



Notice of Intent to Adopt a Mitigated Negative Declaration

To: Public Agencies, Interested Parties, and Amador County Clerk

Project Title: Sutter Street Extension Project

Lead Agency: City of Jackson, 33 Broadway, Jackson, CA 95642

Contact: Farhad Mortazavi, (209) 223-1646 ext. 111; E: fmortazavi@ci.jackson.ca.us

Review Period: November 4, 2022 to December 5, 2022

The City of Jackson has prepared this notice to inform agencies and interested parties that it is releasing an Initial Study and Proposed Mitigated Negative Declaration (IS/Proposed MND) pursuant to the California Environmental Quality Act (CEQA) for the Sutter Street Extension Project.

Project Description and Location

The City of Jackson is proposing to extend Sutter Street from its current terminus near Argonaut Drive to connect to Hoffman Street within the City of Jackson. Since 1999, the extension of Sutter Street has been included in the City's General Plan Circulation Element, and since 1997 the extension has been listed as a regional project in the Amador County Regional Transportation Plan. The Project as proposed would extend Sutter Street from its current terminus at Argonaut Drive to Hoffman Street, slightly realign a portion of Argonaut Drive, improve portions of Sutter Street, construct a new roundabout connection at the new intersection of Sutter Street and Hoffman Street, and relocate an existing water main.

Providing Comments

A 30-day public review period will extend from November 4 to December 5, 2022. The IS/Proposed MND will be available for public review online at the following City of Jackson website:

https://www.ci.jackson.ca.us/planning_department.php

The IS/Proposed MND will also be available at 33 Broadway, Jackson, CA during normal working hours. The Project is located on a site identified in Government Code Section 65962.5.

Please e-mail any comments on the IS/Proposed MND by 5 PM on December 5, 2022 to Farhad Mortazavi at fmortazavi@ci.jackson.ca.us. After the review period closes, the City Council will consider adopting the IS/Proposed MND for the Project during a public meeting tentatively scheduled for January 9, 2023 at 7:00 PM. We encourage you to check the City's webpage to confirm the date, time and location of the Council meeting at the following website address: https://www.ci.jackson.ca.us/city_services/city_clerk_records.php

Sutter Street Extension Project

Initial Study/Mitigated Negative Declaration

City of Jackson

4 November 2022

Initial Study/Mitigated Negative Declaration Sutter Street Extension Project

This document has been prepared by:



City of Jackson
33 Broadway
Jackson, CA 95642

In collaboration with:



943 Reserve Drive
Roseville, CA 95678, United States
T 916.782.8688 | E info-northamerica@ghd.com | ghd.com

November 2022

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1. Project Information

| | |
|---|--|
| Project Title | Sutter Street Extension Project |
| Lead Agency Name & Address | City of Jackson 33 Broadway Jackson, CA 95642 |
| Contact Person & Phone Number | Farhad Mortazavi (209) 223-1646 ext. 111 |
| Project Location | Sutter Street, Argonaut Drive, Hoffman Street and undeveloped land within the City of Jackson, Amador County, California |
| General Plan Land Use Designation and Zoning | Sutter Street, Argonaut Drive, and Hoffman Street do not have assigned land use or zoning designations. The proposed extension of Sutter Street would cross land that is currently designated as “Residential High Density”, “Professional Office”, and “Residential Duplex” in the Jackson General Plan (see Figure 1, Regional Location Map and Figure 2, Project Area). |

1.1 CEQA Requirements

The City of Jackson (City), serving as the California Environmental Quality Act (CEQA) Lead Agency, has prepared this Initial Study to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of the proposed Sutter Street Extension Project (hereafter referred to as the “Project”). The Project as proposed would extend Sutter Street from its current terminus at Argonaut Drive to Hoffman Street, slightly realign a portion of Argonaut Drive, improve portions of Sutter Street, construct a new roundabout connection at the new intersection of Sutter Street and Hoffman Street, and relocate an existing water main.

The purpose of this Initial Study is to provide a basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration or a Negative Declaration. This Initial Study is intended to satisfy the requirements of CEQA (Public Resources Code, Div 13, Sec 21000-21177) and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387). Section 15063(d) of the State CEQA Guidelines summarizes the content requirements of an Initial Study as follows:

1. A description of the project including the location of the project;
2. An identification of the environmental setting;
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
4. A discussion of the ways to mitigate the significant effects identified, if any;
5. An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;
6. The name of the person or persons who prepared or participated in the Initial Study.

1.2 Project Background

The City of Jackson, in partnership with the Amador County Transportation Commission (ACTC), is proposing to extend Sutter Street from its current terminus near Argonaut Drive in order to connect to Hoffman Street within the City of Jackson. Since 1999, the extension of Sutter Street has been included in the City's General Plan Circulation Element, and since 1997 the extension has been listed as a regional project in the Amador County Regional Transportation Plan. In 2002, a Project Study Report was prepared for the Project. In 2016, the City of Jackson, in partnership with the California Department of Transportations (Caltrans), installed a signal at the intersection of State Route (SR) 49 / SR 88 and Sutter Street, in anticipation that Sutter Street would be extended. The extension of Sutter Street was subsequently delayed during remediation associated with the Argonaut Mine, located contiguous to the Project site. In 2021, a feasibility study was prepared for the Project, which considered several design alternatives for the proposed extension of Sutter Street. The Project evaluated in this Initial Study was the recommended design alternative in the feasibility study, as determined by City of Jackson and ACTC staff. Please see Section 1.4 of this Initial Study for a detailed description of the Project.

1.3 Project Location and Existing Setting

The Project site is located west of SR 49 within the City of Jackson, Amador County, California (see Figure 1, Regional Location Map). The Project site includes portions of Sutter Street, Argonaut Drive, Hoffman Street and undeveloped land (see Figure 2, Project Area).

As shown on Figure 2, existing surrounding land uses to the Project site include the Argonaut Mine to the north, single-family residential homes to the north and south, Jackson Junior High School and SR 49 to the east, and undeveloped rural land to the west. The Environmental Protection Agency is currently managing remediation efforts at the Argonaut Mine relative to past contamination from mine tailings and associated high levels of arsenic, lead, and mercury in soil and groundwater. SR 49 provides regional access to the Project area, with local access from Sutter Street and Hoffman Street.

The Project site is approximately 6 acres in size and ranges in elevation from approximately 1,440 feet to 1,260 feet above sea level. The proposed extension of Sutter Street would extend southeast from the current terminus at Argonaut Drive until it meets Hoffman Street. A portion of the Project site along Hoffman Street is located contiguous to unincorporated Amador County. Photographs of the Project site are provided in Figure 3, Site Photographs.

Vegetation in the undeveloped area consists of non-native annual grasses such as slender wild oat (*Avena barbata*), soft chess (*Bromus hordeaceus*), and Italian ryegrass (*Festuca perennis*), as well as valley oak and blue oak (*Quercus douglasii*) trees. The area of the proposed roadway extension has recently been cleared as part of a project associated with the adjacent Argonaut Mine (see Figure 3, Site Photographs).

In the Project area, existing paved roadside ditches are located parallel to the south side of Sutter Street and on the north side of Hoffman Street. Along a portion of the north side of Sutter Street, an existing natural drainage is present which drains eastward into a culvert near the intersection of Sutter Street and Vogan Toll Road.

1.4 Project Description

This section provides a description of the proposed Project and the associated construction and operational characteristics.

Extension of Sutter Street from Argonaut Drive to Hoffman Street

The Project would extend Sutter Street from its current terminus at Argonaut Drive to Hoffman Street (see Figure 4, Preliminary Roadway Design, Figures 5-A, 5-B, and 5-C, Visual Renderings, and Appendix A). The Project would introduce horizontal and vertical curves to traverse the existing terrain and provide speed deflection into the intersection with Hoffman Street. The intersection with Hoffman Street is proposed to be yield controlled by means of a roundabout (described in more detail below under the summary of the proposed Hoffman Street/Sutter Street Intersection).

The extension of Sutter Street would consist of approximately 1,200 lineal feet of new roadway, and realignment and/or modifications of approximately 2,000 lineal feet of existing roadway. The roadway extension would require construction of approximately 800 feet of retaining wall on the north side of the extension and approximately 1,000 feet of retaining wall on the south side of the extension. Potential wall types include mechanically stabilized earth welded wire walls, segmental retaining walls, cast-in-place concrete cantilever walls, soldier pile walls, soil nail walls, and sheet pile walls. The retaining walls will vary between being in cut and fill slopes on both sides of the roadway.

The roadway extension would be designed and constructed in compliance with the City of Jackson's Roadway Improvement Standards. The extension of Sutter Street would be designed as a Collector Street with a design speed of 35 miles per hour (MPH). The City's Horizontal Design Standards for the proposed extension would be based on Section 10.02 (Street Classifications) of the City's Standards. Based on City Standards, the proposed extension would include two 12-foot lanes, 8-foot shoulders/bike lanes, a 5-foot sidewalk and/or an 8-foot shared use path. The roadway profile will vary to match existing and is anticipated to have a minimum grade of 0.3% and a maximum of 15.0% with a standard cross slope of 2.0%, per the City's standards (outside of the roundabout). Fill and cut slopes would be 1.5:1 or flatter. The Project would require a height of approximately 15 feet of fill at the highest point and a maximum excavation depth of approximately 20 feet.

New Hoffman Street/Sutter Street Intersection

The Project would construct a new three-legged, single lane roundabout at the new intersection of Sutter Street and Hoffman Street (see Figure 4, Preliminary Roadway Design, Figure 5-B and 5-C, Visual Renderings, and Appendix A). The roundabout would have an Inscribed Circle Diameter ranging between 115 feet and 125 feet and would accommodate California Legal trucks and 45-foot buses. The roundabout design speed would be 25 MPH. The shoulders on each approach would be dropped and a bicycle ramp would provide an option for bicycles to exit/enter the paved shoulder and enter/exit an 8-foot-wide shared use path at the roundabout.

Argonaut Drive Alterations

Argonaut Drive currently begins at the terminus of Sutter Street and this intersection is partially controlled with a stop sign at Argonaut Drive only. To accommodate the extension of Sutter Street and stay above the flowline of the EPA's drainage ditch, the intersection with Argonaut Drive must be raised, resulting in the need to reconstruct approximately 300 linear feet of roadway. The roadway profile is being raised approximately 15 feet above existing ground. In the existing condition, there is no sidewalk located along either side of Argonaut Drive, however, sidewalks are present on both sides of Argonaut Drive just north of the terminus of the roadway work. Therefore, an optional sidewalk extension is being proposed to close the gap in the sidewalk system along this roadway (see Figure 4, Preliminary Roadway Design). If included, the eastern sidewalk will span from the intersection with Sutter Street approximately 500 feet north and connect to the existing sidewalk. The western sidewalk will also begin at the intersection and extend north

approximately 200 feet where it will connect with existing sidewalks. The roadway improvement will consist of 12-foot lanes, 8-foot shoulders/bike lanes, and, if included, two 5-foot sidewalks.

Bicycle and Pedestrian Facilities

The Project would include striped Class II bicycle lanes on both sides of Sutter Street and Argonaut Drive. A new sidewalk would be constructed on the south side of the Sutter Street extension and would continue from the new intersection with Hoffman Street east to Jackson Junior High School. Crosswalks would be provided at all three legs of the new intersection with Hoffman. An additional crosswalk would be provided at the west side of the Sutter Street intersection with Argonaut Drive. The Project would include a new shared use path around the circulatory roadway of the roundabout at the Sutter Street intersection with Hoffman Street. The shared use path would connect to the crosswalks so cyclists and pedestrians can use it to traverse the roundabout. The shared use path would terminate at the crosswalk and a bicycle path would continue to where a bicycle ramp would direct cyclists back into the Class II bicycle lanes on the northwest, northeast, and southwest sides of the intersection. On the southeast side, the shared use path would terminate at the crosswalk at Hoffman Street and the bike path would continue to a bike ramp onto Hoffman Street, where cyclists would share the road with vehicles (a Class III bikeway). The shared use path on Sutter Street would terminate at the bicycle ramp where the cyclists would be directed into a Class II bikeway and a sidewalk continuing east towards Jackson Junior High School. The Project does not include proposed sidewalks on Hoffman Street.

Utility Relocations

The Project would replace and realign an existing City water line and sewer line within the Project area. A portion of an existing water line that passes through a portion of the Argonaut Mine site would be abandoned in-place, and a new water line would be installed beneath the proposed Sutter Street extension. An existing sewer line would be abandoned, and a new sewer line would be installed in roughly the same alignment but at the new elevation of Sutter Street. A maintenance vehicle pullout would also be installed on Sutter Street to facilitate maintenance of the sewer and water lines. No other utilities are anticipated to be impacted by the Project.

Storm Drain Facilities

The proposed drainage system would maintain existing flow patterns to the extent possible. The proposed drainage system includes a series of inlets, pipes, manholes, outfalls, and ditches. The portion of the Project on undeveloped land would require a new system while the existing roadways would require adjustments to the existing system. Drainage inlets at Argonaut Drive would also be adjusted.

Lighting and Signs

The Project would provide safety level lighting to improve intersection visibility for drivers during nighttime hours. Approximately 12 lights are anticipated to be installed at the new roundabout intersection and approaches and where conflict areas exist between different users or a raised median is being constructed. A light may also potentially be provided at the crosswalk across Sutter Street at Argonaut Drive. No additional lighting is proposed to be installed along the proposed Sutter Street extension or along Argonaut Drive. The lights would be supported on cast-in-drilled-hole concrete piles (with a typical diameter of 2.5 feet and length of five feet). The lights may be powered or solar. With either option, new conduits, trenching, and power service connections (powered only) would be required to install lighting. The new lighting will be installed in conformance with the City of Jackson Municipal Code, Title 17, Article III, Chapter

17.43 - Lighting Regulations. Standard guide signs would be placed per the California Manual on Uniform Traffic Control Devices (CA MUTCD). No overhead signs anticipated for this project.

Landscaping

Construction of the Project would require the removal of approximately 42 trees. Removal of trees over eight inches in diameter would be replaced in accordance with City requirements. Native trees would be replaced with native tree species. Non-native trees would be replaced by either native or non-native tree species. Trees would be replaced onsite where feasible or off-site when approved by the City. The center island of the proposed roundabout, splitter islands, and sidewalk buffers may be landscaped or hardscaped. Any proposed planting would consist of drought tolerant and low maintenance materials.

Property Acquisition

It is anticipated that fee-title acquisition of right-of-way would be required from three properties along the Project corridor (see Table 1-1, Anticipated Right-of-Way Acquisition). The permanent right-of-way that would be acquired as part of the Project amounts to approximately 2.38 acres. Utility easements, sidewalk easements, and temporary construction easements would also be required at approximately eight locations along the Project corridor.

Table 1-1 Anticipated Right of Way Acquisition

| Assessor's Parcel Number | Approximate Acreage of Acquisition |
|--------------------------|------------------------------------|
| 044-190-001 | 1.06 acre |
| 044-010-074 | 0.59 acre |
| 044-010-084 | 0.73 acre |

Project Construction

A summary of the general construction activities that would result as part of the proposed Project is described below.

Construction Duration and Hours

A specific construction start date has not been established for the Project and would be dependent on obtainment of future construction funding. For the purposes of this Initial Study, it is assumed that construction of the Project would begin in 2025 and would require approximately nine (9) months to complete. Construction hours would adhere to Section 9.48.070 of the Jackson Municipal Code, which limit construction to the hours of seven a.m. and eight p.m. on weekdays which are not holidays, between eight a.m. and seven p.m. on Saturdays, and between nine a.m. and five p.m. on Sundays. Nighttime construction would not be required.

Construction Staging

Prior to construction, the contractor would mobilize resources to one or more staging areas. Such staging areas are anticipated to be located to the west of the proposed new intersection on the north side of Hoffman Street (see Figure 2, Project Area). Staging areas would house construction vehicles and equipment as well as construction materials. The contractor may also secure a job site trailer and portable sanitary facilities within staging areas.

Construction Equipment

A variety of construction equipment would be used to build the Project. This would include, but not necessarily be limited to, excavators, backhoes, front end loaders, scrapers, graders, concrete saws, cranes, jackhammers, impact driver for shoring installation, winches, chainsaws, forklifts, rollers, asphalt road pavers, compactors, air compressors, generator sets, and pneumatic tools. A variety of trucks including cement mixers, haul trucks, and water trucks would also be required. Imported fill and lime-treated base material would be used to establish the necessary grade lines and contours for the proposed roadway extension. This would be followed by paving of the new roadway and installation of curbs and storm water features. Site access for construction and hauling activities would be provided by SR 49.

Grading and Tree Removals

Site preparation, including demolition, clearing and grading of the Project site would require the removal and off-haul of materials. This would include vegetation, concrete, asphalt, fill, and certain existing utilities that would be removed and replaced. Table 1-2 (Anticipated Tree Removals) summarizes the tree types that would potentially be removed as part of the construction process.

Table 1-2 Anticipated Tree Removals

| Tree Species | Approximate Number of Trees to be Removed |
|--|---|
| Interior live oak (<i>Quercus wislizeni</i>) | 21 |
| Blue oak (<i>Quercus douglasii</i>) | 15 |
| Valley oak (<i>Quercus lobata</i>) | 2 |
| Gray pine (<i>Pinus sabiniana</i>) | 2 |
| Blue elderberry (<i>Sambucus nigra</i>) | 1 |
| Wild plum (<i>Prunus domestica</i>) | 1 |

Soil Disposal

Site preparation and grading would be completed in accordance with recommendations included in the project-specific Report of Geotechnical Investigation (Sierra Geotech 2021). Project construction is anticipated to require approximately 23,500 cubic yards (CY) of cut and approximately 20,000 CY of fill. Construction activities would implement a Soil Management Plan (SMP) that has been developed for the Project relative to management of fill materials and native soils. Because the Project would be located in the vicinity of the Argonaut Mine, soil excavated during construction work would be handled as potentially hazardous waste and would be removed and managed according to applicable codes and regulations, unless approval is granted by the CalEPA to relocate soil to other tailings areas in lieu of off-site disposal.

1.5 Operation and Maintenance

With the proposed Sutter Street Extension to Hoffman Street, vehicles currently traveling on Hoffman Street would have a shorter alternative route to SR 49. The Project would help divert traffic and is anticipated to reduce vehicle miles traveled in aggregate. Travel behavior beyond the immediate Project vicinity is not anticipated to be affected. Routine operation and maintenance would be required as part of the Project. This would include periodic street sweeping, roadway repairs, and maintenance of storm water facilities. Inspection and maintenance activities associated with the water line relocation would include testing, exercising and servicing of valves as well as repairs of minor leaks in buried pipeline joints or segments, when needed. Vehicle trips associated with operation and maintenance of roadways and utilities within the

City currently occur under existing conditions. The Project would not directly result in new daily vehicle trips on local roadways.

1.6 Compliance with Existing Regulations and Standard BMPS

The Project will abide by the following regulations and industry-accepted Best Management Practices (BMPs) to reduce or avoid potential adverse effects that could result from construction or operation of the Project. In addition to these BMPs, mitigation measures are presented in the analysis sections in Chapter 3, Environmental Analysis, to reduce potentially significant environmental impacts below a level of significance. The Project's Mitigation Monitoring and Reporting Program will include these actions to ensure implementation.

Implementation of Geotechnical Design Recommendations

The Project will be designed and constructed in compliance with site-specific recommendations made in the Report of Geotechnical Investigation (Sierra Geotech 2021). This will include design in accordance with recommendations for earthwork, such as site clearing, cut/fill slopes, subgrade preparation, material for fill, compaction requirements, and trenches. The Project will also be designed and constructed in compliance with the site-specific recommendations for retaining walls, sidewalks, light pole foundations, vehicular pavements, and seismic design criteria. The geotechnical recommendations will be incorporated into the final plans and specifications for the Project and will be implemented during construction.

