# Responses to Comments

In accordance with CEQA Guidelines Section 15073, the City of Angels, as the lead agency, evaluated the written comments received on the Draft IS/ND (State Clearinghouse No. 2026060453) for the proposed project and has prepared the following responses to the comments received (Responses to Comments).

A list of public agencies, organizations, and interested persons that provided comments on the Draft IS/ND is presented below in Table 1, Comment Letters Received. The letter has been assigned a number. Individual comments within the comment letter have been lettered so comments can be cross-referenced with responses.

**Table 1**
**Comment Letters Received**

| Comment Letter No. | Person, Firm, or Agency | Letter Dated |
|---|---|---|
| 1 | California Department of Transportation (Caltrans) | June 29, 2026 |

**COMMENT LETTER 1**



**California Department of Transportation**

OFFICE OF THE DISTRICT 10 PLANNING
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June 29, 2026

Ms. Amy Augustine
City of Planner
200 Monte Verda St. Suite B
Angels Camp, CA 95222

**Calaveras County and City of Angels Greenhouse Gas Reduction Plan – Initial Study - 2026060453**

Ms. Augustine,

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment to review and comment on that proposes the Citywide 2023 Greenhouse Gas Reduction Plan (GHGRP). The GHGRP includes emissions forecasts for 2030 and 2045 based on the 2018 Greenhouse Gas Inventories. The 2030 and 2045 forecasts cover direct GHG emissions from sources within the boundaries of Angels Camp, including fuel combusted and solid waste generated within the City of Angels Camp. The GHGRP also includes Reduction Measures to meet local and State greenhouse gas reduction targets that reflect input from City of staff, stakeholders, and community members, and recognize significant contributors to local GHG emissions. The project area encompasses all the boundaries of Angels Camp.

**Caltrans has the following comments:**
Caltrans suggests that the City of Angels continue to coordinate with Caltrans in identifying and addressing potential pedestrian safety and cumulative transportation impacts from this project and other developments near this location. This will assist Caltrans in ensuring that pedestrian, traffic safety, and quality standards are maintained for the traveling public on existing and future state transportation facilities in Calaveras County.

**Environmental**
If there are any construction related activities that will encroach into Caltrans Right of Way (ROW) as a result of the project, the project proponent must apply for an Encroachment Permit with the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, including the Initial Study, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies may include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste/materials, scenic

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highways, and/or other environmental resources within Caltrans ROW, at the project site(s). A

**Hydrology**

1. There are existing State drainage facilities along multiple State Highways within the proposed project's geographic area. The proposed study will not negatively impact these existing facilities.

2. The Flood Insurance Rate Map (FIRM) is used to determine if any portion of the proposed project is in an area that could be subjected to flooding. The Community Map Panel Number 06009C0558E dated December 17, 2010, shows that the project area is mostly in "Zone X", Other Areas, and a small portion of the project is in "Zone A" and "Zone AE", Special Flood Hazard Areas, see attachment.

Zone X is defined as areas determined to be outside of the 0.2% annual chance of floodplain. Zone A is defined as no base flood elevations determined. It is a Special Flood Hazard Areas (SFHAs) subject to inundation by the 1% annual chance of flood. Zone AE is defined as base flood elevations determined. The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The base flood elevation is the water-surface elevation of the 1% annual chance of flood. B

**Climate Action**

1. Forest and Wildland Management: The plan's focus on proactive forest management is a best practice to help keep GHG emissions to a minimum. Continued investment in thinning, prescribed burns, and collaborative stewardship is essential for both climate adaptation and GHG mitigation. Recommend the City of Angels Camp seek additional funding and partnerships to scale up these efforts.
2. Defensible Space and Community Fire Safety: Defensible space and evacuation planning are critical for resilience. The City of Angels Camp should ensure robust enforcement, public education, and integration with regional emergency management. These measures also indirectly reduce GHGs by preventing large-scale, high-intensity fires.
3. Sustainable Land Use and Development: Recommend the City of Angels Camp prioritize land use policies that discourage sprawl into high-risk areas and incentivize resilient, low-carbon development. Integrating climate risk into zoning and permitting is a key climate resilience strategy.
4. Water Conservation and Reuse: Water conservation is both a mitigation and adaptation strategy. The City of Angels Camp should consider continuing to expand reclaimed water use, enforce efficiency standards, and provide incentives for greywater and rainwater harvesting systems.
5. Transportation and Mobility: Active Transportation and Transit Investments in C

bike/pedestrian infrastructure and public transit reduce vehicle miles traveled (VMT), lowering both GHGs and vulnerability to fuel supply disruptions. The City of Angels Camp should continue to prioritize active transportation, transit, and EV infrastructure, especially as part of resilience planning for extreme heat and wildfire smoke events that can disrupt mobility.

6. Wildfire-Related Bioenergy and Waste Management: Biofuel Industry Development- the plan proposes using organic waste from forest management for bioenergy, reducing wildfire risk and creating renewable energy. Developing a local bioenergy industry using forest and organic waste is a strong example of a synergistic mitigation-resilience strategy. The City of Angels Camp should pursue grants and partnerships to advance this sector.

