ensure the construction contractor uses the appropriate water quality and erosion control BMPs to minimize the potential for erosion and sedimentation in accordance with the construction specifications and with the NPDES Construction General Permit for Storm Water Discharges associated with construction activity. These BMPs would be in accordance with Caltrans's requirements and would ensure no water quality standards or waste discharge requirements would be violated. Furthermore, the proposed project would comply with the provisions of the SWPPP (as required under the State Water Board General Construction Permit Order 2009-0009-DWQ [and as amended by most current order(s)]) that includes erosion control measures and construction waste containment measures to ensure that waters of the State are protected during and after project construction (this is also required per MM BIO-5). As a result, construction-related project impacts related to surface and groundwater water quality would be less than significant.

Operation of the project would involve public use of the roadway and sidewalks. It would not introduce new uses that could discharge additional water pollutants relative to existing conditions. However, the proposed project would increase impervious surfaces. To minimize temporary or permanent water quality impacts created by the proposed project, the following Standard Conditions would be required:

PF-WQ-1 The proposed project shall comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2022-0033-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction.

PF-WQ-2 The proposed project shall comply with the provisions of the NPDES Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) Order No. 2022-0057-DWQ, NPDES No. CAS000002 and any subsequent permits in effect at the time of construction.

PF-WQ-3 Design Pollution Prevention Best Management Practices (BMPs) shall be implemented such as preservation of existing vegetation, slope/surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes, and swales, over side drains, flared end sections, and outlet protection/velocity dissipation devices.

Compliance with existing regulatory requirements and the standard conditions outlined above would ensure that the proposed project does not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Impacts would be less than significant.

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

No impact. According to the WQA, groundwater was encountered between elevations 1,973 feet above sea level and 1,984 feet above (about 12 to 1 foot below grade). No wells within three miles of the project site were identified. Groundwater elevation and moisture content of in situ soils can vary due to fluctuations in seasonal rainfall, irrigation, changes in or addition of surface drainage and flood control features, groundwater injection and extraction activities, construction activities, and numerous other man-made or natural conditions. In addition, because of the local geology (foliation, joints, highly fractured geologic materials), perched groundwater could be encountered in excavations.

According to the WQA, Mariposa Creek does not include groundwater recharge. The WQA concluded that there would be no impact to groundwater or aquifer recharge.[73] The proposed project would not use any groundwater and would not result in any impacts associated with the depletion of groundwater supply or recharge. Therefore, there would be no impact.

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

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

Less than significant impact with mitigation incorporated. The proposed project would include channel improvements to Mariposa Creek. Current conditions with the low water crossing create an unnatural break in grade that produces turbidity in the stream channel. The existing channel is not sloped properly, resulting in sediment getting trapped and restricting the flow, and the existing 18-inch culvert is undersized and contributes to roadway overtopping during storm events. Vegetation and sediment accumulation within the channel has significantly restricted flow capacity. This results in water overtopping the existing bridge. According to the Hydraulic Report, hydraulic modeling results confirmed that the existing 18-inch culvert is hydraulically inadequate for a 100-year flooding event, causing the creek to overtop Fournier Road. A 3-foot vertical drop from the roadway to the culvert invert on the downstream side further contributes to inefficient flow and potential erosion. Additionally, the existing channel has insufficient slope for effective sediment transport.[74]

The proposed project would convert the low water crossing into a bridge, which would prevent overtopping during storm events. The proposed bridge would support two-way vehicle and pedestrian traffic and would be designed to ensure regulatory compliance, flood resilience, and sediment conveyance. The proposed project would regrade the Mariposa Creek channel to a 1 percent slope, extending 60 feet upstream and 40 feet downstream of the bridge, which will increase the flow

[73] Mark Thomas. 2026. Water Quality Assessment Report, Fournier Road Improvement Project. February.

[74] PEC Water. 2026. Preliminary Location Hydraulic Study Report, Fournier Road Improvement Project, Mariposa County Public Works, Mariposa, California. February.

capacity. The maximum depth of grading would be approximately 8 feet on the upstream side and 4 feet on the downstream side. The width of the channel would remain approximately 80 feet wide. Riprap would support abutments in the creek. The Hydraulic Study recommends a riprap sizing of 15 inches. The proposed project would be required to submit a preliminary grading plan indicating the location, height and grade of all cut and fill banks necessary for the proposed project, consistent with Mariposa County Code Section 17.66.[75]

The proposed project would minimize impacts to Mariposa Creek and other water resources within or immediately adjacent to the project area by restricting work to the dry season (generally April 15th to October 15th), as specified in MM BIO-1. Standard best practices would be implemented during construction to ensure that sediments or other contaminants would not migrate off-site and affect local water resources. A detention basin would be installed on the southeastern portion of the project site. Additionally, the proposed project would be designed to minimize changes to the regulatory floodway based on Hydraulic and Hydrology analyses.

As a part of the NPDES General Construction Permit, the proposed project would be required to prepare and implement a SWPPP during construction in accordance with federal and State requirements. The SWPPP would identify structural and nonstructural BMPs intended to prevent erosion during construction. The SWPPP would include temporary soil stabilization, temporary sediment control, tracking control, wind erosion control, non-stormwater management, and waste management material pollution control for the construction site. The design of construction BMPs will comply with the design requirements found in the Caltrans Storm Water Quality Handbooks, Project Planning and Design Guide (PPDG), and Construction Site Best Management Practices.[76] Compliance with applicable policies and regulations, including the SWPPP, would minimize the potential to degrade water quality in downstream water bodies to the maximum extent possible. As a result, construction-related project impacts related to surface and groundwater water quality would be less than significant.

During operation, the new bridge would ensure water remains within the regulatory floodway boundaries during rainfall events. The proposed bridge would be designed so the water surface elevation upstream and downstream of the bridge would be equal to or lower than the water surface elevation shown on the FEMA FIRM, which would reduce flooding and runoff. The proposed project would also include channel improvements and a Streambed Alteration Permit to ensure regulatory compliance. Because the new impervious surface runoff area into Mariposa Creek would be less than 10,000 square feet, Permanent Treatment BMPs are not required.[77]

The WQA concluded that after the construction of the proposed detention basin, the area of runoff into the Mariposa Creek would be less than the existing runoff. The proposed drainage pattern would

[75] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://experience.arcgis.com/experience/528733904dbc4caa9b141410ae87b551/page/Zoning-Lookup. Accessed December 15, 2025.

[76] Mark Thomas. 2026. Water Quality Assessment Report, Fournier Road Improvement Project. February.

[77] Ibid.

include the addition of drainage inlets leading to the detention basin. The stream currents would be improved with the removal of the culvert and low water crossing. The bridge would allow for a smoother continuous flow of Mariposa Creek. Additionally, the WQA concluded that potential silt and sediment impacts would be addressed through standardized measures PF-WQ-1 through PF-WQ-3.[78] Therefore, impacts would be less than significant with implementation of MM BIO-1.

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

Less than significant impact. As identified in the Project Description, the proposed project would include roadway widening and the construction of a bridge over Mariposa Creek. Construction of the bridge would take place during no-flow or low-flow conditions and would be limited to the dry season (April through October) as required by MM BIO-1, when there are small amounts of water in Mariposa Creek. Sediment and erosion control BMPs appropriate to aquatic conditions will be employed when working in no-flow or low-flow conditions. All work done in the creek bed would comply with the BMPs, which would minimize any potential impacts to the flow in the creek bed. In the event of stormflows in Mariposa Creek, construction crews would not work in the creek until flows have subsided.