Construction Traffic Control

In accordance with City of Jackson requirements, the Project's construction contractor will be required to implement traffic controls to reduce traffic conflicts during construction. A traffic control plan will be required for City review and approval prior to construction. During construction, at least one lane in each direction of Sutter Street, Argonaut Drive, and Hoffman Street will be kept open at all times. Through traffic will be maintained at all times (e.g. through temporary signals, flaggers or other means). Bicycle and pedestrian access will be maintained at all times, using short-signed detours around the construction zone if necessary. Advance notification of construction work to the community and stakeholders will be conducted to provide notice of work. All road and parking configurations will be restored to pre-project conditions.

Construction Noise Control

In accordance with the City of Jackson General Plan policies and implementation measures, the Project's construction contractor will be required to implement levels of noise created by construction equipment. Grading equipment and other heavy equipment associated with construction will be acoustically muffled in accordance with Caltrans Standard Specifications, and construction start times and ending times will be controlled so as to not adversely affect adjacent uses.

Implementation of Stormwater Pollution Prevention Plan

The City and/or its contractor will obtain coverage under State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, as amended by Order No. 2012-0006. This will include submittal of permit registration documents (notice of intent, risk assessment, site maps, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and certifications) to the State Water Resources Control Board. The SWPPP will address pollutant sources, non-storm water discharges resulting from construction dewatering, best management practices, and other requirements specified in the above-mentioned Order. The SWPPP will also include dust control practices to prevent wind erosion, sediment tracking, and dust

generation by construction equipment. A Qualified SWPPP Practitioner will oversee implementation of the plan, including visual inspections, sampling and analysis, and ensuring overall compliance.

Implementation of Air Quality Control Measures during Construction

To limit dust, criteria pollutants, and precursor emissions associated with the construction activity, the following Sacramento Metropolitan Air Quality Management (SMAQMD) recommended Best Management Practices will be included in construction contract specifications and required during implementation of the project:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated

1.7 Required Agency Approvals

As CEQA Lead Agency, the City of Jackson would approve the Project. In addition, the following agencies may be Responsible Agencies or Trustee Agencies under CEQA and may need to issue approvals for the Project and, thus, may need to rely upon this Initial Study.

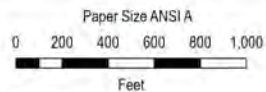
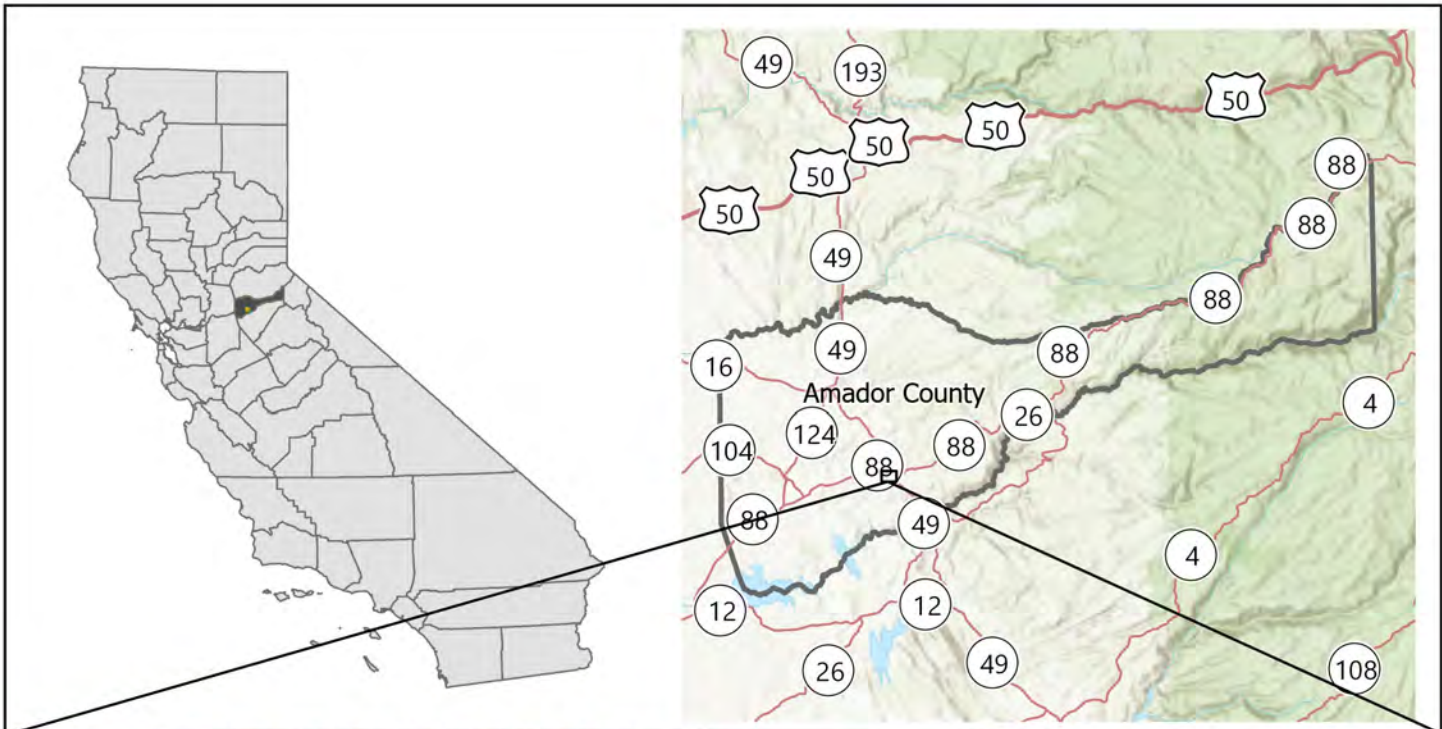
- Amador County - Encroachment Permit
- Department of Toxics Substances Control – Oversight of Soil Disposal
- California Department of Fish and Wildlife - Section 1602 Lake and Streambed Alteration Agreement
- U.S. Army Corps of Engineers - 404 Nationwide Permit
- Central Valley Regional Water Quality Control Board - Section 401 Water Quality Certification
- State Water Resources Control Board - General Construction Permit

1.8 Tribal Consultation

On January 25, 2022, the City of Jackson issued a tribal consultation invitation pursuant to Public Resources Code section 21080.3.1 to the following Native American Tribes: Buena Vista Rancheria Tribe; Torres Martinez Desert Cahuilla Indians; Shingle Springs Band of Miwok Indians; Jackson Rancheria Band of Me-Wuk Indians; Lone Band of Miwok Indians; and United Auburn Indian Community. A 30-day period allowing for a request for consultation ended with no request made for consultation.

A review of the Native American Heritage Commission (NAHC) Sacred Lands File also was completed for the Project area. The search of the NAHC's Sacred Lands File for Sacred Sites in the Project area was positive. The NAHC provided contact information for tribal communities that may have further information. On July 11, 2022, letters were sent to the following additional Native American Tribes: Colfax-Todds Valley Consolidated Tribe; Nashville Enterprise Miwok-Maidu-Nishinam Tribe; Wilton Rancheria; Washoe Tribe of Nevada and California; Calaveras Band of Mi-Wuk Indians; Chicken Ranch Rancheria of Me-Wuk Indians; and Tule River Indian Tribe. No responses have been received as of the date of this Initial Study.

For further summary of the cultural resources review and mitigation measures related to cultural and tribal cultural resources, please see Section 3.5 Cultural Resources, and Section 3.18 Tribal Cultural Resources.



Map Projection: Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Grid: WGS 1984 Web Mercator Auxiliary Sphere



City of Jackson
Sutter Street Extension Project

Project No. 11213552
Revision No. -
Date 11/3/2022

Regional Location Map

FIGURE 1



| | | | | |
|---|--|--|---|---|
| <p>Paper Size ANSIA</p> <p>0 100 200 300 Feet</p> <p>Map Projection: Lambert Conformal Conic Horizontal Datum: North American 1983 Grid: NAD 1983 StatePlane California II FIPS 0402 Feet</p> | | | <p>City of Jackson Sutter Street Extension Project</p> | <p>Project No. 11213552 Revision No. - Date 11/2/2022</p> |
| | | | <p>Project Area</p> | <p>FIGURE 2</p> |



Photo 1:
Area of recent
vegetation
clearing with
riparian area in
background.



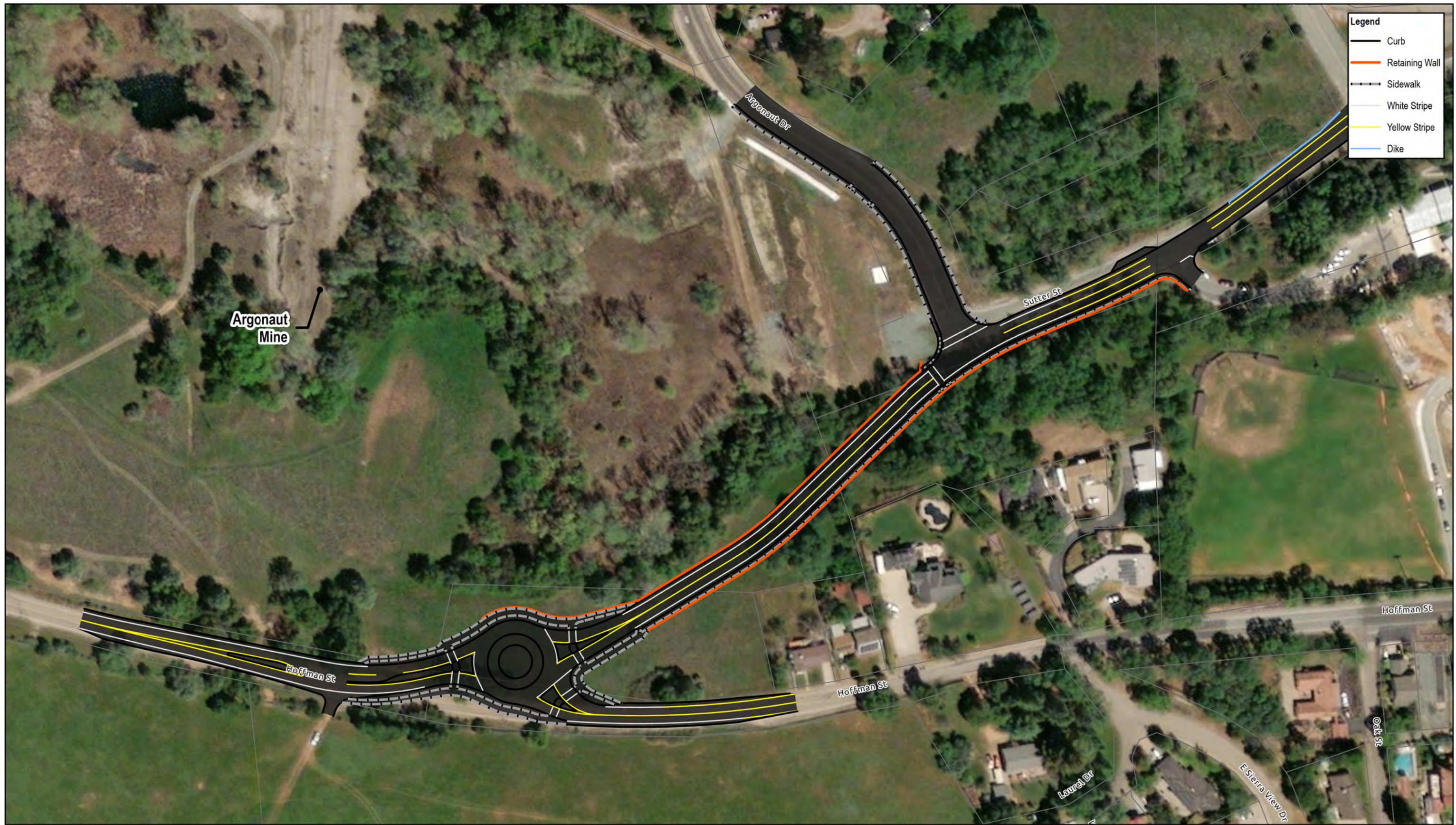
Photo 3:
Area of recent
vegetation
clearing north
of Hoffman
Street.



Photo 2:
Grassland near
Sutter Street
and Argonaut
Drive.



Photo 4:
Marsh and
wetland habitat
at roadside of
Sutter Street.



- Legend**
- Curb
 - Retaining Wall
 - Sidewalk
 - White Stripe
 - Yellow Stripe
 - Dike

Paper Size ANSI B



City of Jackson
Sutter Street
Extension Project

Project No. 11213552
Revision No. -
Date 11/3/2022

Preliminary Roadway Design

FIGURE 4

\\ghdnet\ghd\US\Eureka\Projects\56111213552\GIS\Maps\Deliverables\11213552_JacksonSutterStreet_20221010\11213552_JacksonSutterStreet_20221010.aprx
- 11213552_04_Design\Print date: 03 Nov 2022 - 10:10

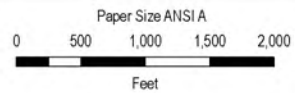
Data source: Road Names: Esri Community Maps Contributors, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA
World Imagery: Maxar, Microsoft, Created by: ethompson3



Before



After



Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet



City of Jackson
Sutter Street
Extension Project

Project No. 11213552
Revision No. -
Date 10/17/2022

Visual Renders
Argonaut Drive Looking South

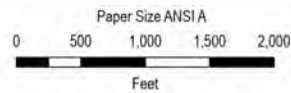
FIGURE 5-A



Before



After



Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

City of Jackson
Sutter Street
Extension Project

Project No. 11213552
Revision No. -
Date 11/1/2022

**Visual Renders
Hoffman Street Looking East**

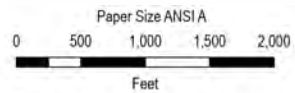
FIGURE 5-B



Before



After



Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

City of Jackson
Sutter Street
Extension Project

Project No. 11213552
Revision No. -
Date 11/1/2022

Visual Renders
Hoffman Street Looking North

FIGURE 5-C

2. 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. Where checked below the topic with a “Potentially Significant Impact” would be addressed in an environmental impact report:

- Aesthetics
- Agricultural & Forestry Resources
- Air Quality
- Energy
- Biological Resources
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire
- Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would 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 would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that 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 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.

Gyovonne Kimball

LEAD AGENCY Signature

11.2.2022

Date

3. Environmental Analysis

3.1 Aesthetics

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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 buildings within a state scenic highway? | | | | ✓ |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public Views are those that are experienced from a 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? | | | | ✓ |

a) Have a substantial adverse effect on a scenic vista? (No Impact)

The Land Use Element of the City’s General Plan includes a Visual Corridor Overlay for which development guidelines promote development in an aesthetically pleasing manner. The Project is not located within or contiguous to a parcel within the Visual Corridor Overlay, nor within a designated scenic vista. No impact would result.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)

The California Scenic Highway Program includes a list of officially designated and eligible state scenic highways. State Route 49 through the City of Jackson, and State Route 88 at the southern end of the City of Jackson, are both designated as “eligible” state scenic highways (Caltrans 2022). The Project improvements are not along these routes and therefore would not affect any trees, rock outcroppings, historic buildings or other features along State Route 49 or State Route 88. Therefore, no aesthetic impacts to these eligible state scenic highways would result. No impact would result.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public Views are those that are experienced from a publicly accessible vantage point). (Less than Significant with Mitigation)

The Project implements improvements identified in the City's General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan and would be designed and constructed in accordance with applicable local and state design standards. The Project site is not located within or contiguous to the City's Visual Corridor Overlay or within a designated scenic vista. The roadways to be improved are not designated scenic roadways.

The topography of the Project area slopes generally upward towards its highest point at the southwest corner along Hoffman Street. Vegetation in the undeveloped roadway extension area includes tree species such as interior live oak (*Quercus wislizeni*), blue oak (*Quercus douglasii*), and valley oak (*Quercus lobata*) with an understory of non-native annual grasses. The proposed extension of Sutter Street would continue uphill (southeast) from the current Sutter Street terminus, past a remnant mine tailings pond bounded by a constructed berm to the immediate north. Figures 5-A, 5-B, and 5-C provide visualizations of the proposed Project from three viewpoints.

Viewers of the Project site include local residents living adjacent to or near the Project corridor, individuals employed at places of work based in or near the Project corridor, and the general public traveling the corridor, including vehicle users and pedestrians. Construction activities along the Project corridor would result in temporary changes in the visual character of the Project area due to the presence of construction equipment, trucks, staging and laydown areas. Construction would require removal of approximately 42 trees, including approximately 21 interior live oak trees (*Quercus wislizeni*), 15 blue oaks (*Quercus douglasii*), and 2 valley oaks (*Quercus lobata*). The impact of tree removal on visual character is considered significant, and mitigation measure AES-1 is provided to minimize the impact to a less-than-significant level.

The overall visual character of the Project area, after construction, would be compatible with the existing rural visual character of the corridor. The enhanced pedestrian access would improve public access through the area while maintaining the rustic/natural aesthetic and safety improvements to better manage the levels of pedestrian and bicycle traffic. The materials, form, line, and texture would be altered along the Project alignment as a result of the extended Sutter Street and the raised profile of Argonaut Drive, as well as road resurfacing, paved shared use paths, sidewalks and curb ramps, crosswalks, roundabout, lighting, landscaping, signage, retaining walls, and other infrastructure improvements. Although there will be visual modifications to the Project corridor compared to existing conditions, the overall view-scape surrounding the Project area would not be impeded or altered by structures or other Project elements. The color for roadway improvements would be black asphalt and smooth in texture similar to the existing roadway. Landscaped/hardscaped areas would introduce different colors and texture to the roadways, which may be seen as an aesthetic enhancement.

The Project would include required striping and signage to comply with California Manual on Uniform Traffic Control Devices (CA MUTCD) requirements. Existing directional and safety signage would be upgraded and replaced to reflect new traffic flow patterns resulting from the roundabout. Although the Project would change the character of the local roadway intersections; the improvements would provide opportunity in the roundabout central island, splitter islands/ median area, and buffers between the roadway for aesthetic treatments such as hardscaping with inert materials (gravel, decomposed granite, decorative rocks, etc.), greenspace, and vegetation.

The roadway extension would require construction of approximately 800 feet of retaining wall on the north side of the roadway and approximately 1,000 feet of retaining wall on the south side. The height and type of the retaining walls would vary. There are two types of walls proposed, one being a wall where the Project is cutting into the hillside (cut wall), and the other being a wall holding up the roadway where the Project requires fill (fill wall). The fill wall would not be visible to roadway users, but the cut wall would be. Because the color and texture of the public facing cut wall is not currently known, the potential aesthetic impact is conservatively considered significant, and Mitigation Measure AES-2 is provided to ensure aesthetic treatment.

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

Nighttime construction would not be required. Therefore, no night-time lighting would be required during construction that would create a new source of light or glare, and no impact would result.

Following construction, the Project would provide enhanced lighting to improve intersection visibility for drivers during nighttime hours. Approximately 12 lights are anticipated to be installed at the roundabout intersection and approaches and where conflict areas exist between different users or a raised median. No additional lighting is proposed to be installed along the proposed Sutter Street extension. The new lighting would be required to be installed in conformance with the City of Jackson Municipal Code, Title 17, Article III, Chapter 17.43 Lighting Regulations which requires lighting be shielded, directed downward, and dark sky compliant. Therefore, the impact from the installation of the new streetlights would be less than significant.

Aesthetics Mitigation Measures

Implementation of Mitigation Measures AES-1 and AES-2 would reduce impacts on visual character to a less-than-significant level by protecting and replacing trees, controlling construction, and designing compatible public-facing retaining walls.