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The City of Angels Camp's GHGRP is a robust, integrated plan that recognizes the deep connections between climate resilience and GHG reduction. The most effective measures are those that address wildfire risk, sustainable land use, water conservation, and clean energy — all of which both reduce emissions and build community resilience to climate impacts. Continued implementation, monitoring, and adaptation of these strategies will be critical for meeting both local and state climate goals.

**Advancing Planning**

1. Regarding Land Use and Planning and Transportation, the Office of Active Transportation concurs with the identified strategy of reducing vehicle miles traveled (VMT), and it supports investment in alternative transportation modes as ways to reduce GHG emissions in a community. In addition to support for EV infrastructure, efforts to decrease car dependency are ways to address GHG emissions.

2. More compact, mixed income, mixed-use land development patterns is another way to reduce GHG emissions. The concept of a quarter-mile walkable neighborhood with higher floor area ratio allowances, reduced parking minimums for development, with destinations accessible by foot and by bicycle, with designated and secure bicycle parking, is a strategy that deserves more attention and support.

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**Encroachment Permits**

If any project activities encroach into Caltrans ROW, the project proponent must submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. Appropriate environmental studies must be submitted with this application. For more information, please visit the Caltrans Website at: https://dot.ca.gov/programs/traffic-operations/ep/applications

If you have any questions or concerns, please contact Shiferaw Jemberie (209) 986-9635 (email: Shiferaw.jemberie@dot.ca.gov) or me at (209) 639 -8832 (email: Gregoria.ponce@dot.ca.gov).

Sincerely,

*Gregoria Ponce'*

Gregoria Ponce', Chief
Office of Rural Planning

cc: Bret Sampson, Director, Calaveras County Planning Department
State Clearinghouse

## Response to Comment Letter 1

**California Department of Transportation**
**Office of the District 10 Planning**
**Georgia Poncé, Chief**
**Office of Rural Planning**
**P.O. Box 2048, Stockton, CA 95201**
**June 29, 2026**

A. The commenter states that the project would be required to submit an application for an Encroachment Permit to the Caltrans District 10 Encroachment Office if project activities encroach into the State Right-of-Way (ROW). The commenter states the application would also be required to include all appropriate environmental studies which analyze potential impacts to cultural sites, biological resources, hazardous waste locations, or other resources within the State ROW at the project site. This comment is acknowledged, and all future applicant(s) would be required to comply with all required Caltrans permitting requirements and standards. No further environmental review is required.

B. The commenter states there are existing State drainage facilities along State Highways within the project area that would not be negatively impacted by the proposed project. Additionally, the commenter states the project area is identified as being within Zone X, Other Areas, Zone A, and Zone AE by the Flood Insurance Rate Map, and provides a definition for each zone. This comment is acknowledged. As discussed in Section 5.10, Hydrology and Water Quality, future development associated with the proposed project would be subject to all applicable federal, State, and local regulatory requirements concerning flood hazards, including measures within the City's General Plan. No further environmental review is required.

C. The commenter identifies climate action recommendations regarding Forest and Wildland Management, Defensible Space and Community Fire Safety, Sustainable Land Use and Development, Water Conservation and Reuse, Transportation and Mobility, and Wildfire-Related Bioenergy and Waste Management. The commenter recommends that the City of Angels Camp (City) seek funding for proactive forest management best practices, including thinning, prescribed burns, and collaborative stewardship. Additionally, the commenter recommends the City provides enforcement, public education, and integration with regional emergency planning regarding defensible space and evacuation planning as a resilience measure. Furthermore, the commenter recommends prioritizing land use policies that discourage sprawl into high-risk areas, to incentivize resilient, low-carbon development, and to integrate climate risks into zoning and permitting as a resilience strategy. In addition, the commenter recommends the continued expansion of reclaimed water use, enforcement of efficiency standards, and incentivization for greywater and rainwater harvesting systems as both a mitigation and adaptation strategy. Moreover, the commenter recommends the City prioritize active transportation, public transit, and electric vehicle infrastructure as methods to reduce vehicle miles traveled and lower greenhouse gas emissions and fuel supply disruptions. The commenter recommends the City pursue grants and partnerships to advance the development of a local bioenergy industry as a synergistic mitigation-resilience strategy. This comment is acknowledged. Several of the recommendations made by the commenter align with the Mitigation Measures and Actions outlined within the Draft Greenhouse Gas Reduction Plan (GHGRP). These recommendations will be provided to City decision makers for consideration. No further environmental review is required.

D. The commenter states the Office of Active Transportation supports the identified measures of reducing vehicle miles traveled (VMT), greenhouse gas emissions (GHG), and car dependency, including alternative transportation modes, and supports electric vehicle (EV) infrastructure efforts. The commenter states GHG emissions can be reduced with the implementation of a quarter-mile walkable neighborhood, including mixed-income, mixed-uses, higher floor area ratios, reduced parking minimums, and secure bicycle parking. This comment is acknowledged. The Draft Greenhouse Gas Reduction (GHGRP) contains Mitigation Measures and Actions that support Active Transportation to reduce VMT and GHG emissions and increase EV infrastructure within the planning area. No further environmental review is required.