The roadway and bridge would not increase the rate or amount of surface runoff or result in flooding. According to the Hydraulic Report, construction of a 50-foot bridge, when combined with the proposed channel improvements and riprap, would eliminate overtopping during the 100-year flood event. The proposed project does not involve longitudinal encroachment, significant floodplain encroachment, or support incompatible floodplain development.[79] Additionally, according to the WQA, the proposed bridge would minimize the impacts of a 100-year flood event, and the proposed detention basin would improve runoff area and flooding of the roadway as it lessens the area of runoff into Mariposa Creek. The WQA states that the proposed project will comply with FEMA regulatory requirements and minimize floodway impacts, and the design of the proposed project would ensure water remains within the regulatory floodway boundary, including channel improvements, and add stormwater detention facilities.[80]

The proposed project would result in a net new impervious area of 0.43 acre and a new impervious surface area of 0.99 acre.[81] The proposed detention basin would accommodate increased runoff from new impervious surfaces created by the roadway widening. The detention basin is designed for a volume of 6,500 cubic feet to contain the proposed project's runoff volume of 6,128 cubic feet. Furthermore, the proposed curb and gutter would provide proper drainage for the new impervious surfaces.[82] The proposed bridge would be designed to accommodate most flow rates through

[78] Mark Thomas. 2026. Water Quality Assessment Report, Fournier Road Improvement Project. February.

[79] PEC Water. 2026. Preliminary Location Hydraulic Study Report, Fournier Road Improvement Project, Mariposa County Public Works, Mariposa, California. February.

[80] Mark Thomas. 2026. Water Quality Assessment Report, Fournier Road Improvement Project. February.

[81] Ibid.

[82] Ibid.

Mariposa Creek during flooding events. This would be an improvement over the existing conditions and would be a beneficial impact to surface runoff and flooding conditions. Therefore, impacts would be less than significant.

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

Less than significant impact. Construction activities would involve excavation, filling and grading of soils, which would expose areas to potential runoff during construction. Grading activities would be performed in accordance with Mariposa County standards. BMPs will be implemented during construction to further reduce potential impacts of erosion or siltation on- or off-site. Areas disturbed during construction would be restored. A SWPPP will be prepared to comply with the conditions of the NPDES general stormwater permit for construction activities.

The proposed widened roadway and bridge would not increase the rate or amount of surface runoff or result in flooding. Any stormwater flows would flow to a detention basin or to Mariposa Creek. The proposed bridge improvements would be designed to handle increased flow rates through the Mariposa Creek during storm events. Lastly, the proposed project would not add any new sources of polluted runoff. Therefore, any impacts would be less than significant with the incorporation of Mariposa County standards and construction BMPs. Therefore, impacts related to runoff would be less than significant.

(iv) impede or redirect flood flows?

No impact. In addition to the proposed roadway improvements, the proposed project would regrade the Mariposa Creek channel to increase flow capacity and construct a bridge over the creek.

Current conditions with the low water crossing create an unnatural break in grade that produces turbidity in the stream channel. The existing channel is not sloped properly, resulting in sediment getting trapped and restricting the flow, and the existing 18-inch culvert is undersized and contributes to roadway overtopping during storm events. As a result, vegetation and sediment accumulation within the channel has significantly restricted flow capacity. This results in water overtopping the existing bridge.

The proposed project would convert the low water crossing into a bridge, which would prevent overtopping during storm events. The proposed bridge would be designed so the water surface elevation upstream and downstream of the bridge would be equal to or lower than the water surface elevation shown on the FEMA FIRM maps. Additionally, the proposed project would regrade the channel to a 1 percent slope, extending 60 feet upstream and 40 feet downstream of the bridge, which will increase the flow capacity. The maximum depth of grading would be approximately 8 feet on the upstream side and 4 feet on the downstream side. The width of the channel would remain approximately 80 feet wide.

According to the Hydraulic Report, these proposed roadway improvements would not increase base flood elevations, flood risk, flood depth, flood duration, or flood velocities for upstream or downstream properties and would not result in an increase to FEMA Base Flood Elevations within the regulatory floodway.[83] Therefore, the proposed project would be designed to accommodate flood flows through Mariposa Creek, which would be a beneficial impact. As such, the proposed project would have no adverse impacts related to redirecting flood flows.

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

Less than significant impact with mitigation incorporated. The southern portion of Fournier Road is in Zone AE along the Mariposa Creek regulatory floodway.[84] However, the proposed improvements would include a bridge to minimize the impacts from a 100-year flood event. Additionally, a detention basin is proposed along the southeastern portion of the roadway, which would improve runoff and flooding from the roadway. The proposed project would comply with regulatory requirements of FEMA and minimize floodway impacts by conducting Hydraulic and Hydrology analyses. The design would ensure water remains within the regulatory floodway boundaries, include channel improvements, and add stormwater detention facilities.

Furthermore, construction of the proposed bridge and channel improvements would not occur during times when the potential for flooding is high, such as during the rainy season, as specified by MM BIO-1. This would prevent the potential release of pollutants into Mariposa Creek. During operation, the proposed project would not introduce any new pollutants as compared to the existing conditions; therefore, no pollutants would be at risk of releasing into the creek during inundation periods. Impacts would be less than significant with implementation of MM BIO-1.

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

No impact. The proposed project would not affect the implementation of the water quality control plan or the groundwater sustainability plan as no new water sources or discharges would be developed as part of the proposed project. There would be no impact.

Mitigation Measures

Implementation of MM BIO-1 and MM BIO-5.

[83] PEC Water. 2026. Preliminary Location Hydraulic Study Report, Fournier Road Improvement Project, Mariposa County Public Works, Mariposa, California. February.

[84] Federal Emergency Management Agency (FEMA). 2025. FEMA's National Flood Hazard Layer (NFHL) Viewer. Website: https://hazardsfema. maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed March 17, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.11 Land Use and Planning *Would the project:*				
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?	☐	☐	☐	☒

Environmental Evaluation

Setting

A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. A typical example would be a project that involves a continuous right-of-way such as a roadway, which would divide a community and impede access between parts of the community. The proposed project is not of the scale or nature that could physically divide an established community, as the project site is a roadway widening project, which would replace existing roadway with new pavement, curb and gutter, and sidewalks.

Would the project:

a) Physically divide an established community?

No impact. The proposed project would include road widening to provide better access to SR-49 and construction of a sidewalk along the length of the project site. These activities would provide improved connectivity for occupants of several nearby housing developments and would not result in the division of an established residential neighborhood or community. The right-of-way dedication would not substantially change the existing land uses or conflict with zoning regulation or land use policies. Therefore, there would be no impacts.

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. A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. The adopted land use regulations applicable to the project site include

the General Plan, Specific Plan, and Zoning Code. Furthermore, the project site is within the planning boundaries of the Mariposa Creek Parkway Phase IV Special Plan. The following is an analysis of the proposed project's consistency with the applicable land use regulations.

According to the General Plan land use map,[85] the project site is located within the planning area of the Mariposa TPA Specific Plan (Exhibit 3).[86] The proposed project is located along the roadway right-of-way and is surrounded by lands zoned as GC on the northwest, MFR on the southwest, SFR-9.0 on the south, and PQP on the east (Exhibit 4).[87] The proposed project does not conflict with the General Plan land use designations.