Mitigation Measure AES-1: Tree Protection and Replacement

Construction activities within the dripline of trees to be preserved shall be avoided during construction. If required, pruning of trees shall be completed by either a certified arborist or by the contractor under supervision of either an International Society of Arboriculture qualified arborist, American Society of Consulting Arborists consulting arborist, or a qualified horticulturist. Pruning shall be completed to the minimum degree necessary to accommodate construction vehicles and in a manner that helps preserve tree health. Trees that are damaged or removed shall be replaced in accordance with City requirements. Replacement trees shall be planted along the same Project corridors from which they are removed; however, if the Project area is inadequate in size to accommodate replacement trees, trees shall be planted on other nearby public property with the approval of the City of Jackson Planning Department.

Mitigation Measure AES-2: Minimize Visual Impacts

Retaining walls shall be colorized and texturized to have similar facings to maintain conformity and enhance the visual aesthetic throughout the Project corridor. Public facing retaining walls shall be treated with a roughened wall surface, vegetative surface, or similar surface type to soften the verticality of the wall face. The Project shall use earth-toned colors

for the wall surface to minimize distraction to viewers and to help the walls blend with the planted vegetation. Adding a design motif to the wall faces that reflects natural materials may also be considered to reduce visual monotony, soften verticality, and be more pleasing to viewers than a plain wall surface. Landscaping shall be incorporated into the Project and include trees and low-maintenance planting designed to blend into the surrounding environment without blocking visibility for safe vehicular and pedestrian operation. Tree plantings required under Mitigation Measure AES-1 may be utilized to satisfy requirements under this mitigation measure as well.

3.2 Agriculture and Forest Resources

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)

There are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the Project area (CDC 2021). No impact would result.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Less than Significant)

There are no lands with zoning for agricultural use or under a Williamson Act contract within the Project site. Land located south of Hoffman Street in unincorporated Amador County is zoned Agriculture (AG) and is enrolled in an existing Williamson Act contract. Implementation of the Project would not require right-of-way acquisition from an enrolled property, and the Project would not require nonrenewal or cancellation of a Williamson Act contract. Because no substantial conflict would result, the impact would be less than significant.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (No Impact)**

There are no lands zoned for forest land, timberland, or Timberland Production within the Project area. No impact would result.

- d) Result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)**

There is no forest land within the Project area. No impact would result.

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

As described in Impact "b" above, land located immediately south of Hoffman Street in unincorporated Amador County is zoned Agriculture and is under an existing Williamson Act contract. Implementation of the Project would not require right-of-way acquisition from an enrolled property, and the Project would not require nonrenewal or cancellation of a Williamson Act contract. Because no substantial conflict would result and no conversion of farmland or forest land would result, the impact would be less than significant.

3.3 Air Quality

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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 in any criteria pollutant for which the project region is non-attainment 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) adversely affecting a substantial number of people? | | | ✓ | |

a) Conflict with or obstruct implementation of the applicable air quality plan? (No Impact)

The Project is located in the Mountain Counties Air Basin in the City of Jackson, Amador County. Amador County is currently designated as nonattainment for the Federal and State ozone standards and is designated as attainment or unclassified for all other Federal and State ambient air quality standards. The nonattainment status for ozone was recently applied to the County, and an air quality plan has not been adopted. Therefore, the Project would not conflict or obstruct implementation of an applicable air quality plan. No impact would result. Additionally, as summarized in impact “b” below, construction phase emissions calculated for the Project would not exceed established thresholds for ozone precursors.

b) Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less than Significant)

Amador County is currently designated as nonattainment for the Federal and State ozone standards. Ozone is not emitted directly into the air, but is a regional pollutant formed by a photochemical reaction in the atmosphere. Ozone precursors, nitrogen oxides (NOx) and reactive organic gasses (ROG), react in the atmosphere in the presence of sunlight to form ozone.

The Amador Air District (AAD) does not have thresholds of significance or CEQA guidance of its own and instead recommends using guidance from adjacent Air Districts. Due to its proximity to Sacramento County, the City of Jackson is applying the Sacramento Metropolitan Air Quality Management District’s (SMAQMD) recommended thresholds of significance to assess the Project’s air quality impacts (SMAQMD 2020). Sacramento County is currently designated as nonattainment for the Federal and State ambient air quality standards for ozone, the Federal PM2.5 standard, and the State PM10 standard. Therefore, application of the SMAQMD’s recommended thresholds provides a conservative analysis of the Project’s potential air quality impacts.

SMAQMD's screening criteria for construction projects generally considers projects less than 35 acres in size to be less than significant for construction air quality emissions. However, the SMAQMD's criteria states that projects should not be screened if they include demolition activities, major trenching activities, and involve cut-and-fill operations, therefore construction emissions were quantified for the Project.

SMAQMD does not have a recommended ozone threshold but has regional thresholds of significance for Project-emitted NOx and ROG. In developing thresholds of significance for air pollutants, SMAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

The SMAQMD's thresholds of significance for air pollutants are shown in Table 3.3-1. The threshold of significance for construction and operational NOx emissions is 85 pounds per day and 65 pounds per day, respectively. While there is no construction threshold for construction-phase ROG, there is an operational ROG threshold of 65 pounds per day. The SMAQMD's thresholds of significance for construction and operational PM10 and PM2.5 emissions is also shown in Table 3.3-1.

Table 3.3-1 Air Quality Emission Thresholds

| Pollutant | Construction Threshold (pounds/day) | Operational Threshold (pounds/day) |
|-----------------------|-------------------------------------|------------------------------------|
| NOx (ozone precursor) | 85 | 65 |
| ROG (ozone precursor) | No threshold | 65 |
| PM 10 | 80 | 80 |
| PM 2.5 | 82 | 82 |

1. SMAQMD recommends a threshold of 0 (zero) for construction and operational PM10 and PM2.5. However, if all feasible BACT/BMPs are applied, then SMAQMD recommends a non-zero threshold. The thresholds reflected in this table are the non-zero thresholds based on application of BACT/BMPs.

Temporary Construction Emissions

For the purposes of this analysis, it is assumed that construction of the Project would begin in the spring of 2025 and would require approximately nine (9) months to complete. Construction-period emissions were estimated using the SMAQMD's Road Construction Emissions Model (RCEM) version 9.0.0. Project-specific material import and export was incorporated in the emissions analysis. Table 3.3-2 summarizes the Project's estimated construction-related air pollutant and emissions, which do not exceed the SMAQMD's thresholds of significance. Therefore, the impact from construction related emissions would be less than significant.

Table 3.3-2 Temporary Construction Emissions

| Parameter | NOx (pounds/day) | PM 10 (pounds/day) | PM 2.5 (pounds/day) |
|--------------------------------|------------------|--------------------|---------------------|
| Project Construction Emissions | 34.07 | 0.24 | 0.12 |
| Threshold of Significance | 85 | 80 | 82 |
| Threshold Exceeded? | No | No | No |

Operational Emissions

Table 3.3-3 summarizes the Project's calculated operational emissions. The baseline year used for the operational emissions analysis is 2022, as it represents existing conditions in the Project area and vicinity. The Project buildout year is estimated to be 2026, and the long-range planning horizon is 2040. The anticipated vehicle miles traveled (VMT) for the Project was estimated in the *Vehicle Mile Traveled (VMT) Analysis for Sutter Street Extension* memorandum (VMT Memorandum) (GHD 2022). As detailed within the VMT Memorandum, the travel pattern under the Project would be changed in a manner where annual VMT would be reduced. This is accomplished by a more direct route for vehicles to take from Sutter Street to Hoffman Street.

Table 3.3-3 Operational Emissions

| Parameter | NO _x (pounds/day) | ROG (pounds/day) | PM 10 (pounds/day) | PM 2.5 (pounds/day) |
|------------------------------------|---------------------------------|---------------------|-----------------------|------------------------|
| Year 2022 (Existing Conditions) | 5.5 | 10.1 | 1.4 | 0.42 |
| Year 2026 (Build Scenario) | 4.2 | 9.3 | 1.1 | 0.3 |
| Year 2040 (Build Scenario) | 3.5 | 6.4 | 1.6 | 0.4 |
| Threshold of Significance | 65 | 65 | 80 | 82 |
| Threshold Exceeded? | No | No | No | No |

The Project's modeled operational air emissions would not exceed SMAQMD operational thresholds of significance. Therefore, Project-generated emissions would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. The impact would be less than significant.

c) **Expose sensitive receptors to substantial pollutant concentrations? (Less than Significant with Mitigation)**

Sensitive receptors located adjacent to the Project area include residents in single family homes and children at Jackson Junior High School. As summarized in Section 3.9, Hazards and Hazardous Materials, the Project site is located in the vicinity of the Argonaut Mine, a U.S. EPA National Priorities List "Superfund" site that included approximately 65 acres of mine tailings derived from the former below ground hard rock gold mine that was operated between 1850 and 1942. Investigations carried out at the Project site have identified the presence of arsenic and mercury in soil at levels that warrant treating excavated soil during construction as a RCRA hazardous waste and disposing of accordingly. Dust generated during construction has the potential to result in short-term impacts on sensitive receptors. The impact is considered significant. Implementation of Mitigation Measure AIR-1 would reduce the impact to a less-than-significant level.

Another pollutant of concern is diesel particulate matter (DPM) exhaust, which is generated by construction equipment and heavy-duty truck traffic. As required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]), construction contractors would be required to minimize idling times for trucks and equipment to five minutes, as well as to ensure that construction equipment is maintained in accordance with manufacturer's

specifications. Given the limited daily activity for construction and continuous shifting of the construction activities, the construction length of 9 months, and the distance from the Project Area to the sensitive receptors, prolonged exposure of sensitive receptors to substantial pollutant concentrations would not occur. The impact from DPM would be less than significant. In addition, the Project area is not located within an area of concern for naturally occurring asbestos (NOA) (USGS 2011). Therefore, human exposure to NOA is anticipated to occur during construction or operation.

Following construction, the Project would result in a change in vehicle routing through the area that would reduce VMT. Currently, vehicles exiting or accessing the neighborhood off Argonaut Drive must travel on Hoffman Street and Sutter Street/State Route 88. With the Project, the trips would have a more direct route for vehicles. Instead of traveling along Hoffman in front of (and closer to) the residences, vehicles would travel on the Sutter Street extension located behind (and farther from) the residences. Additionally, Project operation would not expose sensitive receptors to any stationary source emissions or an increase in any mobile emissions. No long-term impact would result.

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

Implementation of the Project would not result in major sources of odor. The Project is not a type of facility known to produce odors (e.g., landfill, coffee roaster, wastewater treatment facility, etc.). Construction activities could result in short-term odors, such as diesel exhaust from construction equipment. Such odors would be temporary, occurring only during the construction period, and would disperse rapidly. Therefore, construction would not create objectionable odors affecting a substantial number of people and the temporary impact during construction would be less than significant. Following construction, there would be no features included in the Project that would, by their nature or design, result in a new source of odors. No operational impact would result.

Air Quality Mitigation Measures

Implementation of Mitigation Measure AIR-1 would reduce Project impacts on sensitive receptors to a less-than-significant level.

Mitigation Measure AIR-1: Community Air Monitoring Plan

The City and its contractor shall prepare and implement a Community Air Monitoring Plan for the Project specifying air monitoring protocols to be conducted during construction. Air monitoring protocols shall follow the guidelines established in the DTSC *Community Air Monitoring Plan Guidance* and the Plan shall be approved by DTSC prior to construction. The protocols shall protect the community and ensure that site workers react quickly to make appropriate changes to soil activities and control measures to reduce these emissions. Air monitoring locations shall be established upwind and downwind of the work area for measuring applicable air monitoring parameters. A schedule specifying the frequency and duration of air monitoring shall be established and approved by DTSC prior to construction. Reporting of monitoring results shall be conducted in accordance with the DTSC Guidelines.

3.4 Biological Resources

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

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 Game or U.S. Fish and Wildlife Service? (Less than Significant with Mitigation)

Special-status species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA). These acts afford protection to both listed and proposed species. Birds and raptors are protected under the federal Migratory Bird Treaty Act (50 CFR 10.13), and their nest, eggs, and young are also protected under the California Fish and Wildlife Code (§3503, §3503.5, and §3513). In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW special-status invertebrates, are all considered special-status species. Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under CEQA. Plant species on California Native Plant Society

(CNPS) Inventory of Rare and Endangered Plants with California Rare Plant Ranks (Rank) of 1, 2 and 4 are also considered special-status plant species and must be considered under CEQA. Bat species designated as “High Priority” by the Western Bat Working Group (WBWG) qualify for legal protection under Section 15380(d) of the CEQA Guidelines. Species designated “High Priority” are defined as “imperiled or are at high risk of imperilment based on available information on distribution, status, ecology and known threats.”

Special-Status Plants

Twenty-five (25) special-status plant species documented within a nine-quadrangle search area were determined to have a low to moderate potential for occurrence at the Project site. Two special-status plant species were determined to have a moderate potential to occur: big-scale balsamroot (*Balsamorhiza macrolepis*) and prairie wedge grass (*Sphenopholis obtusata*). Big-scale balsamroot has a CRPR rank of 1B.2 and is found in chaparral, cismontane woodland, valley and foothill grassland, and open grassy or rocky slopes. Prairie wedge grass has a CRPR rank of 2B.2 and is found in cismontane woodland, wet meadows and seeps, streambanks, and ponds. Three botanical surveys were completed at the Project site on March 21, May 27, and July 27, 2022 (Vollmar Natural Lands Consulting 2022). The surveys were completed in accordance with CDFW and USFWS protocols and guidelines and were scheduled to coincide with the blooming periods of all special-status plants for which potentially suitable habitats occur in the area. Based on the negative results of the surveys, it is unlikely that any special-status plant species occur on the site. No impact to special-status plants would result.

Special-status Wildlife

A Biological Resources Study (GHD 2021) completed for the Project identified potential significant impacts to the following special-status wildlife species.

Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*)

Valley elderberry longhorn beetle (VELB) is a federally threatened species that is fully protected under the Endangered Species Act. VELB is dependent on its host plant, elderberry (*Sambucus species*), which is a common component of riparian forests and adjacent upland habitats of California’s Central Valley. VELB spends most of its life in the larval stage living within the stems of an elderberry plant. Adult emergence is from late March through June at approximately the same time elderberry plants produce flowers. Plant surveys conducted at the Project site identified eight blue elderberry (*Sambucus mexicana*) plants along the edges of the Project boundary, six of which had observed exit holes that could potentially be associated with valley elderberry longhorn beetle along one or more stems. The blue elderberry plants may potentially be avoided and protected during construction, however, based on the observed presence of plants contiguous to construction areas, the potential impact to the species through direct removal of a blue elderberry plant or work within 20 feet of a plant is considered significant. Implementation of Mitigation Measure BIO-1 would reduce the impact to this species to a less-than-significant level.

Pallid Bat

Pallid bat (*Antrozous pallidus*) is a CDFW-designated species of special concern with a high priority rating by the Western Bat Working Group. Pallid bats are commonly associated with habitats such as grassland, scrub, woodland, mixed conifer, and redwood forest and as a colonial roosting species, they are very sensitive to roost site disturbance. The closest known pallid bat record is from 2021, approximately 1 mile north of the Project area. Oak woodland within the Project area and riparian

forest in the Project vicinity may provide suitable roosting and foraging habitat for this species and tree cavities were observed within the Project area that could be utilized as roosting habitat. Based on the nearby record and observed presence of suitable roosting habitat, the species has a moderate potential to be present, roost, and forage within the Project area. If pallid bats were to roost within the project footprint during construction, removal of trees and construction noise could result in a significant impact to this species. Implementation of Mitigation Measure BIO-2 would reduce the impact to pallid bat to a less-than-significant level.

Passerines and Raptors

Bird species that are protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code were observed on-site during a biological field survey conducted on October 27, 2021. A great egret (*Ardea alba*) was seen foraging in a field within the Project area, and numerous records of this species have been documented within the surrounding 5 miles. There are no known rookeries in the Project vicinity and no evidence of rookeries was observed during the October 27, 2021 survey. Suitable nesting and foraging habitat for other nesting birds is also present within the Project area, and removal of trees and construction noise could result in a significant impact to these species. Implementation of Mitigation Measure BIO-3 would reduce the impact to nesting birds to a less-than-significant level.

Western Pond Turtle (*Emys marmorata*).

Western pond turtle is a CDFW-designated species of special concern. Western pond turtles occur in a variety of permanent and semi-permanent freshwater aquatic habitats including lakes, rivers, ponds, creeks, and marshes. Nesting occurs on land in areas of loose to hard-packed soils on south or west facing slopes, and the species is frequently observed basking on exposed banks, logs, and rocks. The closest known Western pond turtle record is from 2002 in the City of Jackson, approximately 0.9 miles south of the Project area. Marginal aquatic habitat is present in a portion of the Project area and numerous occurrences of this species have been recorded within five miles of the Project area. Based on nearby records and observed presence of suitable habitat, the species has a moderate potential to be present, nest, and forage within a portion of the Project area. If Western pond turtles were harmed or injured during construction, it would have a significant impact. Implementation of Mitigation Measure BIO-4 would reduce the impact to Western pond turtles to a less-than-significant level.

North American Porcupine (*Erethizon dorsatum*)

North American porcupines are included on the CDFW Special Animals list. North American porcupines are herbivores and feed on a variety of plant materials depending on the season and are most common in montane conifer, Douglas fir, and alpine dwarf-shrub. The closest known North American porcupine record is from 2013 along Hoffman Street approximately 0.4 miles west of the Project area. Oak woodland and riparian forest within portions of the Project area may provide suitable denning and foraging habitat for this species. Based on the nearby record and observed presence of suitable habitat, the species has a moderate potential to be present, den, and forage within the Project area. If project construction were to harm or injure a North American porcupine, the potential impact would be considered significant. Implementation of Mitigation Measure BIO-5 would reduce the impact 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, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Less than Significant with Mitigation)

Sensitive Natural Communities (SNCs) in the vicinity of the Project area include valley oak riparian forest, valley oak woodland, Fremont cottonwood woodland, cattail marsh, and needle grass-melic grassland. These SNCs are predominantly located along the edges of the Project boundary and are anticipated to be avoided or have minimal indirect effect. However, if the Project design cannot avoid one or more of the features, then an impact to SNCs may result. If the Project results in disturbance to or removal of SNCs, the impact would be considered significant. Implementation of Mitigation Measure BIO-6 would reduce the impact to SNCs to a less-than-significant level.

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

A wetland delineation (Vollmar Natural Lands Consulting 2021) completed for the Project site identified 0.030 acres of potential state and federal jurisdictional wetlands and waters located on the northside of Sutter Street near the eastern end of the Project area. The identified wetland may be temporarily impacted by construction activities or may potentially be filled if the Project design cannot avoid the feature. Both a temporary and permanent impact to the wetland feature is considered significant. Implementation of Mitigation Measure BIO-7 would reduce the impact to wetlands to a less-than-significant level.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)

No established wildlife corridors or native wildlife nursery sites are known to be present within the Project site, and no continuous barriers to terrestrial wildlife movement are anticipated. No permanent barriers would be constructed, and therefore migration routes would not be impacted by construction or operation of the Project. No impacts to aquatic habitat connectivity and migration for fish species would result because no fish-bearing aquatic habitat is present within the Project Area. No impact would result.

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

Site planning and general development standards within the City's Municipal Code includes criteria for tree removal (Municipal Code Section 17.40.120) and open space requirements prioritizing preservation of wetlands (Municipal Code Section 17.46.040). Mitigation Measure AES-1 ensures tree replacement in accordance with City requirements, and Mitigation Measure BIO-7 prioritizes avoidance of wetlands and ensures no net loss.

Land Use Policy 2.1 of the City's General Plan promotes use of a grading ordinance to protect the natural topography and to control erosion, while the Open Space and Conservation Element of the

General Plan includes a policy to preserve riparian areas. The Project would be constructed in compliance with the City's Roadway Improvement Standards and includes erosion controls. Additionally, implementation of a Stormwater Pollution Prevention Plan, as identified in Section 1.6 of this Initial Study, will be required for the Project. Mitigation Measure BIO-6 will ensure that any riparian habitat impacted by the Project is compensated to ensure no net loss of habitat.

With implementation of the Project requirements and mitigation measures described above, no conflicts with local policies or ordinances protecting biological resources would result.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)

The Project site does not overlap designated critical habitat for listed species and is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, the Project would not conflict with the provisions of an adopted habitat conservation plan. No impact would result.

Biological Resources Mitigation Measures

Implementation of Mitigation Measures BIO-1 through BIO-7 would reduce Project impacts on biological resources to a less-than-significant level.

Mitigation Measure BIO-1: Protect Valley Elderberry Longhorn Beetle

If the Project cannot avoid direct impacts, including establishment of a 20-foot buffer around existing elderberry plants, the City shall engage in the Section 7 consultation or a Section 10 permit process prior to the start of any on-site construction activity, and shall ensure any additional measures outlined in an issued permit are implemented. Mitigation shall follow the guidelines established in the *USFWS Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*, which are generally summarized below.

Avoidance and Minimization Measures

The Project shall avoid removal of blue elderberry (*Sambucus mexicana*) shrubs in the Project area to the extent possible. Blue elderberry shrubs that can be preserved shall be designated as avoidance areas and shall be protected from disturbance during construction and operation of the Project. The contractor shall implement avoidance and minimization measures established in the *USFWS Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*, which include:

- Areas to be avoided during construction activities shall be fenced and/or flagged as close to construction limits as feasible. Activities that may damage or kill an elderberry shrub (e.g., trenching, paving, etc.) may need an avoidance area of at least 6 meters (20 feet) from the dripline, depending on the type of activity.
- A qualified biologist shall provide training for all contractors, work crews, and any onsite personnel on the status of the species, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and the possible penalties for non-compliance.
- A qualified biologist shall monitor the work area at Project-appropriate intervals to assure that all avoidance and minimization measures are implemented. The amount and

duration of monitoring will depend on the project specifics and should be discussed with USFWS.

- As much as feasible, all activities that could occur within 50 meters (165 feet) of an elderberry shrub shall be conducted outside of the flight season of the species (March - July).
- Trimming may remove or destroy valley elderberry longhorn beetle eggs and/or larvae and may reduce the health and vigor of the elderberry shrub. If trimming of a blue elderberry bush is required, then to avoid and minimize adverse, trimming shall occur between November and February and shall avoid the removal of any branches or stems that are ≥ 1 inch in diameter. Measures to address regular and/or large-scale maintenance (trimming) should be established in consultation with the USFWS.
- Herbicides shall not be used within the dripline of a blue elderberry shrub, and insecticides shall not be used within 30 meters (98 feet) of an elderberry shrub. Any chemicals shall be applied using a backpack sprayer or similar direct application method.
- Mechanical weed removal within the dripline of a blue elderberry shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry.
- Erosion control shall be implemented and the affected area shall be re-vegetated with appropriate native plants.

Transplanting

If Project construction cannot avoid a blue elderberry shrub or if construction would be near a shrub and indirect effects may result in the death of stems or the shrub, then the plant shall be transplanted. To minimize the fragmentation of habitat, any required elderberry shrub relocations shall occur as close as possible to their original location. Elderberry shrubs may be relocated adjacent to the Project footprint if the planting location is suitable for elderberry growth and reproduction, and the City can protect the shrub and ensure that the shrub becomes reestablished. If these criteria cannot be met, then a relocated shrub may be transplanted to an appropriate USFWS-approved mitigation site. The following transplanting guidelines shall be used, per the *USFWS Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*:

- A qualified biologist shall be on-site for the duration of transplanting activities to assure compliance with avoidance and minimization measures and other conservation measures.
- Exit-hole surveys shall be completed immediately before transplanting. The number of exit holes found, GPS location of the plant to be relocated, and the GPS location of where the plant is transplanted shall be reported to the USFWS and to the California Natural Diversity Database.
- Elderberry shrubs shall be transplanted when the shrubs are dormant (November through the first two weeks in February) and after they have lost their leaves. Transplanting during the non-growing season will reduce shock to the shrub and increase transplantation success.
- Transplanting shall follow the most current version of the ANSI A300 (Part 6) guidelines for transplanting.

- Trimming shall occur between November and February and should minimize the removal of branches or stems that exceed 1 inch in diameter.

Compensatory Mitigation

The City shall coordinate with the USFWS to determine the appropriate type and amount of any additional required compensatory mitigation, depending on the level of Project impact. If required, appropriate compensatory mitigation may include purchasing credits at a USFWS-approved conservation bank, providing on-site mitigation, or establishing and/or protecting habitat for valley elderberry longhorn beetle. Compensation shall meet the requirements outlined in the *USFWS Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle*.

Mitigation Measure BIO-2: Protect Special Status Bats

If construction occurs during the bat maternity season (generally May 1st through August 30th), the City shall ensure a qualified bat biologist shall conduct habitat surveys for special-status bats. Survey methodology should include visual examination of suitable habitat areas for signs of bat use and may optionally utilize ultrasonic detectors to determine if special-status bat species utilize the vicinity. Surveys shall be conducted by a qualified biologist within seven days prior to construction in any areas where potential maternity roosts habitat may be disturbed/removed. Surveys shall include a visual inspection of the impact area and any large trees/snags with cavities or loose bark. If the presence of a maternity roost is confirmed, roost removal will be prohibited during maternity season and no activity generating significant noise shall occur within 300 feet of the roost. If no bat utilization or roosts are found, then no further study or action is required. If bats are found to utilize the project area, or presence is assumed, a bat specialist shall be engaged to advise the best method to prevent impact, such as phased removal of trees where selected limbs and branches not containing cavities are removed using chainsaws on the first day, with the remainder of the tree removed using chainsaws or other equipment on the second day. Construction-related lighting shall be minimized if any work occurs at night, either contained within structures or limited by appropriate reflectors or shrouds and focused on areas needed for safety, security or other essential requirements.

Mitigation Measure BIO-3: Protect Special Status Migratory and Nesting Birds

The City shall ensure the following avoidance measures are implemented. Ground disturbance, vegetation clearing, and tree removal shall be conducted, if possible, during the fall and/or winter months and outside of the avian nesting season (Feb 1 – Sep 1) to avoid any direct effects to special-status and protected birds. If ground disturbance cannot be confined to work outside of the nesting season, a qualified ornithologist shall conduct pre-construction surveys within the activity project site and a 100-foot buffer surrounding the site to check for nesting activity of birds and to evaluate the site for presence of raptors and special-status bird species. The ornithologist shall conduct at minimum a one-day pre-construction survey within the 7-day period prior to vegetation removal and ground-disturbing activities. If ground disturbance and vegetation removal work lapses for seven days or longer during the breeding season, a qualified ornithologist shall conduct a supplemental avian pre-construction survey before project work is reinitiated. If active nests are detected, the ornithologist shall flag a buffer around each nest (assuming property access). Construction activities shall avoid nest sites until the ornithologist determines that

the young have fledged or nesting activity has ceased. Buffer sizes, ranging from 75 to 300 feet, will consider factors such as (1) noise and human disturbance levels at the construction site at the time of the survey and the noise and disturbance expected during the construction activity; (2) distance and amount of vegetation or other screening between the construction site and the nest; and (3) sensitivity of individual nesting species and behaviors of the nesting birds.

Mitigation Measure BIO-4: Protect Special Status Reptiles

No more than one week prior to commencement of ground disturbance within 50 feet of suitable reptile habitat (e.g., creeks, riparian areas, wetlands, damp meadows), a qualified biologist shall perform a pre-construction survey for Western Pond Turtles and shall relocate any individuals or eggs that occur within the work-impact zone to nearby suitable habitat. If a Western Pond Turtle (or other special status reptile) is observed in an active construction zone, the contractor shall halt construction activities in the immediate area where observed and the turtle or shall be moved to a safe location in similar habitat outside of the construction zone.

Mitigation Measure BIO-5: Protect Special Status Terrestrial Animals

During construction, steep-sided excavations capable of trapping mammals shall be ramped or covered if left overnight. No pets (i.e., dogs) shall be allowed within the Project area. No poisons (including anticoagulant rodenticides) or other potentially injurious materials attractive to mammals shall be utilized or left unattended during construction or operation activities.

Mitigation Measure BIO-6: Protect Sensitive Natural Communities

The City shall avoid impacts to sensitive natural communities to the extent feasible. If avoidance of sensitive natural communities is not feasible, impacts shall be mitigated by appropriate measures. The City shall retain a licensed landscape architect or qualified biologist to develop a Restoration and Monitoring Plan to meet specific success criteria appropriate to each sensitive natural community and shall be developed in coordination with USFWS and/or CDFW, if applicable. The Restoration and Monitoring Plan shall include replanting riparian vegetation (if impacted by the Project) and oak trees (either on-site or off-site but in the local watershed and woodland areas). Ratios of mitigation for sensitive natural communities shall be a minimum 1:1 mitigation ratio for each sensitive natural community. Monitoring shall occur annually for 5 years after revelation or tree planting is complete.

Mitigation Measure BIO-7: Protect and Compensate for Impacts to Wetlands

The City shall avoid impacts to waters and wetlands to the extent feasible. If fill of the wetland located on the northside of Sutter Street near the eastern end of the Project area cannot be avoided, the City shall ensure compensation by creation, restoration, or preservation of waters so that there is no net loss. Alternatively, wetland credits at a ratio of 1:1 may be purchased at a qualified mitigation bank.

If wetlands are impacted, then required permits from the United States Army Corps of Engineers and Regional Water Quality Control Board shall be obtained prior to the start of

any on-site construction activity. The City shall ensure any additional measures outlined in the permits are implemented.

The City shall also ensure the following activities are implemented during construction:

- Stormwater and general pollution prevention best management practices shall be implemented to reduce potential water quality degradation, dust, or erosion to areas adjacent to construction activities.
- Equipment shall be staged and materials shall be stockpiled at least 50 feet outside riparian habitat and wetlands.
- Any construction equipment operating adjacent to a wetland shall be inspected daily for leaks. Any oil, fuel, and grease residue that has the potential to fall from machinery shall be removed and properly disposed of.

3.5 Cultural Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | | | | ✓ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | | ✓ | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | ✓ | | |

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (No Impact)

The CEQA Guidelines define a historical resource as: (1) a resource listed in the California Register of Historical Resources; (2) a resource included in a local register of historical resources, as defined in the California Public Resources Code (PRC) Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

The Project site is located adjacent to the Argonaut Mine, which was closed in 1942 and is both a designated California Historical Landmark (No. 786) and designated Superfund Site. Other adjacent land uses include single-family residences to the north and south, Jackson Junior High School and SR 49 to the east, and undeveloped rural land to the west.

On November 16, 2021, an archival and records search of the California Historical Resources Information Center (CHRIS) was conducted at the North Central Information Center (NCIC) located at California State University, Sacramento. Records for known cultural resources and previous cultural resource studies which cover the Project area and a 0.25-mile radius were examined. The search also included the examination of references and databases on file at the NCIC, including the NRHP Directory of Determinations of Eligibility and the California Inventory of Historic Resources.

Mapping on file at the NCIC had plotted Argonaut Mine Cyanide Plant and tailings site as overlapping a portion of the Project site. During a field survey conducted on June 23, 2022, attention was paid to the area previously plotted, which is a steep northwest facing slope that drops off into the impoundment pond and dam outside of the Project area. The area was intensively inspected for evidence of artifacts or features. No evidence of the Argonaut Mine Cyanide Plant and tailings site was identified within the Project area and no new resources were identified. An updated site record with an updated site boundary was prepared to reflect this. There is a very low potential for historic-period deposits to be encountered at the Project site, and no impact to historical resources would result.

The potential for historic-period archaeological resources is evaluated in impact “b” below.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less than Significant with Mitigation)

An Archaeological Resources Survey prepared for the Project (Pacific Legacy 2022) evaluated the potential for surficial and/or buried archaeological and historical resources in the Project area. A records and literature search was completed at the North Central Information Center, along with further literature review of publications, files, and maps for ethnographic, historic-era, and prehistoric resources and background information. Communication with the Native American Heritage Commission (NAHC) was completed for review of the Sacred Lands File. The City of Jackson also contacted 16 Native American parties about the Project. An archaeological survey of the Project area was completed by a qualified archaeologist on June 23, 2022. The survey was conducted in five meter transects running lengthwise (roughly east-west) with the Project area.

No archaeological resources were identified within the Project site. The search of the NAHC’s Sacred Lands File was positive for a resource in or near the Project area, though no information suggesting the presence of sacred sites or archaeological resources was received from individuals or organizations contacted as part of the study. In general, the Project area has a low potential for buried archaeological deposits (Pacific Legacy 2022). However, the possibility of encountering previously unknown archaeological resources during construction cannot be discounted, and if such resources were encountered, a potential significant impact could result. With implementation of Mitigation Measure CUL-1 (Protect Archaeological Resources if Encountered during Construction), the potential impact to archaeological resources during construction would be reduced to a less-than-significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries? (Less than Significant with Mitigation)

No information was identified suggesting the presence of human remains within the Project area. However, the possibility of encountering human remains during construction cannot be discounted, and if such resources were encountered, a potential significant impact could result. With implementation of Mitigation Measure CUL-2 (Protect Human Remains if Encountered during Construction), the potential impact to human remains during construction would be reduced to a less-than-significant level.

Cultural Resources Mitigation Measures

Implementation of Mitigation Measure CUL-1 and CUL-2 would reduce the potential impact to previously undiscovered archaeological resources and/or human remains to a less-than-significant level by outlining procedures to be taken in the event of inadvertent discovery of unrecorded resources consistent with appropriate laws and requirements.

Mitigation Measure CUL-1: Protect Archaeological Resources if Encountered during Construction

If subsurface archaeological features or deposits, including locally darkened midden soil, are discovered during construction-related earth-moving activities, ground-disturbing activity in the vicinity of the resource shall be halted, a qualified professional archaeologist shall be

retained to evaluate the find, and the appropriate tribal representative(s) shall be notified. If the find qualifies as a historical resource, unique archaeological resource, or tribal cultural resource as defined by CEQA, the archaeologist shall develop appropriate measures to protect the integrity of the resource and ensure that no additional resources are affected.

Mitigation Measure CUL-2: Protect Human Remains if Encountered during Construction

If human remains, associated grave goods, or items of cultural patrimony are encountered during construction, work shall halt within 25-feet of the discovery and the County Coroner shall be notified immediately. The following procedures shall be followed as required by Public Resources Code § 5097.9 and Health and Safety Code § 7050.5. If the human remains are determined to be of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of the determination. The Native American Heritage Commission shall then notify the Most Likely Descendant (MLD), who has 48 hours to make recommendations to the landowner for the disposition of the remains. A qualified archaeologist, the City and the MLD shall make all reasonable efforts to develop an agreement for the treatment, with appropriate dignity, of any human remains and associated or unassociated funerary objects. The agreement would take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, and final disposition of the human remains and associated or unassociated funerary objects.

3.6 Energy Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Result in potentially significant environmental impacts 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? | | | | ✓ |

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less than Significant)

Project construction activity would require the temporary use of fossil fuels (gas, diesel, and motor oil) for excavation, grading, and vehicle use. Construction of the Project would not require a comparatively large amount of fuel or energy usage because of the limited extent and nature of the proposed improvements and the relatively short construction duration required for a project of this scale. Following construction, Project energy consumption would be limited to the electricity needed to operate new lights at the roundabout intersection and approaches. The amount of electricity utilized by the lights would not be substantial as they would be in conformance with the City of Jackson Municipal Code and would be required to meet energy efficiency standards. Additionally, the lights would only operate at night, therefore use of the new lights would be an efficient and necessary consumption of energy resources. The installation of a proposed roundabout at Hoffman Street would also limit the idling of vehicles that would frequent the intersection, resulting in a more efficient use of gasoline when compared to a signalized intersection. Operational fuel consumption would be limited to that utilized by routine maintenance workers as they traveled to and from the site during periodic street sweeping, roadway and water line repairs, and maintenance of stormwater facilities. Vehicle trips associated with operation and maintenance of roadways and utilities within the City currently occur under existing conditions and the Project would not directly result in new daily vehicle trips on local roadways. Therefore, neither Project construction or operation would result in the use of large amounts of fuel and energy in a wasteful manner. The impact would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)

In 2003, the California Energy Commission (CEC), the California Power Authority (CPA), and the California Public Utilities Commission (CPUC) jointly adopted an Energy Action Plan (EAP) that listed goals for California’s energy future and set forth a commitment to achieve these goals through specific actions. In 2005, the CEC and CPUC approved the EAP II, which identified further actions to meet California’s future energy needs, mainly focused on the energy and natural gas sectors. Additionally, the CEC prepared the State Alternative Fuels Plan in partnership with the California Air Resources Board and in consultation with the other state, federal, and local agencies. The alternative fuels plan presents strategies and actions California must take to increase the use of alternative non-petroleum

fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. Project construction and operational activities would not conflict with or obstruct implementation of the EAP, EAP II, the State Alternative Fuels Plan, or local goals. Project construction activity would not require a large amount of fuel or energy usage because of the limited extent and nature of the proposed improvements and the minimal number of construction vehicles that would be required for the Project. Project operation would not result in a substantial increase in energy use.

In 2015, the City of Jackson adopted an Energy Action Plan focused on expanding energy efficiency and renewable energy efforts in new residential and municipal building development within the City (Jackson 2015). The City's Energy Action Plan does not address transportation-related projects. The Jackson General Plan and Jackson Municipal Code supports energy efficiency in several ways that would be applicable to the Project, including required use of indigenous drought tolerant species in landscaping and street trees for shade. Construction of the Project includes planting of trees and potential landscaping with drought tolerant and low maintenance plants. No conflicts with a state or local plan for renewable energy or energy efficiency have been identified. No impact would result.

3.7 Geology and Soils

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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? | | | | ✓ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | ✓ | | |

a.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)

The Project site is not located within a designated Alquist-Priolo Earthquake Zone Earthquake Fault Zone, and no other active or potentially active faults have been mapped passing through the Project area or the City of Jackson. The Project would not change the exposure of people or structures to risk of loss, injury, or death from fault rupture. No impact would result.

a.ii) Strong seismic ground shaking? (Less than Significant)

The Project is located in an area that has experienced ground shaking originating from faults in the San Andreas Fault Zone and the Foothills Fault System. The closest known potentially active fault mapped by the California Geological Survey is located approximately 4.3 miles southeast of Jackson (Sierra Geotech 2021). Moderate to severe earthquakes generated on either fault system can be expected to cause strong ground shaking in the Project area. However, by applying geotechnical evaluation techniques and appropriate engineering practices, potential injury and damage from seismic activity and ground shaking would be diminished, thereby exposing fewer people and less property to the effects of a major damaging earthquake. The design and construction of the proposed Project is subject to engineering standards of the California Building Code, the City of Jackson's Roadway Improvement Standards, and Amador County's Roadway Improvement Standards. In addition, as described in Section 1.6, the Project would be designed and constructed in conformance with the site-specific recommendations contained in a design-level geotechnical study report completed for the Project. Because the Project would be constructed in accordance with the applicable design standards and with the Project-specific recommendations contained in a design-level geotechnical study, the impact related to strong seismic ground shaking would be less than significant.

a.iii) Seismic related ground failure, including liquefaction? (No Impact)

The Project site is not located within a State designated Alquist Priolo Earthquake Fault Zone, and the liquefaction risk for the Project site is extremely low due to presence of predominantly weathered rock starting at shallow depths (Sierra Geotech 2021). No impact would result.

a.iv, c, d) Landslides or unstable soils? (Less than Significant)

The site geology, as encountered in Project-specific geotechnical borings, consists of surficial colluvial soils overlying bedrock belonging to Mariposa Formation. Colluvial soils were limited to the western portion of the site beginning near the Argonaut Mine Dam. Across the site (east to west), the upper portion of the bedrock was Shale, generally soft and variably decomposed to intensely weathered. Below the weathered zone, greywacke bedrock was encountered which was significantly harder and less weathered.