The proposed project would comply with the County's goals, policies, and strategies with regard to public roads and surrounding planned land use development. Specifically, the proposed project would comply with the following General Plan Transportation Element policies and goals:

Goal 5-1 Maintain the rural character of Mariposa County.

Goal 9-1 All development shall have safe and adequate access.

Policy 9-1e(1) Adopt comprehensive standards for all County roadways.

Goal 9-9 Maintain quality emergency service delivery.

Goal 11-1 Conserve the natural and scenic resources, and open space lands to protect and enhance the County's quality of life and character ensuring a viable economy.

Goal 11-2 Protect and manage the use of Mariposa County's limited water resources.

Policy 11-2d(1) Implement requirements for minimum building and grading setback lines from waters of the State (i.e., perennial streams and environmentally significant wetlands), that are adequate to protect stream riparian, and wetland resource values.

Goal 11-5 Avoid erosion and loss of soils due to development activities.

Policy 11-5a Minimize impacts of grading activities.

The proposed project would comply with all applicable zoning requirements and regulations and is consistent with General Plan development and transportation policies. The proposed project would

[85] Mariposa County. 2017. Mariposa County General Plan Land Use Diagram, Update March 14, 2017. Website: https://www.mariposacounty.org/DocumentCenter/View/70262/181108-GREEN_MAP_March2017?bidId=. Accessed December 16, 2025.

[86] Mariposa County. 2019. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[87] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 15, 2025.

not conflict with any development standards from the Mariposa TPA Specific Plan and would comply with the applicable grading standards contained within the Mariposa TPA Specific Plan.

Additionally, the proposed project is consistent with the Mariposa Creek Parkway Phase IV Special Plan. According to this plan, improvements to Fournier Road and the proposed bridge improvements are considered a key component of future development of the Mariposa Creek Parkway.[88] Therefore, the proposed project is consistent with the applicable land use plans and policies, and there would be no impact.

Mitigation Measures

None required.

[88] Mariposa County. 2024. Mariposa Creek Parkway Phase IV Special Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98136/MCP-Phase-4-Special-Plan. Accessed December 31, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.12 Mineral Resources *Would the project:*				
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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The California Surface Mining and Reclamation Act (SMARA) was enacted in 1975 with the purpose of identifying where economically significant mineral deposits occur. Special emphasis has been given to the study of construction aggregate because it is the State's most important mineral commodity.

Mariposa County is home to the southern extent of the Mother Lode, a gold vein that runs along the western Sierra Nevada Mountain range, which ends in the southern part of the TPA. Mariposa County has one active slate quarry—Yosemite Slate Quarry, located off Highway 140 on Agua Fria Road, 2.4 mile west of the project site. With the exception of sand and gravel extraction and processing, most mines in Mariposa County are now closed or only intermittently active.[89]

There are significant mineral resources located in the around the Mariposa TPA. According to the Specific Plan, there have been several gold mines in the TPA, with the most important being the Mariposa Mine located east of Second Street, 0.96 mile southeast of the project site.[90] There are no mines or quarries on or adjacent to the project site.

[89] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

[90] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

Would the project:

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

No impact. The proposed project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. There are no known mineral resources associated with the project site. No mineral extraction activities exist on or adjacent to the project site, and mineral extraction is not included as a part of the proposed project. Therefore, there would be no impact.

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 surrounded by lands zoned as GC on the northwest, MFR on the southwest, SFR-9.0 on the south, and PQP on the east (Exhibit 4).[91] As described in Section 1.3.3., Zoning, none of these zoning classifications designate locally important mineral resources or mineral resource recovery sites. Therefore, there would be no impact.

Mitigation Measures

None required.

[91] Mariposa County. 2025. Zoning Lookup Dashboard. Website: https://mariposa-county-public-gis-data-portal-mariposacounty.hub.arcgis.com/apps/d8ea9d86e152487ab14d91ad7134df30/explore. Accessed December 15, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.13 Noise *Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Environmental Evaluation

Setting

The information and analysis in this section are based, in part, on the Noise Impacts Analysis for the Proposed Fournier Road Improvement Project memorandum prepared on July 31, 2025, by FirstCarbon Solutions. The report is contained in Appendix F of this document.

Would the project result in:

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

Less than significant impact.

Construction Noise

For purposes of this analysis, a significant impact would occur if construction activities would result in a substantial temporary increase in ambient noise levels in excess of the County's applicable noise

standards. While the County does not establish substantial temporary noise level increase thresholds for construction activities, this analysis uses the noise limits established by the Federal Transit Administration (FTA) to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual.[92] During daytime hours, a significant temporary increase would be an increase in excess of the average daily noise levels of 80 A-weighted decibel (dBA) equivalent noise level over an 8-hour time period ($L_{eq(8\text{-hour})}$) as measured at a receiving residential land use and 85 dBA $L_{eq(8\text{-hour})}$ as measured at a receiving commercial land use.

On-site Construction Noise Impact

Construction is anticipated to last 4 to 6 months. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment, such as impact pile drivers, are not planned to be used during construction of this proposed project.

The loudest phase of construction is typically the site preparation and grading phase, as that is when the loudest pieces of heavy construction equipment would operate. For example, the maximum noise level generated by each grader is assumed to be 85 dBA maximum noise/sound level (L_{max}) at 50 feet from this equipment. Each front-end loader would also generate 80 dBA L_{max} at 50 feet. The maximum noise level generated by each backhoe is approximately 80 dBA L_{max} at 50 feet.

A conservative but reasonable assumption is that this equipment would operate simultaneously and continuously over at least a 1-hour period in the vicinity of the closest existing residential receptors but would move linearly over the project site as they perform their earthmoving operations, spending a relatively short amount of time adjacent to any one receptor. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA L_{max} at a distance of 50 feet from the acoustic center of a construction area. The acoustical center reference is used because construction equipment must operate at some distance from one another on a project site and the combined noise level as measured at a point equidistant from the sources (acoustic center) would be the worst-case maximum noise level. These operations would be expected to result in a reasonable worst-case hourly average of 84 dBA L_{eq} at a distance of 50 feet from the acoustic center of a construction area. These worst-case construction noise levels would only occur during the site preparation phase of development.

[92] Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

The closest residential noise-sensitive receptor to the project site is a single-family residential building located directly west of the project site. The façade of this building would be located approximately 65 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would potentially operate simultaneously at the project site. At this distance, relative worst-case hourly average construction noise levels would attenuate to approximately 83 dBA L_{max}, intermittently, and could have an hourly average of up to 79 dBA L_{eq}. These reasonable worst-case construction noise levels would only occur periodically throughout the day while construction equipment operates along the nearest project boundaries. Additionally, these noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site. Therefore, the calculated reasonable worst-case 8-hour average noise level for construction, assuming construction equipment moves over the project site, would be 73 dBA $L_{eq(8\text{-}hour)}$ as measured at the nearest residential receptor. The calculation spreadsheet with detailed modeling assumptions is provided in Appendix F.

Therefore, these calculated reasonable worst-case construction noise levels would not exceed the FTA's average daily thresholds of 80 dBA $L_{eq(8\text{-}hour)}$ as measured at the nearest residential receptors and 85 dBA $L_{eq(8\text{-}hour)}$ as measured at the nearest commercial receptors. Therefore, the proposed project would not result in a substantial temporary increase in ambient noise levels at off-site sensitive receptors above established standards, and construction noise impacts on sensitive receptors in the project vicinity would be less than significant.