The Project alignment traverses undulating land between Sutter Street and Hoffman Street. The existing ground surface elevation across the site fluctuates generally between 1280 feet on the east and 1415 feet on the west. The Local Hazard Mitigation Plan for Amador County indicates that the Project is in a "low" landslide incidence and susceptibility area (Amador County 2020). The potential for lateral spreading at the site is very low, and the likelihood of seismic compression of unsaturated sands is considered low under the design seismic event (Sierra Geotech 2021). Retaining walls would be installed on both sides of the proposed Sutter Street extension as earth retaining systems for the alignment. The design and construction of the proposed Project including proposed retaining walls is subject to engineering standards of the California Building Code, the City of Jackson's Roadway Improvement Standards, and Amador County's Roadway Improvement Standards. In addition, as described in Section 1.6, the Project and retaining walls would be designed and constructed in conformance with the site-specific recommendations contained in a design-level geotechnical study report completed for the Project. Because the Project would be constructed in

accordance with the applicable design standards and with the Project-specific recommendations contained in a design-level geotechnical study, the impact related to landslides and unstable/expansive soils would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil? (Less than Significant)

Clearing and grading of the Project site as necessary would require the removal of topsoil and off-haul of materials. As summarized in Section 1.6, the City and/or the Project's construction contractor would be required to obtain coverage under State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, as amended by Order No. 2012-0006. This will include submittal of permit registration documents (notice of intent, risk assessment, site maps, Storm Water Pollution Prevention Plan [SWPPP], annual fee, and certifications) to the State Water Resources Control Board. The SWPPP will address pollutant sources, non-storm water discharges resulting from construction dewatering, best management practices, and other requirements specified in the above-mentioned Order. The SWPPP will also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by construction equipment. A Qualified SWPPP Practitioner will oversee implementation of the plan, including visual inspections, sampling and analysis, and ensuring overall compliance. Following construction, slopes would be vegetated by hydroseeding or other landscape cover, and straw matting, jute netting and erosion control blankets would be utilized for steeper slopes. Retaining walls would also be installed on both sides of the proposed Sutter Street extension as earth retaining systems for the alignment. The overall impact related to soil erosion or loss of topsoil would be less than significant.

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 Project would not involve the use of septic tanks or other alternative wastewater disposal systems. No impact would result.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation)

The proposed improvements would not require modification of unique geologic features, however, excavation and earthmoving activities would occur within previously undisturbed areas and at depths where paleontological resources may potentially be encountered. The possibility of encountering paleontological resources during construction cannot be discounted, and if such resources were encountered, a potential significant impact could result. With implementation of Mitigation Measure GEO-1 (Protect Paleontological Resources if Encountered during Construction), provided below, the impact would be less than significant. Following construction, no earthwork would occur. No operational impact would result.

Geology and Soils Mitigation Measures

Implementation of Mitigation Measure GEO-1 would reduce the potential impact to undiscovered paleontological resources to a less-than-significant level by addressing discovery of unanticipated

buried resources and preserving and/or recording those resources consistent with appropriate laws and requirements.

Mitigation Measure GEO-1: Protect Paleontological Resources if Encountered during Construction

If fossils are encountered during construction (i.e., bones, teeth, or unusually abundant and well-preserved invertebrates or plants), construction activities shall be diverted away from the discovery within 50 feet of the find, and a professional paleontologist shall be notified to document the discovery as needed, to evaluate the potential resource, and to assess the nature and importance of the find. Based on the scientific value or uniqueness of the find, the paleontologist may record the find and allow work to continue, or recommend salvage and recovery of the material, if it is determined that the find cannot be avoided. The paleontologist shall make recommendations for necessary treatment that is consistent with currently accepted scientific practices. Any fossils collected from the area shall then be deposited in an accredited and permanent scientific institution where they would be properly curated and preserved.

3.8 Greenhouse Gas Emissions

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | ✓ | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? | | | | ✓ |

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

The Project is in the Mountain Counties Air Basin in the City of Jackson, Amador County. The Amador Air District does not have thresholds of significance or CEQA guidance of its own and instead recommends using guidance from adjacent Air Districts. Due to its proximity to Sacramento County, the City of Jackson is applying the Sacramento Metropolitan Air Quality Management District’s (SMAQMD) recommended thresholds of significance to assess the Project’s greenhouse gas impacts (SMAQMD 2020).

Construction-period emissions were estimated using the SMAQMD’s Road Construction Emissions Model (RCEM). SMAQMD establishes a threshold of 1,100 metric tons of carbon dioxide (MTCO_{2e}) per year threshold of significance (SMAQMD 2020). Table 3.8-1 summarizes the Project’s estimated construction-related GHG emissions. The Project’s calculated temporary construction emissions would not exceed the SMAQMD’s thresholds of significance. The impact from construction would be less than significant.

Table 3.8-1 Temporary Construction Greenhouse Gas Emissions

| Parameter | GHG MTCO _{2e} /Year |
|--------------------------------|------------------------------|
| Project Construction Emissions | 612.95 |
| Threshold of Significance | 1,100 |
| Threshold Exceeded? | No |

The Project buildout year is estimated to be 2026, and the long-range planning horizon is 2040. The travel pattern under the Project would be changed in a manner where annual VMT would be reduced. This is accomplished by a more direct route for vehicles to take from Sutter Street to Hoffman Street. As shown in Table 3.8-2, the Project would lower GHG emissions relative to existing conditions. The impact from operation of the Project would be less than significant.

Table 3.8-2 Operational GHG Emissions

| Parameter | Annual MTCO _{2e} |
|------------------------------------|---------------------------|
| Year 2022 (Existing Conditions) | 369.3 |
| Year 2026 (Build Scenario) | 280.6 |
| Year 2040 (Build Scenario) | 293.3 |

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses? (No Impact)

The California Air Resource Board (CARB) 2017 Climate Change Scoping Plan provides California's climate policy portfolio and recommended strategies to put the State on a pathway to achieve the 2030 target. The scenario includes ongoing and statutorily required programs, continuing the Cap-and-Trade Program, and high-level objectives and goals to reduce GHGs across multiple economic sectors. Existing programs, also known as "known commitments," identified by the 2017 Climate Change Scoping Plan include: SB 350, the Low Carbon Fuel Standard, CARB's Mobile Source Strategy, SB 1383 for short-lived climate pollutants and California's Sustainable Freight Action Plan. The high-level objective and goals recommendations cover the energy, transportation, industry, water, waste management, agriculture, and natural and working lands, and are to be implemented by a variety of State agencies. The recommended measures in the 2017 Scoping Plan are broad policy and regulatory initiatives that will be implemented at the State level and do not relate to the construction and operation of individual projects. Although Project construction and operation may be affected by State level regulations and policies that will be implemented, such as the Phase 2 heavy-duty truck greenhouse gas standards proposed to be implemented within the transportation sector, the Project would not impede the State from developing or implementing the GHG reduction measures identified in the Scoping Plan. Therefore, the Project would not conflict with SB32 or the 2017 Climate Change Scoping Plan.

3.9 Hazards and Hazardous Materials

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

a, b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Less than Significant with Mitigation)

The Project site is located in the vicinity of the Argonaut Mine, a U.S. EPA National Priorities List “Superfund” site that included approximately 65 acres of mine tailings derived from the former below ground hard rock gold mine that was operated between 1850 and 1942. The Department of Toxic Substances Control (DTSC) regulates and interprets hazardous waste laws in California. DTSC generally considers excavated or transported materials that exhibit “hazardous waste” characteristics to be a “waste” requiring proper management, treatment, and disposal.

Previous investigations carried out in the vicinity of the former Argonaut Mine have revealed the presence of heavy metals, including Arsenic and Mercury, in the soil associated with the historic mining activities carried out on site. Testing by Caltrans throughout the State has also shown that

aerially deposited lead (ADL) exists in soil along major highway routes due to vehicle exhaust containing lead from the combustion of leaded gasoline.

Soil sampling and testing was completed at 15 locations throughout potential disturbance areas at the Project site with discrete samples collected at each location (Sierra Geotech 2022). Lead was detected at levels below Resource Conservation and Recovery Act (RCRA) hazardous waste threshold levels in each of the borings. Arsenic was detected at levels that constitute categorization as a RCRA hazardous waste in 14 of the 15 sample locations. Mercury was detected at levels associated with RCRA hazardous waste in 10 of the 15 sample locations. Based on the reported concentrations, excavated soil would need to be treated as a RCRA hazardous waste during construction and disposed of accordingly. If not handled correctly, disturbance of these soils could expose the public to hazardous materials. The potential impact is considered significant. Implementation of Mitigation Measures HAZ-1 and AIR-1 would reduce the impact to a less-than-significant level.

Construction would also include the transport and use of common hazardous materials, including petroleum products for construction equipment and vehicles, and paints, asphalt materials, concrete curing compounds, and solvents. These materials are commonly used during construction, are not acutely hazardous, and would be used in relatively small quantities. Caltrans and the California Highway Patrol (CHP) further regulate the transportation of hazardous materials and wastes, including container types and packaging requirements, as well as licensing and training for truck operators, chemical handlers, and hazardous waste haulers. The California Division of Occupational Safety and Health (Cal-OSHA) also enforces hazard communication program regulations which contain worker safety training and hazard information requirements, such as procedures for identifying and labeling hazardous substances, communicating hazard information related to hazardous substances and their handling, and preparation of health and safety plans to protect workers and employees. The impact related to use of such materials would be less than significant.

Following construction, operation of the Project would not result in the need for new hazardous materials that would need to be transported, used, or disposed. No operational impact would occur.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less than Significant with Mitigation)

Project construction activity would occur approximately 0.1 miles from Jackson Junior High School. As summarized in Impact “a” and “b” above, excavated soil during construction would need to be treated as a RCRA hazardous waste and disposed of accordingly. Dust generated during construction has the potential to result in short-term impacts on individuals at Jackson Junior High School. The impact is considered significant. Implementation of Mitigation Measures HAZ-1 and AIR-1 would reduce the impact to a less-than-significant level.

Construction activities would also include the use of materials such as fuels, lubricants, paints, and solvents, which are commonly used during construction, are not acutely hazardous, and would be used in small quantities. Numerous laws and regulations ensure the safe transportation, use, storage, and disposal of hazardous materials (see Impact “a” and “b” above). Although construction activities could result in the inadvertent release of small quantities of hazardous construction chemicals, a spill or release would not be expected to endanger individuals at Jackson Junior High School given the nature of the materials and the small quantities that would be used.

Following construction, the Project would not include a new stationary source of hazardous emissions or handling of acutely hazardous materials or waste. No operational impact would result.

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? (Less than Significant with Mitigation)

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List." A search of the Cortese List was completed to determine if any known hazardous waste sites have been recorded on or adjacent to the Project site, including review of:

- Department of Toxic Substances Control EnviroStor database;
- List of Leaking Underground Storage Tank Sites from the Water Board GeoTracker database;
- List of solid waste disposal sites identified by the Water Board with waste constituents above hazardous waste levels;
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the Water Board; and
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

Based on the review, the Project itself is identified in the DTSC EnviroStor database as *"the extension of Sutter Street from Argonaut Drive to Hoffman Street along the southern boundary of Argonaut Mine Tailings which will be subject to a Removal Action Workplan,"* as required by DTSC. Additionally, the adjacent Argonaut Mine is identified in the DTSC EnviroStor database as an active cleanup site that is being remediated due to contamination from former mine tailings and elevated levels of arsenic, lead, and mercury. As summarized in Impact "a" and "b" above, excavated soil during construction would need to be treated as a RCRA hazardous waste and disposed of accordingly. The impact is considered significant. Implementation of Mitigation Measures HAZ-1 and AIR-1 would reduce the impact to a less-than-significant level.

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

The closest airport to the Project site is the Westover Field Airport, located approximately 1.5 miles to the northwest. The Project site is located at the outer edge of Safety Area Zone 3. As a roadway improvement, the Project would not result in land use incompatibilities with any of the safety zones in the current ALUP. The impact would be less than significant.

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

The Amador County Evacuation Areas and Evacuation Routes map designates Hoffman Street as a "Primary" evacuation route and Sutter Street as an "Alternate" evacuation route (Amador County 2021). During construction, the normal functionality of Hoffman Street and Sutter Street in the Project

area would be altered due to the need for temporary lane closures to accommodate construction activities. As summarized in Section 1.6, the Project's construction contractor would be required to implement traffic controls to reduce traffic conflicts during construction. A traffic control plan will be required for City review and approval prior to construction. During construction, at least one lane in each direction of Sutter Street and Hoffman Street will be kept open at all times. Through traffic will be maintained at all times (e.g. through temporary signals, flaggers or other means). Advance notification of construction work to the community and stakeholders, including emergency response providers, will be conducted to provide notice of work. Because the Project would be constructed in accordance with traffic controls that would ensure that emergency access is maintained, the temporary impact during construction would be less than significant.

Following construction, the Project would implement roadway improvements identified in the City's General Plan Circulation Element and the Amador County Regional Transportation Plan. The extension of Sutter Street and the proposed roundabout at the new intersection with Hoffman Street would be designed and constructed in accordance with applicable local and state design standards. The Project would result in an additional roadway connection to SR 49 for use of emergency vehicle access to residential areas, schools, and downtown Jackson. Therefore, the Project would be expected to improve overall emergency access and evacuation planning within the Project area. No operational impact would result.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less than Significant with Mitigation)

A wildfire is an uncontrolled fire spreading through vegetative fuels, posing danger and destruction to property, wildlife and human life. The City of Jackson is in a Local Responsibility Area (LRA), which is an area where a local agency, in this case the City of Jackson, has primary responsibility for fire and emergency response. Based on current LRA mapping, the Project site within the City of Jackson is not within a designated fire hazard severity zone (CALFIRE 2022). Land located south of Hoffman Street in unincorporated Amador County is within a State Responsibility Area (SRA), which is an area where the State of California has the primary responsibility for the prevention and suppression of wildland fires. Based on current SRA mapping, the lands located immediately south of Hoffman Street in the Project area are in a moderate fire hazard severity zone (CALFIRE 2022). No portions of the Project site are in or near lands classified as a very high fire hazard severity zone.

However, it is possible that fire ignition could occur during construction (e.g., related to heavy machinery usage). Therefore, the potential construction-related impact is considered significant. Implementation of Mitigation Measure HAZ-2 would reduce the impact to a less-than-significant level.

Following construction, the Project would not result in changes to growth patterns or residential densities. The operational impact of the Project would be less than significant.

Hazardous Materials Mitigation Measures

Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce hazards and hazardous materials-related impacts to a less-than-significant level. In addition, please see Mitigation Measure AIR-1 in Section 3.3, Air Quality.

Mitigation Measure HAZ-1: Management and Disposal of Contaminated Soil

The City and its contractor shall prepare and implement workplans for handling all excavated soil during construction as a RCRA hazardous waste and disposing the soil under DTSC oversight in accordance with applicable regulatory agency regulations and/or guidelines. This may require submittal of a Soil Management Plan, Removal Action Workplan, Remedial Design Implementation Plan, and Site Health and Safety Plan for DTSC approval, and implementation during construction under the oversight of DTSC. All potentially contaminated materials encountered during construction activities shall be evaluated in the context of applicable local, state and federal regulations and/or guidelines governing hazardous waste. Disposal sites shall be identified prior to beginning construction. All evaluation, remediation, treatment, and/or disposal of hazardous waste shall be supervised and documented by qualified hazardous waste personnel. The Site Health and Safety Plan shall include measures to address hazardous materials and other worker health and safety issues during construction, including the specific level of protection required for construction workers.

If groundwater is brought to the surface as a result of construction dewatering, it shall be handled in a manner appropriate to construction-related permits for dewatering. If contamination is suspected or noted during the construction phase, then the groundwater shall be containerized and analyzed for contamination by a laboratory, certified by the California Environmental Protection Agency (CalEPA) Environmental Laboratory Accreditation Program (ELAP), using United States Environmental Protection Agency (USEPA)-approved analytical methods. If contaminated groundwater is encountered, precautions shall be taken to assure that construction activities do not further disperse contamination.

Mitigation Measure HAZ-2: Reduce Wildland Fire Hazards During Construction

Prior to construction, the City of Jackson and its contractor(s) shall remove and/or clear away dry, combustible vegetation from the construction site. Grass and other vegetation less than 18 inches in height above the ground shall be maintained where necessary to stabilize the soil and prevent erosion. Vehicles shall not be parked in areas where exhaust systems contact combustible materials. Fire extinguishers shall be available on the construction site to assist in quickly extinguishing any small fires. The contractors shall have on site the phone number for the local fire department(s).

3.10 Hydrology and Water Quality

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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? | | | ✓ | |
| 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? | | | | ✓ |

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Less than Significant)

Temporary construction activities have the potential to degrade water quality that could be discharged to the local storm drain system as a result of erosion caused by earthmoving activities or the accidental release of hazardous construction chemicals. As summarized in Section 1.6, the City and/or the Project's construction contractor would be required to obtain coverage under State Water Resources Control Board Order No. 2009-0009-DWQ, Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, as amended by Order No. 2012-0006. This will include submittal of permit registration documents (notice of intent, risk assessment, site maps, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and certifications) to the State Water Resources Control Board. The SWPPP will address pollutant sources, non-storm water discharges resulting from construction dewatering, best management practices, and other requirements specified in the above-mentioned Order. The SWPPP will also include dust control practices to prevent wind erosion, sediment tracking, and dust generation by

construction equipment. A Qualified SWPPP Practitioner will oversee implementation of the plan, including visual inspections, sampling and analysis, and ensuring overall compliance.

Following construction, the proposed drainage system would maintain existing flow patterns to the extent possible. The proposed drainage system includes a series of inlets, pipes, manholes, outfalls, and ditches. The portion of the Project on undeveloped land would include a new system while the existing roadways would require adjustments to the existing system. The storm drain facilities would be designed in accordance with Section 17.30.050 of the City of Jackson Municipal Code.