Operational Mobile Source Noise Impacts

A significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The proposed project involves improvements to the existing Fournier Road and does not include construction of a new roadway, extension of the road, or any new land uses that would generate traffic. The purpose of the proposed project is to address overtopping during storm events and improve emergency access for existing nearby residential developments and the Hyatt Hotel. These improvements would not induce new vehicle trips beyond existing conditions, nor would it move the roadway alignment closer to sensitive receptors to a degree that would result in any measurable change in traffic noise levels. Therefore, there is no potential for the project to generate an increase in traffic noise levels in the project vicinity.

In addition, the proposed project would not introduce any operational stationary noise sources such as mechanical equipment or other infrastructure that would generate noise after construction is complete. Therefore, the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels from operational sources in the project vicinity and the impact would be less than significant.

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

Less than significant impact.

Construction Vibration Impacts

The County's policies and ordinances do not establish a numeric threshold for construction vibration impacts. Therefore, for the purposes of this analysis, a significant impact would occur if project construction activities would expose existing structures in the project vicinity to groundborne vibration levels in excess of the FTA's vibration impact criteria.

Of the variety of equipment used during construction, the large vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the operating equipment.

The nearest off-site structure is located approximately 65 feet west from the nearest construction footprint where small vibratory rollers would potentially operate. At this distance, groundborne vibration levels would range up to 0.05 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the FTA's construction vibration damage criteria of 0.2 in/sec PPV for this type of structure, a building of nonengineered timber and masonry construction. As a result, construction of the proposed project would not expose nearby buildings to groundborne vibration levels in excess of their applicable FTA damage criteria and this impact would be less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any receiving property line. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be less than significant.

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

No impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.

The closest airport to the project site is Mariposa-Yosemite Airport, located approximately 3.4 miles northwest of the project site. Because of the distance to the airports and the orientation of the runways, the project site lies outside of the 60 dBA community noise equivalent level (CNEL) noise contours and is not located within an airport land use plan. Although aircraft noise is occasionally audible on the project site, nearby airport activity would not expose people residing or working near the project site to excessive noise levels. Furthermore, this is a roadway improvement project and

does not introduce any new sensitive receptors. Therefore, implementation of the proposed project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.14 Population and Housing *Would the project:*				
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?	☐	☐	☐	☒

Environmental Evaluation

Setting

Mariposa County had a population of 16,917 people in 2025.[93] Mariposa County experienced a decrease in population since 2020, when a population of 17,131 was reported.[94] According to the MPUD Municipal Services Review, the Mariposa County's average growth rate between 2010 to 2020 was -0.72 percent per year.[95] The population of Mariposa County is forecasted to continue to fall until 2028.[96]

The project site is located in US Census Tract 1.01, Mariposa, California (06043000101), which has a population of 3,729 people and 2,126 housing units as of the 2020 Census.[97] MPUD's Municipal

[93] California Department of Finance. 2025. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2025, with 2020 Benchmark. Website: https://dof.ca.gov/media/docs/forecasting/Demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2025/E-5_2025_InternetVersion.xlsx. Accessed December 22, 2025.

[94] Ibid.

[95] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed February 12, 2026.

[96] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed February 12, 2026.

[97] United States Census Bureau. 2020. 2020 Census Demographic Data Map Viewer. Website: https://maps.geo.census.gov/ddmv/map.html. Accessed December 23, 2025.

Services Review estimated the Mariposa TPA's current population at 1,535 and projected a population decline to 1,428 in 2031 and 1,328 in 2041.[98]

Would the project:

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 project would not directly induce unplanned population growth because it would not remove barriers to future growth or increase population or housing growth. The proposed improvements would be designed to efficiently and safely accommodate the existing traffic volumes. The proposed project's improvements would not induce substantial population growth; rather, the proposed improvements would serve the existing residents and visitors of the area. Furthermore, the Mariposa TPA's current and projected populations are much lower than the Mariposa TPA Specific Plan's projections, which estimated a population of 3,798 in 2021. As discussed above, the current population is 1,535, which is well below the Mariposa TPA Specific Plan's projected population growth.[99] Therefore, the unlikely potential for indirect population growth as a result of the improved roadway would not have the potential to exceed the planned growth rates from the Mariposa TPA Specific Plan. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth, and there would be no impact.

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

No impact. The proposed project would not require the displacement of existing housing or the construction of replacement housing. The roadway widening would require additional right-of-way dedication from the cemetery. No residences or businesses would be displaced by the right-of-way dedication. Therefore, there would be no impact.

Mitigation Measures

None required.

[98] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed February 12, 2026.

[99] Ibid.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.15 Public Services *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:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Environmental Evaluation

Setting

Fire protection services are provided to the project site by the Mariposa County Fire Department and MPUD.[100] According to the General Plan, every community in Mariposa County has been threatened by major wildland fires within the past 200 years. Since 1854, the Town of Mariposa has burned down several times. The Mariposa County Fire Department has the responsibility of determining the threat and mitigation measures needed for non-wildland fires. The California Department of Forestry and Fire Protection, the USDA Forest Service, the Department of Interior National Park Service (NPS), and Bureau of Land Management (BLM) have responsibility for wildland fires within their jurisdictions.[101] MPUD has entered into mutual aid agreements with CAL FIRE and the California Office of Emergency Services. These agreements allow for MPUD personnel and equipment to respond to emergencies throughout the State at the specific request of the State and approval of the MPUD Fire Chief. MPUD and Mariposa County have entered into an automatic aid agreement which

[100] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[101] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

provides for initial response dispatch of MPUD equipment to specific areas outside of and adjacent to the MPUD within Mariposa County.[102]

The Mariposa County Sheriff's Office provides police services to the project site. The Mariposa County Sheriff's Department Administrative Building is located at 5099 Old Highway North in Mariposa. The Mariposa Sheriff's Department Dispatch Center is located at 4963 10th Street in Mariposa, which is located directly across from the Mariposa Sheriff's Department Administration Building.

The project site is located within the district boundaries of the Mariposa County Unified School District and is located within the service area of Mariposa Elementary School and Mariposa County High School.

The nearest existing park is Mariposa Park, located approximately 1 mile southeast of the project site. Additionally, the nearest planned recreational facility is the Mariposa Creek Parkway, located in the southern portion of the project site along Mariposa Creek.

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 following public services:

a) Fire protection?

Less than significant impact. The closest fire station to the project site is Mariposa Fire Company 22, located at 5273 SR- 49 north, approximately 0.5 mile northwest of the project site. The entire length of Fournier Road is in a very high FHSZ within an SRA.[103]

According to the Mariposa County Fire Department's Standards of Cover, Fire Department response time objectives are 5 minutes for turnout time, 10 additional minutes or less for the arrival of the first engine company at a fire suppression incident and/or 15 minutes or less for the deployment of a full first alarm assignment at a fire suppression incident. Additionally, the response time objective for a medical incident is a total of 15 minutes or less for the arrival or a unit with first responder or higher level capability.[104]

[102] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed January 7, 2026.

[103] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Find Your Fire Hazard Severity Zone. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 23, 2025.

[104] Mariposa County Fire Department. 2010. Standards of Cover. Website: https://www.mariposacounty.gov/documentcenter/view/8487. Accessed January 12, 2026.

As discussed in Section 2.14, Population and Housing, the proposed project would not result in direct or indirect population growth and would not increase demand for fire protection services or require the construction of new facilities. Furthermore, the proposed road widening and bridge improvements would increase access for fire trucks. Therefore, there would be no need for new or altered facilities and no operational impacts.

During construction, the entire length of Fournier Road would be closed to through traffic, and traffic would be directed through a detour route via Antone Road and Joe Howard Street. There would be no need for new or altered facilities to address the proposed project. Accordingly, impacts would be less than significant. Additionally, emergency services would be notified in advance of the road closure and would be updated with the status of the proposed project as required by MM TRANS-1. Response times are not expected to substantially increase due to the roadway closure. Traffic control systems and detour signage would comply with State standards.

During operation, implementation of the proposed project would have a beneficial effect to local emergency response efforts, including fire protection, as it would address the existing roadway's narrow width and better serve the local population in the event of an evacuation. Furthermore, during operation, the proposed project would not add residential, commercial, or other structural development that could substantially increase demand for fire services. Therefore, the proposed project would not have the potential to increase demands on fire services and would not result in a need for new or expanded fire protection facilities.

The proposed project would not require new or physically altered emergency services facilities, and impacts would be less than significant.

b) Police protection?

No impact. The nearest police station is the Mariposa Sheriff's Department Dispatch Center located at 4963 10th Street in Mariposa, approximately 0.8 mile east of the project site. The proposed project would not increase population either directly or indirectly. Because of the proposed project's proximity to police stations, response times in the event of an emergency would not be expected to be significant. Furthermore, the proposed project would not add residential, commercial, or other structural development that could substantially increase demand for police or fire services. Therefore, the proposed project would not have the potential to increase demands on police services and would not result in a need for new or expanded police facilities, and there would be no impacts. During construction, Fournier Road would be closed to through traffic. Construction would begin around November 2026 and would last up to 6 months. Additionally, emergency services would be notified in advance of the road closure and would be updated with the status of the proposed project as required by MM TRANS-1. Response times are not expected to substantially increase due to the roadway closure. Traffic control systems and detour signage would comply with State standards. Because the proposed project would not result in the need for new police facilities, there would be no impact.

c) Schools?

No impact. The nearest schools are Mariposa Elementary School, located at 5044 Jones Street in Mariposa, approximately 0.75 mile southeast of the project site; and Mariposa County High School, located 0.6 mile southeast of the project site. The proposed project does not include any housing units and would not increase the school-age population of Mariposa County either directly or indirectly. The proposed project would not generate any new students. Therefore, the proposed project would not result in a need for new or expanded school facilities, and there would be no impact.

d) Parks?

No impact. The proposed project would not result in direct or indirect population growth. As a result, the proposed project is not expected to increase demand for parks compared to existing conditions. The nearest park is Mariposa Park, located approximately 1 mile southeast of the project site. Additionally, the proposed project is within the planning boundaries of the Mariposa Creek Parkway and would be consistent with the planned facilities for the Mariposa Creek Parkway. Temporary road closures during construction of the proposed project would not have the potential to create impacts to nearby parks. Therefore, there would be no impacts.

e) Other public facilities?

No impact. Other public facilities include libraries. Library services within the community of Mariposa are provided by the Mariposa County Library System. The Mariposa County Library, located at 4978 10th Street in Mariposa, is the closest library to the project site and is located approximately 0.45 mile southeast of the project site. Because of the nature of the proposed project, the proposed project would not generate any new residents and thus would not generate an increase in demand for library facilities or other public facilities that would require the construction of new facilities or expansion of existing facilities. Therefore, there would be no impacts.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.16 Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the 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?	☐	☐	☒	☐

Environmental Evaluation

Setting

Existing recreational facilities within the Mariposa TPA include Mariposa Park, the athletic fields at Mariposa High School, and Mariposa Creek Parkway, a linear park that follows the course of Mariposa Creek. The southern portion of Fournier Road is currently in the planning phase and would be located within Phase IV of the Mariposa Creek Parkway (Exhibit 11). Plans to extend the Mariposa Creek Parkway are contained within the Mariposa Creek Parkway Master Plan, adopted December 2019. Mariposa Creek Parkway is a planned park to be completed in five phases.

The parkway would roughly follow the course of Mariposa Creek, running approximately 4 miles from the Fairgrounds on the south to the offices of the California Department of Forestry on the north. The Mariposa TPA Specific Plan identifies the Mariposa Creek Parkway as a priority project with multiple social, economic, and environmental benefits. Planned facilities include a pedestrian and bicycle corridor, providing connections to a larger network of recreational and cultural spaces.[105]

[105] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

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Source: Mariposa County, 2024. Mariposa Creek Parkway Phase IV Special Plan.

Exhibit 11
Mariposa Creek Parkway Plan

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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?

No impact. The proposed project consists of roadway improvements along Fournier Road. The proposed project would not result in an increase in population as no housing is being constructed and no employees would be required. Therefore, the proposed project would not result in an increase in the use of existing neighborhood or regional parks. As such, there would be no impacts.

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?

Less than significant impact. Fournier Road does not provide access to any existing local or regional parks. There are no existing public parks or recreational facilities in the immediate vicinity of the project site. The nearest existing park or recreational facility is Mariposa Park, located approximately 1 mile southeast of the project site. However, the nearest planned recreational facilities are the Mariposa Creek Parkway, and Fournier Road would likely provide access to this planned facility in the future. Phase IV of the Mariposa Creek Parkway would be located on the southern portion of the project site along Mariposa Creek.[106] The Phase IV Special Plan was adopted by the Mariposa County Board of Supervisors on February 20th, 2024.[107] According to the Mariposa Creek Parkway Phase III and Trailhead Project IS/MND, the timing and scope of Phase IV has not been determined, and Phase III is not scheduled to be completed until September 2026.[108]

The proposed project does not include the construction of any recreational facilities or parks which might have an adverse physical impact on the environment. The proposed project would not interfere with the planned improvements associated with Phase IV of the Mariposa Creek Parkway. However, the proposed project would be consistent with the completion of the Mariposa Creek Parkway. According to the Phase IV Special Plan, improvements to Fournier Road and the proposed bridge improvements are considered a key component of future development of the Mariposa Creek Parkway." [109] As such, the construction and operation of the roadway could have the potential to contribute to the planned expansion of recreational amenities within the County and Town of Mariposa. As detailed in the Mariposa Creek Parkway Phase III and Trailhead Project Draft IS/MND, the expansion of the Mariposa Creek Parkway would not result in adverse physical effects on the

[106] Mariposa County. 2020. Mariposa Creek Parkway Master Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/81960/200116-WRT_MCPMP_Final_No-VS. Accessed December 31, 2025

[107] Mariposa County. 2025. Plans for the Parkway. Website: https://www.mariposacounty.org/2888/Plans-for-the-Parkway. Accessed December 31, 2025.

[108] Mariposa County. 2023. Mariposa Creek Parkway Phase III and Trailhead Project Draft Initial Study/Mitigated Negative Declaration. Website: https://ceqanet.lci.ca.gov/2023020034/AttachmentZip. Accessed December 31, 2025.

[109] Mariposa County. 2024. Mariposa Creek Parkway Phase IV Special Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98136/MCP-Phase-4-Special-Plan. Accessed December 31, 2025.

environment.[110] Therefore, the proposed project's contribution to this project would not have adverse physical effects on the environment due to the construction or expansion of recreational facilities. Furthermore, the proposed project would not induce population growth and thus would not create increased demands on recreational facilities beyond the existing demands. As such, the impacts would be less than significant.