Because the Project would be constructed in accordance with applicable waste discharge requirements, the City of Jackson Municipal Code, and would include implementing applicable erosion, sediment and pollution control measures during and following construction, the potential impact related to degrading water quality 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)

If needed during construction, temporary groundwater dewatering would involve the pumping of groundwater in a localized area to lower the water level to just below the bottom of an excavation. Such dewatering would be temporary and would not result in prolonged lowering of groundwater levels or a substantial decrease in water supplies. The construction-related impact on groundwater levels would be less than significant. Following construction, no groundwater supplies would be needed to support the Project, nor would construction or operation of the Project interfere substantially with groundwater recharge in a manner that would impact groundwater resources. No impact would result.

c.i) 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 result in substantial erosion or siltation on- or off-site? (Less than Significant)

As described under Impact 'a' above, the Project would be constructed in accordance with applicable waste discharge requirements, the City of Jackson Municipal Code, and applicable erosion and sediment control measures would be implemented during and after construction. The potential impact related to erosion or siltation would be less than significant.

c.ii-iii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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? (Less than Significant)

As described under Impact 'a' above, the Project would install a variety of storm drain facilities in accordance with Section 17.30.050 of the City of Jackson Municipal Code. The Project would not exceed the capacity of planned stormwater drainage systems or create substantial additional sources of polluted runoff. The impact would be less than significant.

c, iv) Impede or redirect flood flows? (No Impact)

The Project site is not located within a designated floodplain or other flood hazard zone. No impact would result.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (No Impact)

The Project site is not located within a designated floodplain or within a tsunami or seiche zone. No impact would result.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (No Impact)

The Upper Mokelumne hydrologic unit is part of the California Regional Water Quality Control Board's Central Valley Region (CVRWQCB). The Water Quality Control Plan for the Sacramento River Basin and the San Joaquin River Basin (Basin Plan) addresses surface and groundwater quality within the basins. The Upper Mokelumne hydrologic unit, which contains the Jackson Creek watershed, was determined to have no existing water quality impairments. As described under Impact 'a' above, the Project would comply with applicable storm water standards and permits that are designed to reduce potential water quality impacts to a less-than-significant level. The Project as proposed would not conflict with or obstruct implementation of the regional Basin Plan. Therefore, no impact related to obstruction of the Basin Plan would result.

As described in Impact 'b' above, the Project would not utilize or decrease groundwater supplies nor substantially interfere with groundwater recharge. The Project site is not located within a groundwater basin that is subject to a sustainable groundwater management plan. No conflict with groundwater management would result.

3.11 Land Use and Planning

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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? | | | | ✓ |

a) Physically divide an established community? (No Impact)

The Project implements improvements identified in the City’s General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. The Project proposes to realign and extend Sutter Street from its current terminus near Argonaut Drive to Hoffman Street in the City of Jackson. The proposed new intersection of Sutter Street with Hoffman Street would be a yield controlled by means of a roundabout. The Project would also include bicycle and pedestrian facilities, utility relocations, storm drain facilities, lighting, and landscaping.

The Project would result in a shift of non-local traffic from Hoffman Street to Sutter Street, which would move traffic from a roadway that terminates at SR 49 at a stop-controlled intersection to one that terminates at SR 49 at a signalized intersection. Sutter Street is a more appropriate road to carry regional traffic that terminates at SR 49 with a recently improved signalized intersection. The shift in regional traffic would therefore improve motorist safety and the safety of the residential communities along Hoffman Street. The Project would also include striped Class II bicycle lanes on both sides of the Sutter Street extension, new sidewalk on the south side of the Sutter Street extension that would continue to Jackson Junior High School, crosswalks at the new roadway intersection with Hoffman Street, and a crosswalk at the east side of Sutter Street at Argonaut Drive. The Project would not divide an established community. No impact would result.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No Impact)

The Project implements improvements identified in the City’s General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. The Project would cross land that is currently designated as “Residential High Density”, “Professional Office”, and “Residential Duplex” in the Jackson General Plan. Existing land uses in the Project area include paved roads (Sutter Street and Hoffman Street), the immediate roadside areas, and the undeveloped area in which the proposed roadway connection would be constructed. The extension of Sutter Street would be designed and constructed in accordance with applicable local and state design standards. The Project is consistent with the proposed Sutter Street Extension described in the Amador Countywide Pedestrian and Bicycle Plan, which is aimed at eliminating a community connectivity barrier between downtown Jackson, residential areas and schools. As noted in the

Amador Countywide Pedestrian and Bicycle Plan, the Project would improve traffic circulation, especially around school zones. The new sidewalk that would be installed on the south side of the Sutter Street extension and that would continue to Jackson Junior High School would implement a portion of Jackson Safe Routes to School Connectivity Project, as identified in the Amador Countywide Pedestrian and Bicycle Plan. No conflict with applicable land use plans, policies, or regulation(s) would result.

3.12 Mineral Resources

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 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? | | | | ✓ |

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? (Less than Significant)

The California Geological Survey identifies several categories of mineral resources in its Mineral Resource Zone (MRZ) classifications. The Project is located within a state-designated MRZ-2b area with inferred deposits of gold associated with the former Argonaut Mine (DMG 1983), which was closed in 1942. The Project implements improvements identified in the City’s General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. No substantial conflict with a mineral resource zone would result, and the impact would be less than significant.

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 not identified as a Mineral Resource Zone land use and/or a Mineral Resource zoning district by the City of Jackson. No impact would result.

3.13 Noise

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | ✓ | | |
| b) Result in generation of excessive groundborne vibration or 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? | | | ✓ | |

a) Result in 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 with Mitigation)

The City of Jackson General Plan Noise Element includes policies and implementation procedures for reducing and minimizing noise pollution. This includes the establishment of standards for ambient community noise environments, utilizing effective sound transmission control in new construction, reducing levels of noise created by construction equipment, and identification of potential noise concerns associated with new development. To evaluate potential noise concerns, a Noise and Vibration Assessment was prepared, which included completion of noise monitoring, modeling of future traffic level noise, and evaluation of construction, vibration, and aircraft noise (Illingworth & Rodkin, 2022).

Existing Noise Environment

The noise environment in the Project vicinity results primarily from local vehicular traffic along Hoffman Street, Sutter Street, and Argonaut Drive. A noise monitoring survey consisting of three long-term and two short-term noise measurements was conducted to quantify existing noise levels near the Project alignment between Monday, December 6, 2021 and Wednesday, December 8, 2021.

Long-term noise measurement LT-1 was made approximately 40 feet south of the centerline of Sutter Street to represent typical noise levels near Jackson Junior High School. Hourly average noise levels at LT-1 typically ranged from 49 to 65 dBA Leq during daytime hours (7:00 a.m. and 10:00 p.m.) and from 38 to 51 dBA Leq during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level was 57 dBA on Tuesday, December 7, 2021.

Long-term noise measurement LT-2 was made to represent ambient noise levels at the rear yards of residential land uses south of the proposed alignment. Hourly average noise levels at LT-2 typically

ranged from 40 to 55 dBA Leq during the day and from 33 to 46 dBA Leq at night. The day-night average noise level was 50 dBA on Tuesday, December 7, 2021.

Long-term noise measurement LT-3 documented existing noise levels in the Pine Street residential area approximately one block south of Hoffman Street. Hourly average noise levels at LT-2 typically ranged from 40 to 62 dBA Leq during the day and from 37 to 47 dBA Leq at night. The day-night average noise level was 54 dBA on Tuesday, December 7, 2021.

Short-term noise measurement ST-1 was made on Monday, December 6, 2021, between 11:00 a.m. and 11:10 a.m. ST-1 was located approximately 25 feet south of the centerline of Hoffman to represent typical traffic noise levels in the area. Typical noise levels produced by trucks ranged from 70 to 74 dBA while autos produced noise levels ranging from 64 to 68 dBA. The 10-minute Leq measured at ST-1 was 58 dBA. Similar noise levels were observed at ST-2, located approximately 25 feet from the center of Argonaut Drive, on Monday, December 6, 2021, between 11:30 a.m. and 11:40 a.m. During the measurement, three trucks and seven autos passed the site. The 10-minute Leq measured at ST-2 was 57 dBA.

Temporary Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas near noise-sensitive land uses, or when construction lasts over extended periods of time.

A significant temporary construction noise impact would be identified if temporary construction activity would cause a substantial increase in ambient noise levels at sensitive receptors. Large or complex projects involving substantial on-going noise-generating construction activities are considered significant when noise levels would exceed 80 dBA Leq at residential land uses near the site or 90 dBA Leq at commercial land uses near the site for more than 12 months within the allowable workdays and work hours.

The duration of project construction activities is anticipated to be completed within one construction season. Anticipated construction work hours would be between the hours of seven a.m. and eight p.m. on weekdays which are not holidays, between eight a.m. and seven p.m. on Saturdays, and between nine a.m. and five p.m. on Sundays, in accordance with Section 9.48.070 of the City of Jackson Municipal Code. Construction of the Project is not anticipated to require nighttime construction. Construction staging would take place west of the intersection and on the north side of Hoffman Street.

Typically, construction activities would be carried out in stages. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. Most demolition and construction noise falls in the range of 80 to 90 dBA at 50 feet from the source. Construction-generated noise levels drop off/increase at a rate of about 6 dBA per doubling/halving of the distance between the source and receptor. Shielding by buildings or terrain can provide an additional 5 to 10 dBA noise reduction at distant receptors.

Construction phases would include grubbing/land clearing, grading/excavation, drainage/utilities, wall construction, and paving. Federal Highway Administration's (FHWA's) Roadway Construction Noise

Model (RCNM) was used to calculate the hourly average noise levels for each phase of construction, assuming the simultaneous operation of the two loudest pieces of equipment. This construction noise model includes representative sound levels for the most common types of construction equipment.

Based on the modeling results, construction activities would not produce noise levels exceeding 80 dBA Leq at residential land uses near the site or 90 dBA Leq at commercial land uses near the site for more than 12 months. Construction work hours would only occur during allowable hours, in accordance with the City of Jackson Municipal Code. The impact from temporary construction noise would be less than significant.

Permanent Operational Noise

A significant operational noise impact would be identified if Project-generated noise levels would substantially increase ambient noise levels at sensitive receptors. Where existing traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dBA Ldn increase in noise levels due to roadway improvement projects is considered significant. Where existing traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dBA Ldn increase in noise levels due to roadway improvement projects is considered significant. A significant noise impact would also be identified if the Project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.

The Federal Highway Administration Traffic Noise Model 2.5 was used to calculate future traffic noise levels and analyze traffic noise impacts. The Traffic Noise Model 2.5 calculates traffic noise levels based on the geometry of sites, which includes the positioning of travel lanes, receptors, barriers, terrain, ground type, and buildings. The noise source is the traffic flow, in terms of hourly volumes of automobiles, medium-duty trucks, heavy-duty trucks, buses, and motorcycles. Future (2040) traffic volumes were modeled for the Project at the roadway design speed of 35 miles per hour at seven receptor locations adjacent to the Project area (see Figure 6, Modeled Receptor and Noise Barrier Mitigation).

Table 3.13-1 summarizes the results of the noise modeling. A noise increase of +6 dBA Ldn was modeled to occur at location R1, which is representative of the property line of 13105 and 13121 Hoffman Street. A noise increase of +5 dBA Ldn was modeled to occur at location R2, which is representative of the property line of 13171 Hoffman Street. Because the noise increases at locations R1 and R2 are +5 dBA Ldn or greater, the impact is significant. Implementation of Mitigation Measure NOI-1 would reduce the impact of permanent operational noise to a less-than-significant level by incorporating a noise barrier that would reduce noise increases at affected residences to below significance thresholds.

Noise increases at locations R3 through R7 ranged from 0 dBA Ldn to 4 dBA Ldn, and overall noise levels would remain at or below 60 dBA Ldn at those receiver locations. Therefore, noise increases at locations R3 through R7 would be less than significant.

Table 3.13-1 Traffic Noise Modeling Results (dBA, Ldn)

| Receptor | Existing Noise Level | 2040+ Project Noise Level | Noise Increase | Substantial? |
|----------|----------------------|---------------------------|----------------|--------------|
| R1 | 50 | 56 | 6 | Yes |
| R2 | 50 | 55 | 5 | Yes |
| R3 | 50 | 52 | 2 | No |
| R4 | 50 | 54 | 4 | No |
| R5 | 56 | 60 | 4 | No |
| R6 | 56 | 57 | 1 | No |
| R7 | 56 | 56 | 0 | No |

b) Result in generation of excessive groundborne vibration or noise levels? (Less than Significant)

Construction vibration limits are not established by the City of Jackson. However, the California Department of Transportation recommends a vibration limit of 0.50 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.30 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings. For the purposes of this study, groundborne vibration levels exceeding the conservative 0.25 in/sec PPV limit at the existing adjacent buildings is used to evaluate the potential for a significant vibration impact.

The construction of the project may generate perceptible vibration when heavy equipment or impact tools are used close to sensitive receptors. Vibration levels vary depending on soil conditions, construction methods, and equipment used. Vibration levels are highest close to the source, and then attenuate with increasing distance. Demolition and construction activities are anticipated to occur as close as 100 feet from the nearest residential building. The highest construction-related vibration level during project construction is anticipated to be 0.05 in/sec PPV at 100 feet, which would not exceed the 0.25 in/sec PPV threshold. All other buildings and receptors in the project vicinity are located further from areas of the project site where construction vibration would be produced. The impact 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? (Less than Significant)

The closest airport to the Project site is the Westover Field Airport, located approximately 1.5 miles to the northwest. The Project does not propose noise sensitive land uses, but construction workers could be exposed to aircraft noise at times. According to the Westover Field Airport Land Use Compatibility Plan (Amador County 2017), the airport's 55 dBA CNEL noise contour is approximately 1 mile from the Project area at its closest point. The noise environment due to aircraft would be considered compatible with adjacent land use types, and construction workers would not be exposed to aircraft noise levels exceeding those produced by construction itself. The impact would be less than significant.

Noise Mitigation Measures

Implementation of Mitigation Measure NOI-1 would reduce the impact of permanent operational noise generated by the project to a less-than-significant level by incorporating a noise barrier that would reduce noise increases at affected residences to below significance thresholds. With the implementation of the specified noise barrier, future noise levels at 13105, 13121, and 13171 Hoffman Street would be reduced to 51 dBA Ldn, which would be less than a 5 dBA Ldn increase, and traffic noise levels would remain below 60 dBA Ldn.

Mitigation Measure NOI-1: Implement Noise Barrier into Project Design

A six-foot noise barrier as measured from the residential pad elevation shall be constructed as shown in Figure 6, Modeled Receptor and Noise Barrier Mitigation of this Initial Study. The noise barrier shall be installed to shield the rear yards of the residences at 13105 Hoffman Street, 13121 Hoffman Street, and 13171 Hoffman Street from project-generated traffic noise. The noise barrier shall be solid (i.e., no cracks or gaps) and be constructed from materials having a minimum surface density of 3 lbs/ft² (e.g., one-inch-thick wood fence boards, ½-inch laminated glass, precast concrete, or concrete masonry units).



Paper Size ANSIA



City of Jackson
Sutter Street
Extension Project

Project No. 11213552
Revision No. -
Date 11/3/2022

**Modeled Receptors and
Noise Barrier Mitigation**

FIGURE 6

3.14 Population and Housing

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 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? | | | | ✓ |

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 Project is consistent with the Jackson General Plan Circulation Element and the Amador County Regional Transportation Plan. The Project does not include new homes or businesses that would directly or indirectly induce population growth in the Project area. No impact would result.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)

The Project would not displace people, remove housing, or necessitate construction of replacement housing. No impact would result.

3.15 Public Services

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| Fire Protection? | | | | ✓ |
| Police protection? | | | | ✓ |
| Schools? | | | | ✓ |
| Parks? | | | | ✓ |
| Other public facilities? | | | | ✓ |

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public services? (No Impact)**

Fire and police protection in the Project area is provided by the Jackson Fire Department and Jackson Police Department, respectively. Education services in the City are provided by the Amador County Unified School District. The City owns and operates several park facilities, and the Amador County Library system operates a main branch in Jackson. As discussed in Section 3.14, Population and Housing, implementation of the Project would not induce population growth and, therefore, would not require expanded fire or police protection facilities to maintain acceptable service ratios, response times, or other performance objectives. The Project would not result in an increase in the City’s student population and, therefore, no new or expanded schools would be required. The Project would not result in the increased use of existing parks and other public facilities as it would not induce population growth. The Project would not require the expansion of recreational facilities to maintain acceptable service ratios or expansion of other public facilities. No impact on public services would result.

3.16 Recreation

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | ✓ |
| b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | | | | ✓ |

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)

Project construction activities would occur along Sutter Street in proximity to Detert Park. However, construction activities would not disturb Detert Park or prevent access to the park. Given that Detert Park would remain accessible for recreational use during Project construction, construction activities would not be expected to divert park visitors to a different park such that an increase in visitation causes physical damage or requires additional levels of maintenance. Following construction, the Project would not directly or indirectly induce population growth in the Project area (see Section 3.14, Population and Housing). Therefore, the use of existing parks would not change as a result of the Project. No impact would result.

b) Include or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (No Impact)

As discussed in Section 3.14, Population and Housing, implementation of the Project would not induce population growth. Therefore, the Project would not result in the need for new or expanded recreational facilities. No impact would result.

3.17 Transportation

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | | | ✓ |
| b) 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? | | | | ✓ |

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (No Impact)

The Project implements improvements identified in the City's General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. The extension of Sutter Street would be designed and constructed in accordance with applicable local and state design standards. The Project would include striped Class II bicycle lanes on the Sutter Street extension, new sidewalk on the south side of the Sutter Street extension that would continue to Jackson Junior High School, crosswalks at the new roadway intersection with Hoffman Street, and a crosswalk at the east side of Sutter Street at Argonaut Drive. The Project is consistent with the proposed Sutter Street Extension described in the Amador Countywide Pedestrian and Bicycle Plan, which is aimed at eliminating a community connectivity barrier between downtown Jackson, residential areas and schools. As noted in the Amador Countywide Pedestrian and Bicycle Plan, the Project would improve traffic circulation, especially around school zones. The new sidewalk that would be installed on the south side of the Sutter Street extension and that would continue to Jackson Junior High School would implement a portion of Jackson Safe Routes to School Connectivity Project, as identified in the Amador Countywide Pedestrian and Bicycle Plan.

Amador Transit provides service throughout Amador County, including along Sutter Street and Hoffman Street in the Project area. Amador Transit Routes 5 and 6 provide service along Sutter Street and Hoffman Street, respectively. The extension of Sutter Street and the proposed roundabout at Hoffman Street would be designed and constructed in accordance with applicable local and state design standards, which would provide adequate space for transit buses. No conflicts with plans, ordinances or policies addressing the circulation system have been identified. No impact would result.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (Less than Significant)

CEQA Guidelines section 15064.3 (Determining the Significance of Transportation Impacts) specifies that Vehicle Miles Traveled (VMT) is the primary metric or measure of effectiveness for determining

the significance of transportation impacts across California. VMT refers to the amount and distance of automobile travel attributable to a project. The Governor's Office of Planning and Research (OPR) has published a Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) which contains guidance on methodology and recommendations for establishing screening criteria and thresholds for VMT evaluation, which is used to evaluate impacts in this Initial Study. OPR's Technical Advisory specifies that transportation impact analysis be based on either a project's VMT per capita (or other efficiency metric like VMT per household, per employee) or total VMT change (before and after project). Under the OPR guidance, construction traffic is not considered a feature of a project and is temporary, therefore the Technical Guidance does not consider construction traffic in the analysis.

For transportation projects, the CEQA Guidelines section 15064.3 state that transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. The existing section of Hoffman Street between the proposed roundabout and SR 49 functions as a residential collector road with on-street parking, numerous local street intersections, and a mid-block pedestrian crossing in a school zone. The portion of Hoffman Street in the Project area is relatively narrow, located on a steep grade, and terminates at SR 49 as a stop-controlled intersection. The proposed extension of Sutter Street and the proposed roundabout at Hoffman Street would shift non-local traffic away from this residential portion of Hoffman Street to Sutter Street. Following the proposed extension of Sutter Street to Hoffman Street, vehicles currently traveling on Hoffman Street will have a shorter route to SR 49. The total lane-miles for the area that captures the anticipated travel behavior change is estimated to be a decrease of 0.2 miles based on the distance from the proposed roundabout to SR 49. This shorter travel distance is therefore anticipated to reduce VMT in aggregate.