Mitigation Measures

None required.

[110] Mariposa County. 2023. Mariposa Creek Parkway Phase III and Trailhead Project Draft Initial Study/Mitigated Negative Declaration. Website: https://ceqanet.lci.ca.gov/2023020034/AttachmentZip. Accessed December 31, 2025.

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

Environmental Evaluation

Setting

Fournier Road serves as a connection between SR-49 and several developments, including the 42-unit Creekside Terrace Apartments. The proposed project would require Fournier Road to be closed to through traffic during construction. During construction, a temporary detour through Joe Howard Street and Antone Road would be utilized.

Would the project:

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

No impact.

Roadway

Implementation of the proposed project would more efficiently and safely accommodate existing traffic volumes on Fournier Road and improve road width for vehicles. Therefore, the proposed project would improve roadway facilities. The proposed project does not include any residential or commercial development that would generate a significant amount of traffic. The proposed project

would not conflict with federal transportation programs or the Circulation Element of the General Plan. Additionally, the proposed project would be consistent with the County-adopted Mariposa TPA Specific Plan and the Mariposa Creek Parkway Master Plan. Therefore, the proposed project would have no impact.

Transit

The Town of Mariposa has local transit service through MARI-GO Transit, offering curb-to-curb transit services. MARI-GO provides designated scheduled routes in areas covering Mariposa, Atwater, and Sonora.[111] There are no public transit services or bus stops along Fournier Road. Therefore, the proposed project, including the roadway closure, would have no impact on transit services during construction or operation of the proposed project.

Bicycle and Pedestrian Facilities

New sidewalks would be constructed along the length of Fournier Road. Therefore, the proposed project would improve pedestrian facilities. Additionally, the proposed project would be consistent with Phase IV of the Mariposa Creek Parkway Master Plan, which states that improvements to Fournier Road and the proposed bridge improvements are considered a key component of future development of the Mariposa Creek Parkway.[112] Specifically, the plan states, “Fournier Road from the intersection of Joe Howard Street and 17th Street (near SR-49) down to Antone Road should be improved to County standards for a major collector roadway.” [113] The proposed improvements would therefore help to facilitate the Mariposa Creek Parkway Phase IV Special Plan, which has a goal of providing access for hikers, runners, and bicyclists, and to connect to several regional bicycle routes. As such, the proposed project would not conflict with any program plan, ordinance or policy addressing pedestrian or bicycle facilities and would provide a beneficial impact in this regard.

Therefore, there would be no impact.

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

Less than significant impact. The proposed project does not include the development of any new residential uses or include other land development that would directly or indirectly induce additional population growth or affect Vehicle Miles Traveled (VMT) by residents or visitors within the area. Construction activities would be expected to result in a negligible temporary increase in vehicle trips to the project site by construction personnel and a temporary increase in VMT for local travelers using the detour. The proposed project is consistent with CEQA Guidelines Section 15064.3(b) in that transportation projects that reduce or have less than significant impact on VMT should be presumed

[111] Mariposa County. 2025. Transportation. Website: https://www.mariposacounty.gov/422/Transportation. Accessed January 15, 2026.

[112] Mariposa County. 2024. Mariposa Creek Parkway Phase IV Special Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98136/MCP-Phase-4-Special-Plan. Accessed December 31, 2025.

[113] Ibid.

to cause a less than significant transportation impact. Therefore, this impact is considered less than significant.

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

No impact. The proposed project would follow the contour of the existing roadway and would not add sharp curves, new intersections, or incompatible uses. The proposed project would decrease hazards by removing and replacing potentially hazardous features, including the low water crossing and culvert that has restricted flow capacity, as well as roadways that are not fully equipped to accommodate emergency events and evacuations. Therefore, no adverse impacts related to roadway hazards would occur, and the proposed project would have a beneficial impact in this regard.

d) Result in inadequate emergency access?

Less than significant impact with mitigation incorporated. During construction, Fournier Road would be closed to through traffic, and through traffic would be directed to a temporary detour via Antone Road and Joe Howard Street. Emergency services would be notified of the road closures and would be updated with the status of the project. Response times are not expected to substantially increase due to the roadway closure. However, the detour may affect response times to several residential properties along Fournier Road. Additionally, road closures at the intersection of Fournier Road and Antone Road could affect response times to Creekside Terrace Apartments. Response times to other portions of the area would not be affected. With advanced notification of road closures and availability of alternative routes during construction, as required by MM TRANS-1, the proposed project would be required to implement a Traffic Management Plan and notification of detours. As such, with implementation of MM TRANS-1, the proposed project would not adversely affect emergency services and response times during construction. The proposed project's impact on emergency access and response times would be less than significant with mitigation, consistent with Caltrans Standard Specifications for traffic control during construction.

During operation, the proposed project would improve emergency access to nearby housing developments and a hotel. Additionally, the proposed project would improve emergency access to the planned Phase IV Mariposa Creek Parkway. Therefore, the proposed project would have a beneficial impact in this regard during operation of the proposed project.

Mitigation Measures

MM TRANS-1 Traffic Management Plan and Notification of Detour.

A Traffic Management Plan would be prepared by the contractor and approved by the County prior to the beginning of construction and in consultation with the appropriate agencies. The Traffic Management Plan shall be used to provide advance notice to roadway users of the upcoming project and road closures and must identify alternative routes for emergency and medical vehicles associated with essential

services. The Traffic Management Plan shall provide notifications and instructions for rapid response or evacuation in the event of an emergency and shall be provided to emergency response providers, local residents, and roadway users.

- Emergency service providers shall be notified in advance of construction activities, informed of the full road closure, and provided details of detour routes during construction.
- Traffic detours shall be announced to residents and roadway users well in advance of construction and closure of the bridge.
- Traffic detour signage shall be installed before construction begins and throughout construction so that drivers can avoid the project area entirely.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.18 Utilities and Service Systems *Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation 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 in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Setting

Potable water service is provided to the area by MPUD. MPUD's water supply is provided by surface water collected from the watershed of Stockton Creek and groundwater produced by wells located

both within and outside of the TPA.[114] MPUD owns and operates a 440-acre foot reservoir on Stockton Creek known as the Stockton Creek Reservoir. MPUD utilizes Stockton Creek as a primary water supply source. In 2020, MPUD customers consumed 108,879,904 gallons of surface and groundwater. Sixty percent of the water used was surface water and the remaining 40 percent was sourced from groundwater. [115]

MPUD also provides wastewater services to the residents and businesses in the Mariposa TPA. The Wastewater Treatment Facility (WWTF) discharges treated wastewater to Mariposa Creek. The permitted capacity of the facility is 0.610 million gallons per day, average daily flow.[116] According to Mariposa County's Draft 2019-2024 Housing Element, MPUD has adequate sewer treatment capacity to handle development within the Mariposa TPA.[117]

The Mariposa County Department of Public Works provides solid waste services for the County, including the project site. Pacific Gas and Electric Company (PG&E) provides electrical power to the area. Sierra Tel provides telecommunication services via an underground service line along SR-49.

Would the project:

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

No impact. The proposed project would not cause significant environmental effects related to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas or telecommunications facilities. Therefore, there would be no impact.

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

No impact. MPUD's 2022 Municipal Services Review determined that the MPUD District has the capacity through existing contracts and supplies to provide water service to its existing and future customers, and that there are currently no infrastructure needs or deficiencies. MPUD's existing infrastructure is capable of sustainably serving the areas within the expanded Mariposa TPA boundary.[118]

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[114] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[115] Local Agency Formation Commission of Mariposa County. 2022. Mariposa Public Utility District 2021 Municipal Service Review. Website:

[116] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed January 7, 2026.

[117] Ibid.

[118] Provost & Pritchard Consulting Group. 2021. Mariposa Public Utility District 2022 Municipal Services Review. Website: https://www.mariposapud.org/files/b6ec0cd27/MPUD+MSR+Public+Review+Draft+2021-1122_F.pdf. Accessed January 7, 2026.

The proposed project would not create increased demand for water. The proposed relocation of utilities would not affect the MPUD's water supply or ability to deliver water service. Therefore, there would be no impact.

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 proposed project would not include new restrooms or septic systems that could generate additional wastewater. Therefore, it would not affect the ability of wastewater treatment providers to accommodate wastewater generated in the project region. No impact would occur.

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

Less than significant impact. During construction, solid waste would be generated from debris from construction products and demolition and grading of the existing roadway. Construction activities would generate solid waste that may require off-site disposal. All construction-related waste would be properly disposed of, or recycled, at an approved facility in compliance with the requirements of the facility to which the construction-related waste is hauled. Therefore, construction-related impacts on solid waste services would be less than significant. During operation of the proposed project, it is not anticipated that roadway users would generate additional solid waste. Because roadway users would not generate solid waste, impacts would be less than significant.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than significant impact. Construction-related activities would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste. During operation of the proposed project, roadway users would not generate any solid waste. Therefore, impacts would be less than significant.

Mitigation Measures

None required.

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

Environmental Evaluation

Setting

The project site is served by the Mariposa County Fire Department and MPUD for fire protection services.[119] The project site also receives fire protection from the CAL FIRE due to its designation as a SRA. The entire length of Fournier Road is in a very high FHSZ within an SRA.[120] According to the

[119] Mariposa County. Mariposa Town Planning Area Specific Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/79426. Accessed December 15, 2025.

[120] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Find Your Fire Hazard Severity Zone. Website: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed December 23, 2025.

LHMP, all of Mariposa County is located within a Wildland-Urban Interface (WUI).[121] Recent significant wildfires within the community of Mariposa include the Detwiler Fire in 2017, which burned 81,826 acres including a portion of the western edge of the community.[122]

CAL FIRE, the USDA Forest Service, the NPS, and the BLM have responsibility for wildland fires within their jurisdictions. The Mariposa County Fire Department has the responsibility of determining the threat and mitigation measures needed for non-wildland fires.[123] Therefore, wildfires in the project area would be the responsibility of CAL FIRE, the USDA Forest Services, the NPS, and the BLM.

Would the project:

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

Less than significant impact with mitigation incorporated. During construction, Fournier Road would be closed to through traffic, and traffic would be directed to a detour route via Antone Road and Joe Howard Street. Emergency Services would be notified in advance of the road closures and would be updated with the status of the project as required by MM TRANS-1. Therefore, construction impacts would be less than significant with mitigation incorporated.

During operation, the proposed project would be consistent with the Mariposa County EOP[124] and would support the LHMP.[125] According to the LHMP, Creekside Terrace, a 42-unit affordable apartment complex located at the southern end of Fournier Road, may be vulnerable to drought, earthquake shaking (lower shaking, less frequently), extreme heat, windstorms where strong winds are common, and winter storms where snow, rain, and/or snow mixed with rain is common. In addition, the Creekside Terrace may be vulnerable to wildfire as it is in a high–very high FHSZ.[126] The 2025 LHMP includes 10 mitigation actions that will help the County tackle the impacts from, and increase resilience to, natural and climate-related hazards such as wildfire. According to the LHMP, Mariposa Creek Parkway is one of the 10 mitigation actions. The Mariposa Creek Parkway Master Plan and the Mariposa Creek Parkway Phase IV Special Plan contains strategies to reduce the effects of wildfires. The proposed project would support the LHMP, as the proposed improvements on Fournier Road are considered a key component of the development of Mariposa Creek Parkway

[121] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[122] 2025. Local Hazard Mitigation Plan, Figure B-18, Recent Significant Wildfires (2000-2023).

[123] Mariposa County. 2006. Mariposa County General Plan – Volume I: Countywide General Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98206. Accessed December 31, 2025.

[124] Mariposa County. 2021. Mariposa County Emergency Operations Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/97134/Emergency-Operations-Plan-2021. Accessed January 7, 2026.

[125] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[126] Ibid.

pursuant to the Mariposa Creek Parkway Master Plan and the Mariposa Creek Parkway Phase IV Special Plan.[127] Furthermore, the LHMP lists Fournier Road Bridge as a future critical facility, defined as infrastructure that is essential for life and safety.[128] Therefore, the proposed project is consistent with the LHMP.

In 2024, Mariposa County completed an update to its strategic wildfire planning guide, the Mariposa County Community Wildfire Protection Plan (CWPP). The Mariposa County CWPP is the County's primary planning document for preparing for wildfires. The CWPP provides strategies to minimize negative wildfire impacts to people and property, manage forest health, restore ecological balance, and increase response and suppression capabilities.[129] The proposed project would be consistent with the Mariposa County CWPP because it would improve critical infrastructure, consistent with Action 12 of the CWPP Action Plan. Action 12 prioritizes mitigation of critical infrastructure according to the inventory list in the LHMP.[130] As previously discussed, Fournier Road is included in this inventory list.

Accordingly, implementation of the proposed project would have a beneficial effect to local emergency response efforts and plans as it would address the existing roadway's narrow width and thus better serve the local population, including Creekside Terrace, in the event of an evacuation event, and improve critical infrastructure identified in the LHMP and CWPP. Therefore, during operations, there would be no adverse impact to an emergency response plan or emergency evacuation plan, and the proposed project would have a beneficial impact in this regard.

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?

No impact. The project site gently slopes from an elevation of 1,988 feet above sea level near Mariposa Creek to 2,040 feet above sea level on the northern portion of the project site. The surrounding vegetation, in close proximity to commercial and residential buildings, such as Creekside Terrace and a hotel, could provide a fuel source for wildland fires. Additionally, Mariposa Creek and the project's location in the WUI could exacerbate these risks. However, the proposed project would not introduce any new occupants to the project site. Therefore, the proposed project would not increase any of the existing wildfire threats or expose occupants to wildfire risks. There would be no impact.

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[127] Mariposa County. 2024. Mariposa Creek Parkway Phase IV Special Plan. Website: https://www.mariposacounty.org/DocumentCenter/View/98136/MCP-Phase-4-Special-Plan. Accessed December 31, 2025.

[128] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan, Table 3-4: Critical Facilities and Infrastructure. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[129] Mariposa County. 2024. Mariposa County Community Wildfire Protection Plan 2024 Update. Website: https://www.mariposacounty.gov/DocumentCenter/View/99882/2024-Updated-Mariposa-CWPP-325-with-Signatures. Accessed January 8, 2026.