The Project is not a capacity expansion project as the portion of Hoffman Street in the area is neither currently congested nor projected to become congested. Travel behavior beyond the immediate Project vicinity is not anticipated to be affected. In summary, the proposed roadway extension is a safety project that would divert traffic away from a residential community via a slightly shorter route through a less built-up area. Since VMT would be reduced, the VMT-related impact would be 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)? (Less than Significant)

During construction, the normal functionality of Sutter Street, Argonaut Drive and Hoffman Street in the Project area would be altered due to the need for temporary lane closures to accommodate construction activities. In addition, construction would result in additional vehicle trips by construction workers, supply trucks, and haul trucks travelling to and from the Project area. The increased construction traffic, in combination with normal traffic and lane closures, would decrease the performance and safety of the roadways, most notably during peak commute hours and the beginning and end of school days. Construction activities would create potential conflicts between construction vehicles and cars, school buses, and bicyclists / pedestrians sharing roadways; confusion or frustration of drivers related to construction activities and lane closures; and confusion of bicyclists and pedestrians due to temporary alterations in bicycle and pedestrian access and circulation. As summarized in Section 1.6, the Project's construction contractor would be required to implement traffic controls to reduce traffic conflicts during construction. A traffic control plan will be required for

City review and approval prior to construction. During construction, at least one lane in each direction of Sutter Street and Hoffman Street will be kept open at all times. Through traffic will be maintained at all times (e.g. through temporary signals, flaggers or other means). Bicycle and pedestrian access will be maintained at all times, using short-signed detours around the construction zone if necessary. Advance notification of construction work to the community and stakeholders will be conducted to provide notice of work. All road and parking configurations shall be restored to pre-project conditions. Because the Project would be constructed in accordance with traffic controls, the potential impact related to construction traffic would be less than significant.

Following construction, the Project would result in a shift of non-local traffic from Hoffman Street to Sutter Street, which would move traffic from a roadway that terminates at SR 49 at a stop-controlled intersection to one that terminates at SR 49 at a signalized intersection. Sutter Street is a more appropriate road to carry regional traffic that terminates at SR 49 with a recently improved signalized intersection. The shift in regional traffic would therefore improve motorist safety and the safety of the residential communities along Hoffman Street. The operational impact would be less than significant.

d) Result in inadequate emergency access? (No Impact)

The Project implements improvements identified in the City's General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. The extension of Sutter Street and the proposed roundabout at the new intersection with Hoffman Street would be designed and constructed in accordance with applicable local and state design standards. The Project would result in an additional roadway available for use of emergency vehicle access to residential areas, schools, and downtown Jackson. Therefore, the Project would be expected to improve overall emergency access within the Project area. No impact would result.

Please refer to Impact "c" above, with regard to temporary construction-phase impacts.

3.18 Tribal Cultural Resources

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

a.i, a.ii) Cause a substantial adverse change in the significance of a tribal cultural resource? (Less than Significant with Mitigation)

CEQA requires lead agencies to determine if a project would have a significant effect on tribal cultural resources. The CEQA Guidelines define tribal cultural resources as: (1) a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or (2) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code Section 5024.1(c), and considering the significance of the resource to a California Native American tribe.

On January 25, 2022, the City of Jackson issued a tribal consultation invitation pursuant to Public Resources Code section 21080.3.1 to six Native American Tribes, which included: Buena Vista Rancheria Tribe; Torres Martinez Desert Cahuilla Indians; Shingle Springs Band of Miwok Indians; Jackson Rancheria Band of Me-Wuk Indians; Lone Band of Miwok Indians; and United Auburn Indian Community. A 30-day period allowing for a request for consultation ended with no request made for consultation.

A review of the Native American Heritage Commission (NAHC) Sacred Lands File also was completed for the Project area. The search of the NAHC’s Sacred Lands File for Sacred Sites in the Project area was positive. The NAHC provided contact information for tribal communities that may have further information. On July 11, 2022, letters were sent to the following additional Native American Tribes: Colfax-Todds Valley Consolidated Tribe; Nashville Enterprise Miwok-Maidu-

Nishinam Tribe; Wilton Rancheria; Washoe Tribe of Nevada and California; Calaveras Band of Mi-Wuk Indians; Chicken Ranch Rancheria of Me-Wuk Indians; and Tule River Indian Tribe. No responses have been received as of the date of this Initial Study.

Although no tribal cultural resources have been identified and no formal responses were received from Native American Tribes, the possibility of encountering tribal cultural resources during construction cannot be completely discounted, and if encountered, the impact would be significant.

Tribal Cultural Resources Mitigation Measures

Implementation of Mitigation Measures CUL-1 (Protect Cultural and Tribal Cultural Resources if Encountered during Construction) and CUL-2 (Protect Human Remains if Encountered during Construction) would be required for the Project (please see Section 3.5, Cultural Resources for a full description of the mitigation measures). Implementation of Mitigation Measures CUL-1 and CUL-2 would reduce the potential impact to previously undiscovered tribal cultural resources to a less-than-significant level by outlining procedures to be taken in the event of inadvertent discovery of resources consistent with appropriate laws and requirements.

3.19 Utilities and Service Systems

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical 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? | | | ✓ | |

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

No long-term use of water would be required during operation of the proposed Project, and no short- or long-term generation of wastewater requiring treatment would result. As summarized in Section 1.4, Project Description, the Project would replace and realign an existing City water line within the Project area. The proposed drainage system would maintain existing flow patterns to the extent possible, and would include a series of inlets, pipes, manholes, outfalls, and ditches designed in accordance with local requirements. Enhanced lighting to improve intersection visibility for drivers during nighttime hours would include installation of approximately 12 lights at the roundabout intersection and approaches. The potential environmental impacts associated with these utility improvements are evaluated as part of this Initial Study. No additional electrical, natural gas, or telecommunication facilities or expansion of existing facilities would be required to serve the project. The impact would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (No Impact)

The Project consists of roadway improvements and replacement of an existing water line within the Project area, which would not increase water supply demand. During construction, the Project may require a limited amount of water for dust suppression. Following construction, the Project would not increase water supply demand. No new regional water supplies or facilities would be required. No impact would result.

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 Project consists of roadway improvements and replacement of an existing water line within the Project area, which would not generate wastewater. Therefore, no increase in wastewater capacity would be required from the local wastewater treatment facility. No impact would result.

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)

Project construction would result in a temporary increase in solid waste generation and disposal. This would include vegetation, concrete, asphalt and fill, and certain existing utilities that would be removed and replaced. Demolition materials with no practical reuse or that cannot be salvaged or recycled would be disposed of at a landfill. Transport of clean solid waste from the Project site would most likely be disposed of at the Sacramento County Landfill (Kiefer) or similar landfill. The Kiefer landfill is an active Class III landfill with remaining capacity of 112,900,000 cubic yards and projected to remain in operation until year 2064 based on its Solid Waste Facility Permit.

Because the Project would be located in the vicinity of the Argonaut Mine Eastwood Multi-Arch Dam, soil excavated during construction work would be handled as potentially hazardous waste as it may potentially contain contamination from tailings associated with the former mining operations. Soil would be required to be removed and managed according to applicable codes and regulations at an approved Class II or III landfill unless approval is granted by the CalEPA to relocate soil to other tailings areas in lieu of off-site disposal. There are several active permitted regional landfills in the project vicinity. The solid waste generated during construction would be temporary and would represent a small fraction of the daily permitted tonnage of these facilities. Solid waste from the construction project would not be expected to exceed the capacity of or otherwise adversely affect regional landfills. Therefore, the impact related to increased demand for solid waste and landfill space would be less than significant.

Following construction, solid waste disposal would not be required, therefore no long-term impact would result.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less than Significant)

The Integrated Waste Management Act mandates a reduction of solid waste disposal and establishes an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. Waste generated during construction would be required to be disposed of in accordance with standard County operating procedures pursuant to federal, State, and local regulations. Project construction and demolition activities would be required to comply with applicable solid waste regulations, and solid waste generated on-site would be required to be disposed of in accordance with all applicable federal and state regulations related to solid waste. The short-term impact would, therefore, be less than significant. Following construction, no solid waste disposal needs would be required for the project. Therefore, no long-term impact would result.

3.20 Wildfire

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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? | | | ✓ | |

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than Significant)

The Amador County Evacuation Areas and Evacuation Routes map designates Hoffman Street as a “Primary” evacuation route and Sutter Street as an “Alternate” evacuation route (Amador County 2021). During construction, the normal functionality of Hoffman Street, Sutter Street and Argonaut Drive in the Project area would be altered due to the need for temporary lane closures to accommodate construction activities. As summarized in Section 1.6, the Project’s construction contractor would be required to implement traffic controls to reduce traffic conflicts during construction. A traffic control plan will be required for City review and approval prior to construction. During construction, at least one lane in each direction of Sutter Street and Hoffman Street will be kept open at all times. Through traffic will be maintained at all times (e.g. through temporary signals, flaggers or other means). Advance notification of construction work to the community and stakeholders, including emergency response providers, will be conducted to provide notice of work. Because the Project would be constructed in accordance with traffic controls that would ensure that emergency access is maintained, the temporary impact during construction would be less than significant.

Following construction, the Project would implement roadway improvements identified in the City’s General Plan Circulation Element and the Amador County Regional Transportation Plan. The extension of Sutter Street and the proposed roundabout at the new intersection with Hoffman Street would be designed and constructed in accordance with applicable local and state design standards. The Project would result in an additional roadway connection to SR 49 for use of emergency vehicle access to residential areas, schools, and downtown Jackson. Therefore, the Project would be expected to improve overall emergency access and evacuation planning within the Project area. No operational impact would result.

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

The City of Jackson is located in a Local Responsibility Area (LRA), which is an area where a local agency, in this case the City of Jackson, has primary responsibility for fire and emergency response. Based on current LRA mapping, the Project site within the City of Jackson is not within a designated fire hazard severity zone (CALFIRE 2022). Land located south of Hoffman Street in unincorporated Amador County is within a State Responsibility Area (SRA), which is an area where the State of California has the primary responsibility for the prevention and suppression of wildland fires. Based on current SRA mapping, the lands located immediately south of Hoffman Street in the Project area are in a moderate fire hazard severity zone (CALFIRE 2022). No portions of the Project site are located in or near lands classified as a very high fire hazard severity zone.

As discussed in Section 3.9, Hazards and Hazardous Materials, it is possible that fire ignition could occur during construction related to heavy machinery usage. Given the vegetation at the Project site and the proximity of nearby residences, the construction-related impact is considered significant. Implementation of Mitigation Measure HAZ-2, as described in Section 3.9, Hazards and Hazardous Materials, would reduce the potential impact of construction activities on wildland fires to a less-than-significant level by requiring the use of construction techniques that minimize fire risk.

Following construction, the Project would not exacerbate wildfire risk or exposure of the public to pollutants in the event of an uncontrolled wildfire. No new chemicals or hazardous materials would be used operationally such that the increase of pollutant exposure in the event of an uncontrolled wildfire would not increase above existing conditions. The Project would not result in changes to growth patterns or residential densities. The Project site is not located within a mapped wildland-urban interface area or high fire hazard severity zone. The operational impact of the Project would be less than significant.

Mitigation Measure

Implementation of Mitigation Measure HAZ-2 (Reduce Wildland Fire Hazards during Construction), as summarized in Section 3.9 of this Initial Study, would require the use of construction techniques that would reduce the likelihood of wildland fires during construction of the Project. Therefore, with implementation of Mitigation Measure HAZ-2, the impact related to wildland fires would be less than significant.

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

The Project implements improvements identified in the City's General Plan Circulation Element, the Amador County Regional Transportation Plan, and the Amador Countywide Pedestrian and Bicycle Plan. The extension of Sutter Street would be designed and constructed in accordance with applicable local and state design standards. The Project would provide enhanced lighting to improve intersection visibility for drivers during nighttime hours. Approximately 12 lights are anticipated to be installed at the proposed roundabout intersection and approaches, which may require new conduits, trenching, and power service connections. The Project also would replace and realign an existing

City water line within the Project area. The new roadway section, lights, and relocated water main would require a negligible amount of maintenance and would not substantially increase the risk of a wildfire. Given the moderate wildfire risk for the Project area, the fire risk from the Project-related infrastructure would be less than significant.

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

The Project site traverses an undeveloped and undulating area between Sutter Street and Hoffman Street. The existing ground surface elevation across the site fluctuates generally between 1280 feet on the east and 1415 feet on the west. The Project site is not located within a designated floodplain and is not located in the immediate vicinity of a creek or river. USGS Landslide Incidence and Susceptibility mapping indicates a low to moderate landslide incidence level in the Project area (Amador County 2020). The roadway extension would include the use of retaining walls to be placed with cut and fill slopes. As summarized in Section 1.6, the Project would be designed and constructed in conformance with site-specific recommendations contained in geotechnical investigations for the Project. This would include design in accordance with recommendations for grading, earthwork, subgrade preparation, compaction, and retaining wall systems. The Project would not result in an increase in population, nor the construction of residential or commercial structures. The Project would not result in a substantial change in runoff or post-fire slope instability that would expose people or structures to significant risks. The impact would be less than significant.

3.21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less-than-Significant with Mitigation Incorporated | Less-than-Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| Does the project: | | | | |
| a) 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) 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) Have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? | | | ✓ | |

- 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 with Mitigation)**

Potential Project impacts to biological and cultural resources are addressed in Section 3.4, Biological Resources, Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources, respectively. With implementation of the recommended mitigation measures identified in this Initial Study, the potential for Project-related activities to degrade the quality of the environment, including wildlife species or their habitat, plant or animal communities, or important examples of California history or prehistory would be reduced to less-than-significant levels.

- 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)**

Cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. This cumulative impact analysis uses the list approach.

Efforts to identify cumulative projects included review of proposed developments within and near the City of Jackson, including commercial, mixed use, residential projects, and public works projects. Projects identified and considered for cumulative impacts include:

- Planned drainage improvements by the Environmental Protection Agency at the Argonaut Mine property located adjacent to the Project area;
- Planned upgrades to State Route 88 (SR 88) to address deterioration of the roadway surface and culverts, as well as correct the non-standard guardrails, approximately 1.25 miles northwest of the Project area;
- Planned upgrades to the Mokelumne River Bridge on State Route 49 approximately 4 miles southeast of the Project area;
- Planned intersection modifications, lane reconfiguration, pedestrian and bicycle improvements, and general highway improvements along SR 88 in the town of Pine Grove, approximately 7 miles east of the Project area

Other projects, such as the Lone Quarry Expansion Project, are not included in the cumulative analysis given their distance from the Project area. As summarized in this Initial Study, the Project would not result in impacts on land use and planning, population and housing, public services, and recreation. Therefore, implementation of the Project would not contribute to any related cumulative impact on those resources.

Based on current schedules, the construction of the EPA's drainage improvement project at the Argonaut Mine property would not overlap with the Project construction. The distance between the Project site and the planned upgrades on SR 88 and SR 49 would prevent the potential for cumulative impacts. The Project impacts summarized in this Initial Study would not add appreciably to any existing or foreseeable future significant cumulative impact. The impacts of the proposed Project would be mitigated to a less-than-significant level. Incremental impacts, if any, would be very small, and the cumulative impact would be less than significant.

c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? (Less than Significant)

With implementation of the recommended mitigation measures identified in this Initial Study, the potential for Project-related activities to cause substantial adverse effects on human beings would be reduced to less-than-significant levels.