[130] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan, Table 3-4: Critical Facilities and Infrastructure. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

The LHMP identifies the Mariposa Creek Parkway Master Plan as a mitigation action for local hazards due to its streambank and slope stabilization measures included to reduce the risk of slope failures due to soil erosion from droughts, floods, landslides, wildfires, and winter storms.[131] The proposed project, particularly the proposed bridge over Mariposa Creek, would support the development of Mariposa Creek Parkway Master Plan, as discussed in Section 2.16, Recreation, thereby reducing the existing wildfire risks. As such, the proposed project would have a beneficial impact in this regard.

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?

No impact. The proposed infrastructure improvements would reduce fire risks by providing an improved evacuation route to area occupants, including the 42-unit Creekside Terrace apartment complex. Therefore, there would be no impact.

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. As discussed above, the project site gently slopes from an elevation of 1,988 feet above sea level near Mariposa Creek to 2,040 feet above sea level on the northern portion of the project site. The project site also includes the sloped stream bank of Mariposa Creek. As discussed previously, under the existing conditions, Creekside Terrace may be vulnerable to drought, earthquake shaking, extreme heat, windstorms where strong winds are common, and winter storms, and wildfire as it is in a high–very high FHSZ.[132] Additionally, the southern portion of Fournier Road is in Zone AE along the Mariposa Creek regulatory floodway.[133] The proposed project would provide an improved evacuation route for residents of Creekside Terrace and other area residents and occupants to reach SR-49 during an evacuation event. The proposed improvements would reduce flooding along Fournier Road at Mariposa Creek. These proposed improvements would reduce the risk of people and structures being exposed to significant risks as a result of post-fire instability and drainage changes. As such, there would be no impacts.

Mitigation Measures

Implement MM TRANS-1.

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[131] Mariposa County. 2025. Mariposa County Local Hazard Mitigation Plan. Website: https://www.mariposacounty.gov/DocumentCenter/View/100615/Local-Hazard-Mitigation-Plan-2025. Accessed January 7, 2026.

[132] Ibid.

[133] Federal Emergency Management Agency (FEMA). 2025. FEMA's National Flood Hazard Layer (NFHL) Viewer. Website: https://hazardsfema. maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed March 17, 2025.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2.20 Mandatory Findings of Significance				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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?	☐	☐	☒	☐

Environmental Evaluation

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

Less than significant impact with mitigation incorporated. Based on the analysis provided in Section 2.4, Biological Resources, the proposed project's impacts to special-status species would be less than significant with mitigation incorporated. Additionally, the proposed project's impacts related

to habitat for a fish or wildlife species would be less than significant with mitigation incorporated. Furthermore, the proposed project's impacts to both wildlife movement and to trees would be less than significant with mitigation incorporated. Because the proposed project would have potential impacts to FYLF, PB, TBEB, and NPT, and nesting birds, MM BIO-1 through MM BIO-4 would be required. Additionally, because the proposed project would have potential impacts to riparian habitat, MM BIO-5 and MM BIO-6 would be required.

With implementation of MM BIO-1 through MM BIO-4, the proposed project would avoid or minimize impacts on special-status species and nesting birds, as well as species identified as candidate, sensitive, or special-status species. MM BIO-1 would require avoidance and minimization measures to reduce impacts on FYLF. MM BIO-2 would require avoidance and minimization measures for roosting bats (Including PB and TBEB). MM BIO-3 would require avoidance and minimization measures for NPT. MM BIO-5 would require implementation of water quality BMPs, and MM BIO-6 would require coordination with regulatory agencies and compensation for any permanent loss of regulated jurisdictional features.

MM BIO-4 would require avoidance and minimization measures for active nesting birds. With implementation of MM BIO-1 through MM BIO-6, the proposed project would not substantially degrade the quality of the environment, reduce fish or wildlife habitat, reduce fish or wildlife populations below self-sustaining levels, eliminate a plant or animal community, or reduce the number or range of a rare or endangered plant or animal.

Based on the analysis provided in Section 2.5, Cultural Resources and Tribal Cultural Resources, the proposed project's impacts to California history or prehistory would be less than significant with mitigation incorporated. While there are no known historic resources on the project site, the proposed project's proximity to the historic Mariposa Cemetery creates a potentially significant impact. Implementation of MM CUL-1 through MM CUL-3 would ensure that potential impacts on historic resources are reduced to a less than significant level. Additionally, there are no known archaeological resources on the project site, but there is a possibility that subsurface excavation could result in the discovery of previously undiscovered prehistoric archaeological resources. Implementation of MM CUL-1 and MM CUL-2 would ensure that potential impacts on prehistoric archaeological resources are reduced to a less than significant level. Additionally, there is a low potential that subsurface construction activities, such as grading or trenching, could potentially damage or destroy previously undiscovered human remains. MM CUL-3 specifies the procedures to follow in the event human remains are uncovered. In addition to compliance with required guidelines and statutes, implementation of MM CUL-3 would reduce potential impacts on human remains to a less than significant level. In addition to reducing impacts on historic and prehistoric resources, implementation of MM CUL-1 through MM CUL-3 would also reduce any impacts on TCRs.

Based on the discussion provided above, compliance with required guidelines and statutes and implementation of the mitigation measures, the project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or

eliminate important examples of the major periods of California history or prehistory. Therefore, impacts would be less than significant with incorporation of MM BIO-1 through MM BIO-6 and MM CUL-1 through MM CUL-3.

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

Less than significant impact with mitigation incorporated. The analysis presented in this document includes a review of proposed project's potential impacts related to air quality, noise, and transportation, among other environmental issue areas that could result in cumulative impacts. As presented throughout this document, the proposed project's cumulative impacts would either be less than significant with mitigation incorporated, less than significant, or there would be no cumulative impacts.

Section 2.3, Air Quality, analyzed cumulative impacts related to pollutants and determined that cumulative impacts would be less than significant. According to the analysis, the proposed project would not exceed MCAPCD's emission thresholds and therefore would not result in a cumulatively considerable net increase of any criteria pollutant during construction, and that operational air quality impacts associated with proposed project would be negligible, and no significant long-term air quality impacts are anticipated. The analysis concluded that the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard during construction or operation of the proposed project. No air quality mitigation measures were required. Additionally, noise impacts are less than significant, and the proposed project would have a beneficial impact to the circulation system and less than significant impacts to VMT. Therefore, as demonstrated through the Draft IS/MND, the proposed project was not found to have cumulative impacts related to air quality, noise, or transportation.

No additional mitigation measures would be required to reduce cumulative impacts. Therefore, the proposed project would cause less than significant cumulative impacts.

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

Less than significant impact. Based on the discussion provided in the Project Description and the analysis presented in Sections 2.1 through 2.19 of this Draft IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the project's potential impacts would be mitigated to a less than significant level. Therefore, with implementation of MM BIO-1 through MM BIO-6, MM CUL-1 through MM CUL-3, MM GEO-1, MM HAZ-1a through MM HAZ-1c, and MM TRANS-1, the proposed project would not result in substantial adverse effects on human beings. Furthermore, the proposed project would have a beneficial effect to human beings because it would improve emergency access, including fire protection, provide a resilient emergency

evacuation route to area residents, and would improve pedestrian facilities, as it would address the existing roadway's narrow width, add sidewalks to the roadway, and better serve the local population. Therefore, impacts would be less than significant.

Mitigation Measures

MM BIO-1, MM BIO-2, MM BIO-3, MM BIO-4, MM BIO-5, MM BIO-6, MM CUL-1, MM CUL-2, MM CUL-3, MM GEO-1, MM HAZ-1a, MM HAZ-1b, MM HAZ-1c, and MM TRANS-1.

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