4. References

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5. Report Preparers

5.1 City of Jackson

Farhad Mortazavi, Contract Planner

Yvonne Kimball, City Manager

5.2 GHD

Brian Bacciarini, Senior Environmental Scientist

Kristine Gaspar, Senior Environmental Planner

Kerry McNamee, Environmental Planner

Sam Moose, Environmental Planner

Chryss Meier, Environmental Scientist

5.3 Sub-consultants

Illingworth & Rodkin

Michael S. Thill

Pacific Legacy

Scott Baxter, Archaeologist, MA, RPA

Vollmar Natural Lands Consulting

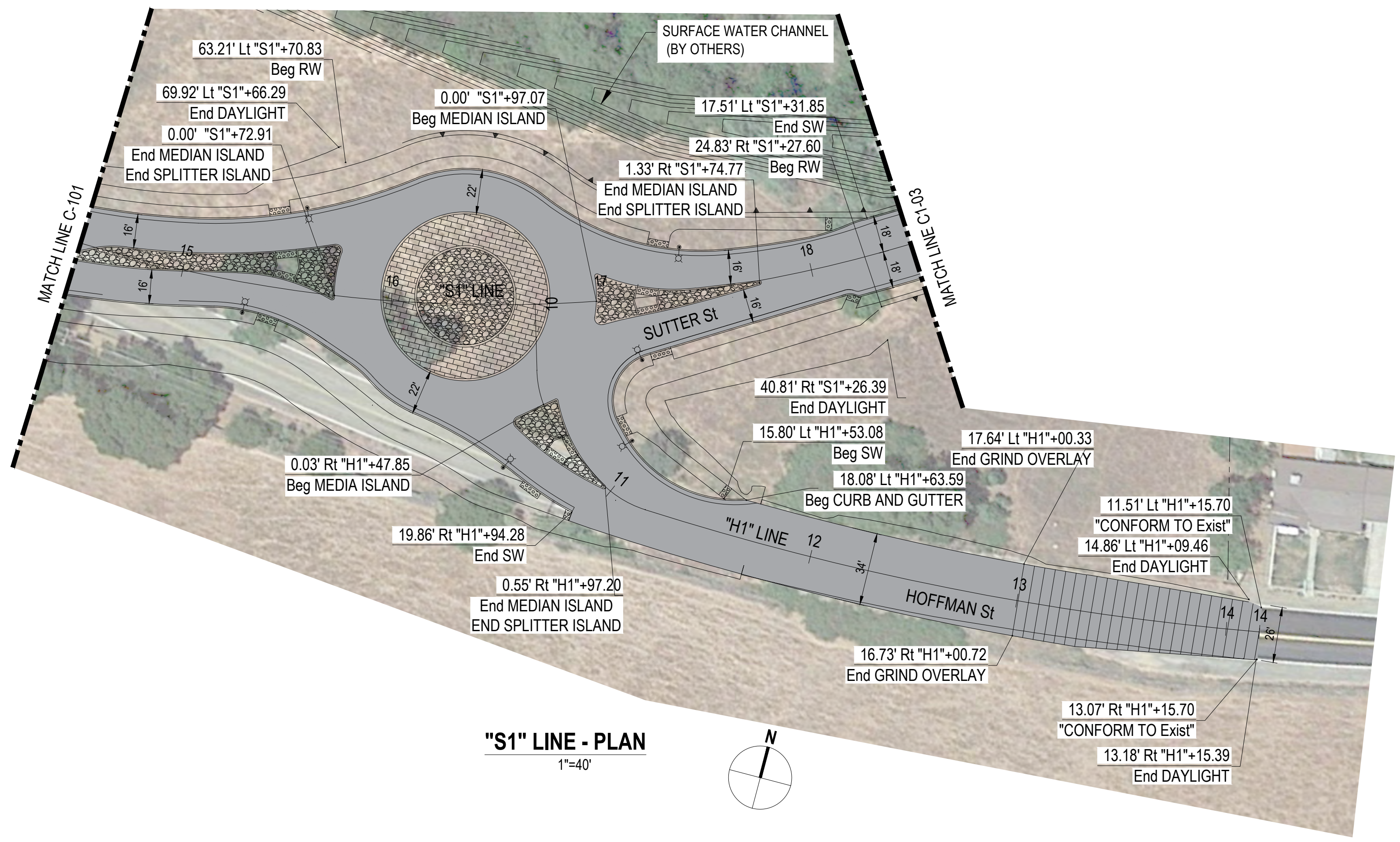
Rachel Miller, Staff Biologist

Jake Schweitzer, Senior Ecologist

Appendices

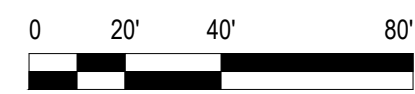
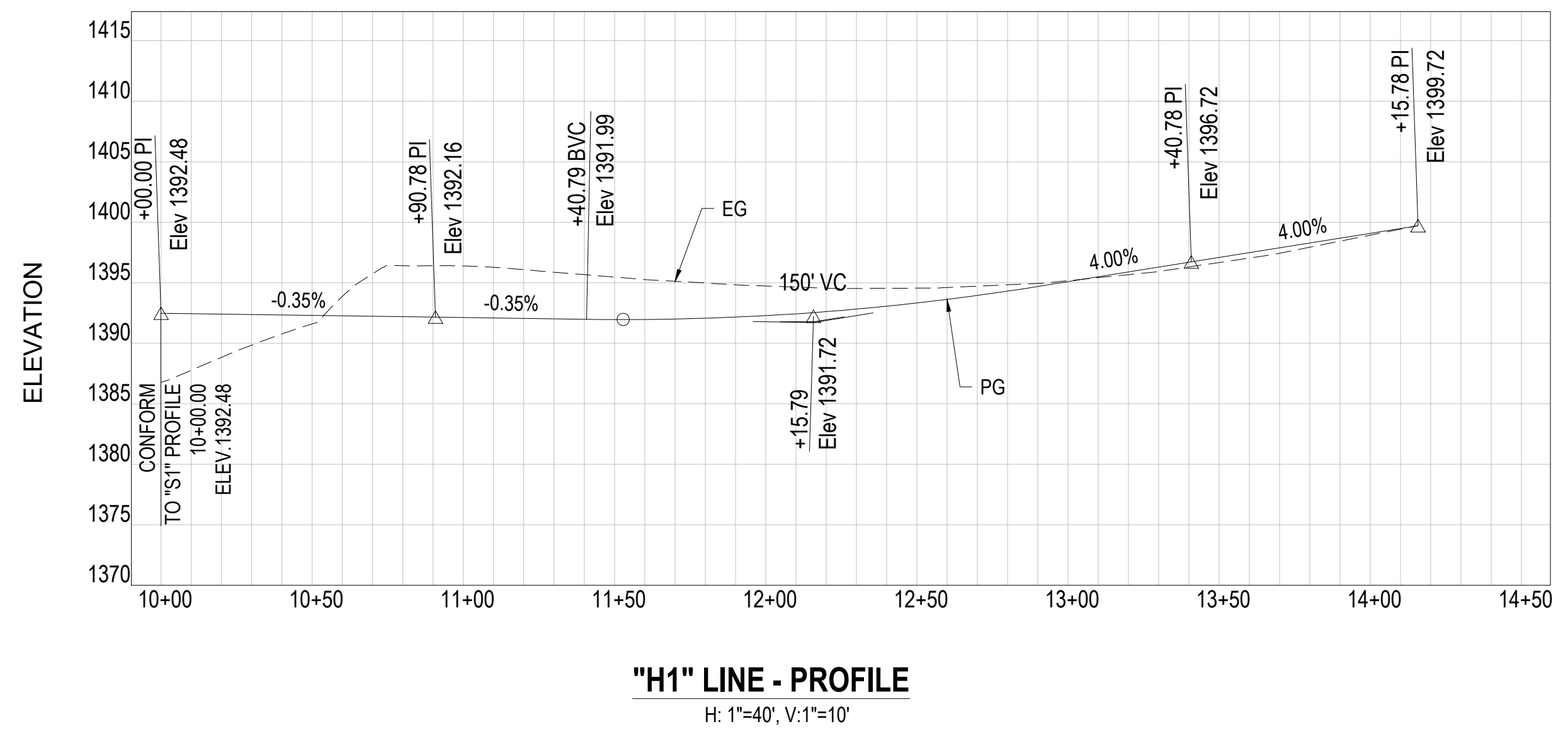
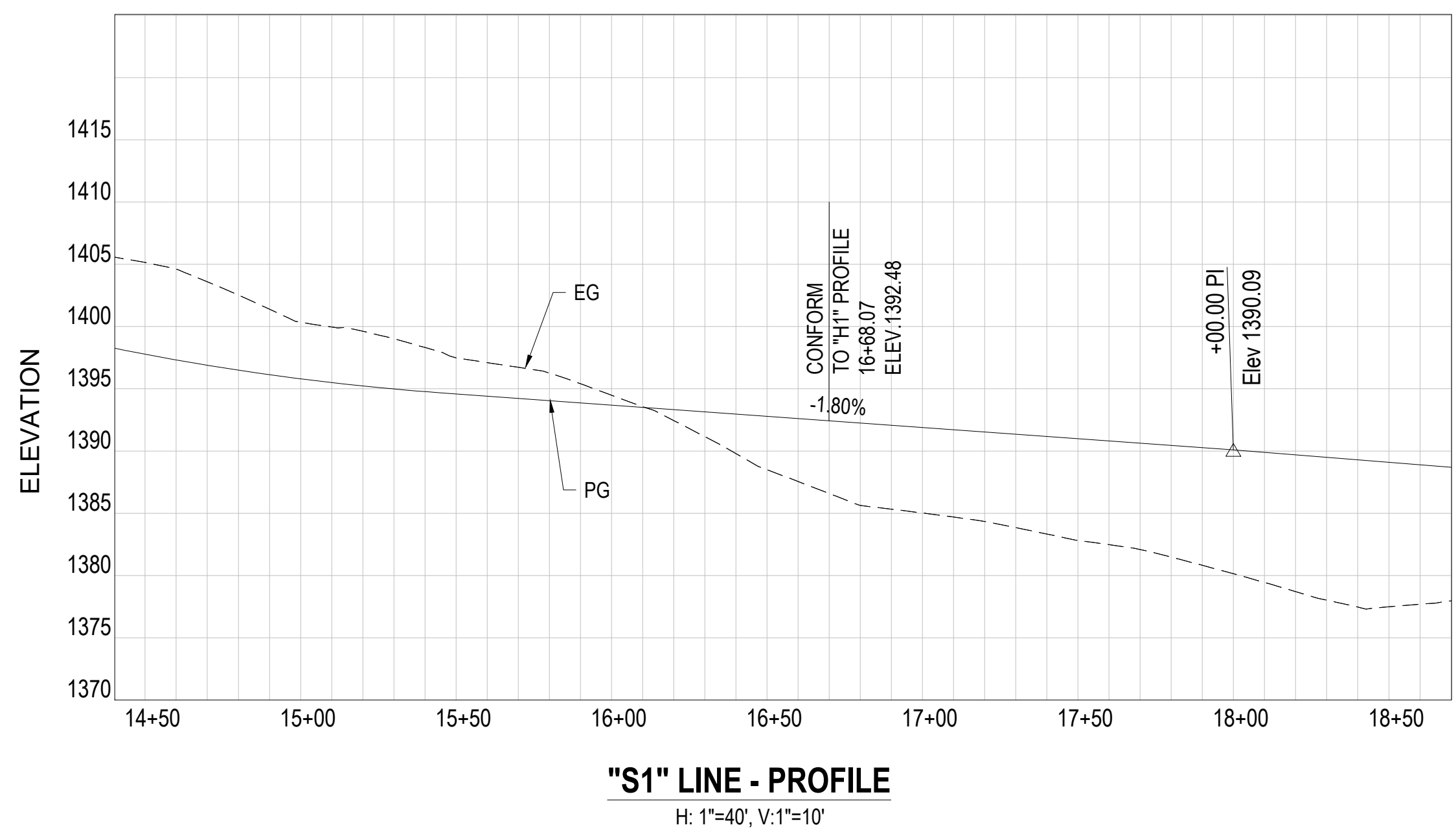
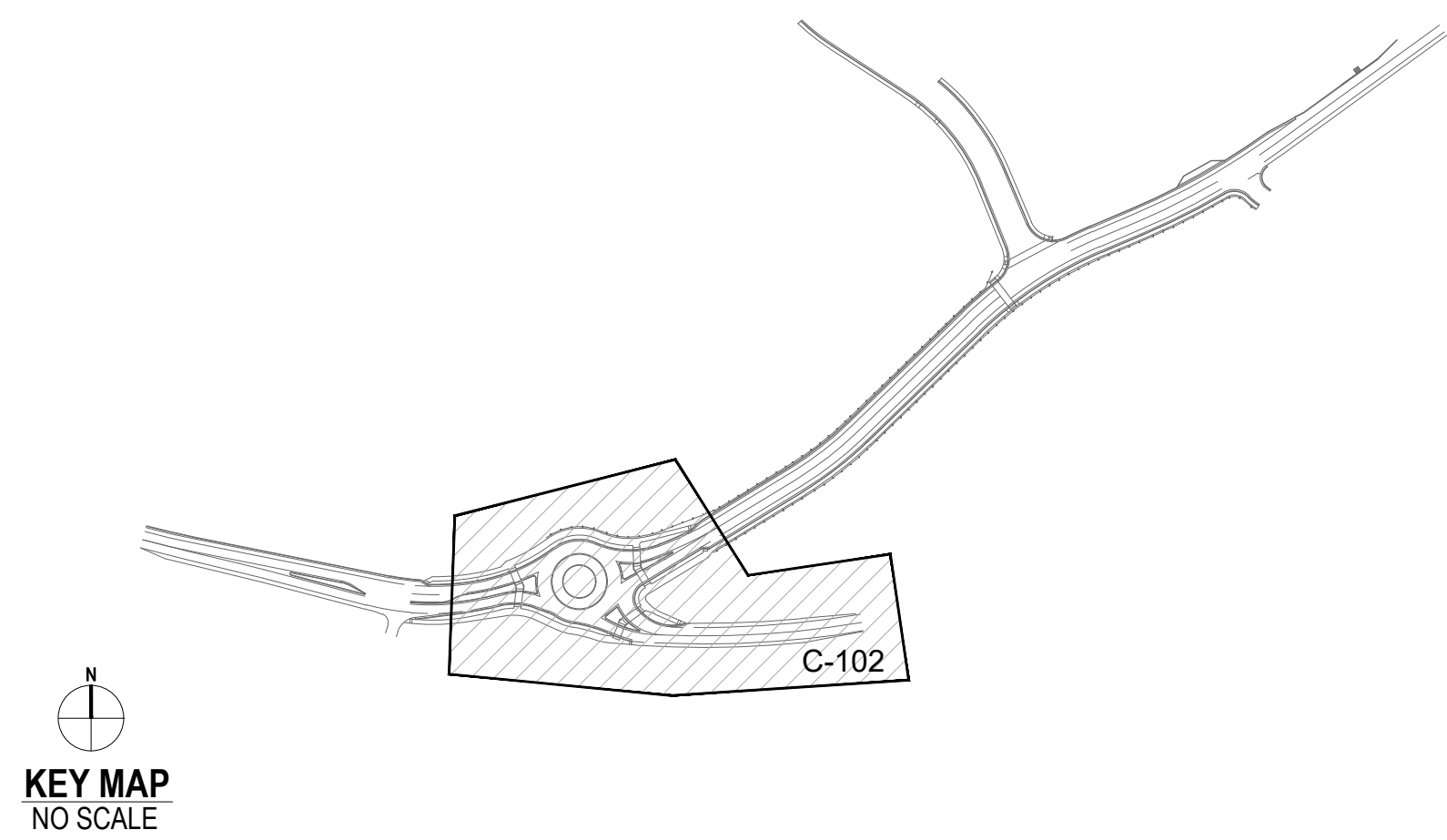
Appendix A

Preliminary Design



LEGEND

- X' HMA / X' CLASS 2 AB (MATCH GEOTECH)
- X' PCC / X' CL2 AB (SIDEWALK)
- STAMPED CONCRETE
- ROCK COBBLE
- LANDSCAPE PLAN
- 0.2' GRIND AND OVERLAY
- PROPOSED ELECTROLIER
- PROPOSED RETAINING WALL
- PROPOSED SOUND WALL



PLANS PREPARED BY:

GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG
DRAWN: J. LEAL
CHECKED: G. ZEMBO

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CITY ENGINEER

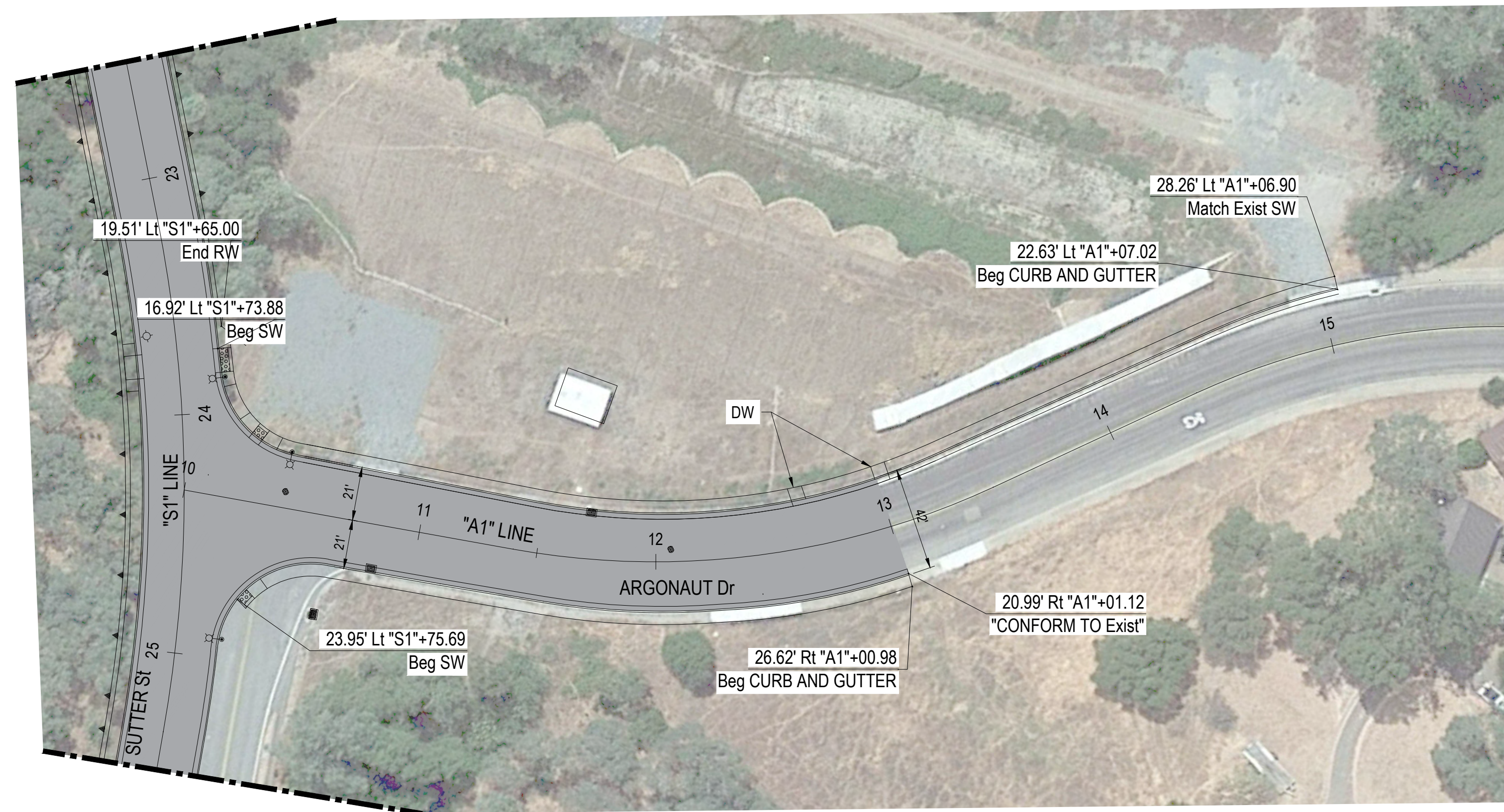
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SUTTER STREET EXTENSION PROJECT
JACKSON, CALIFORNIA.

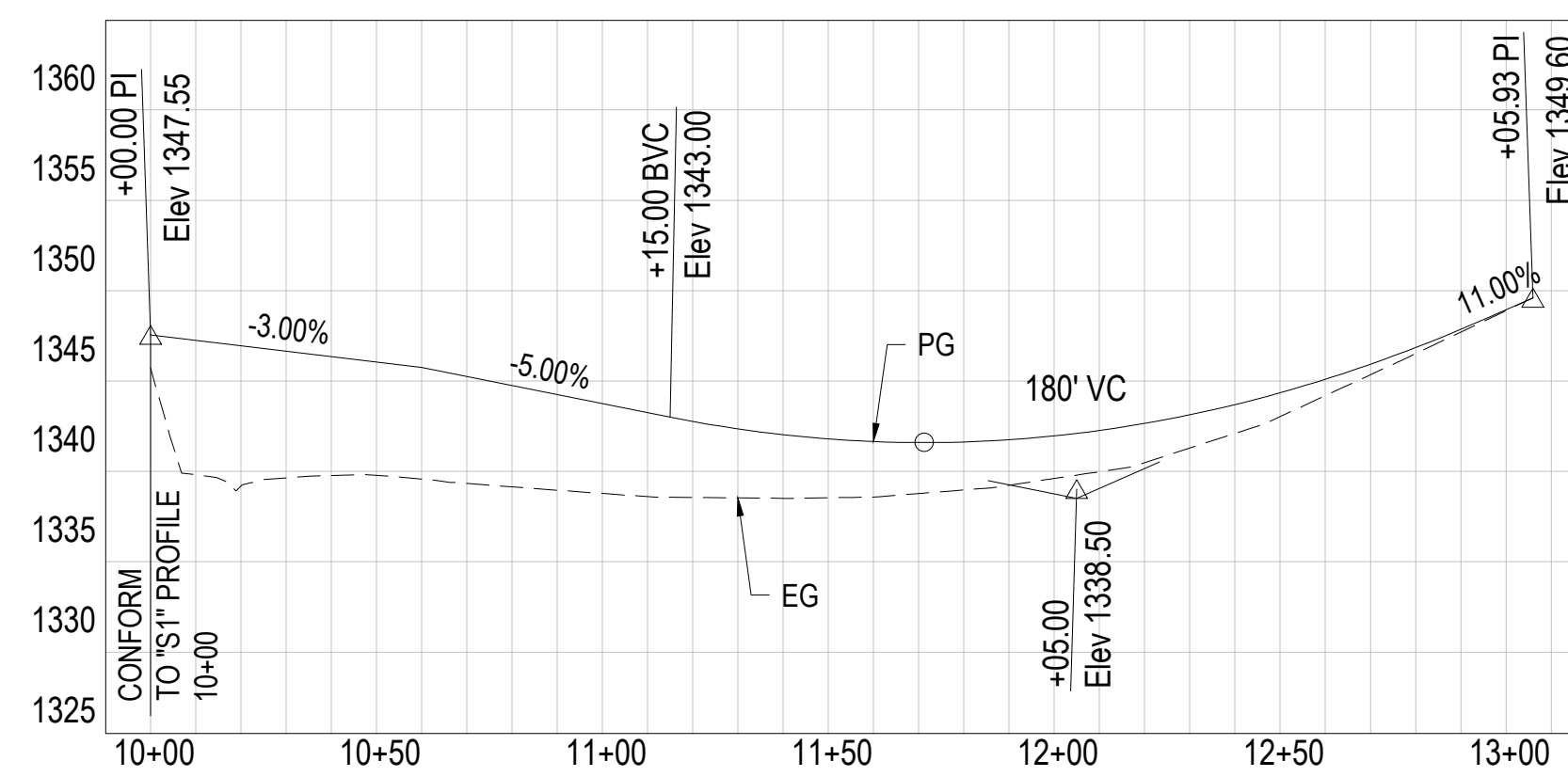
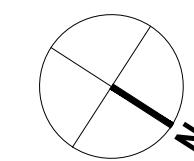
ROADWAY PLAN AND PROFILE **C-102**

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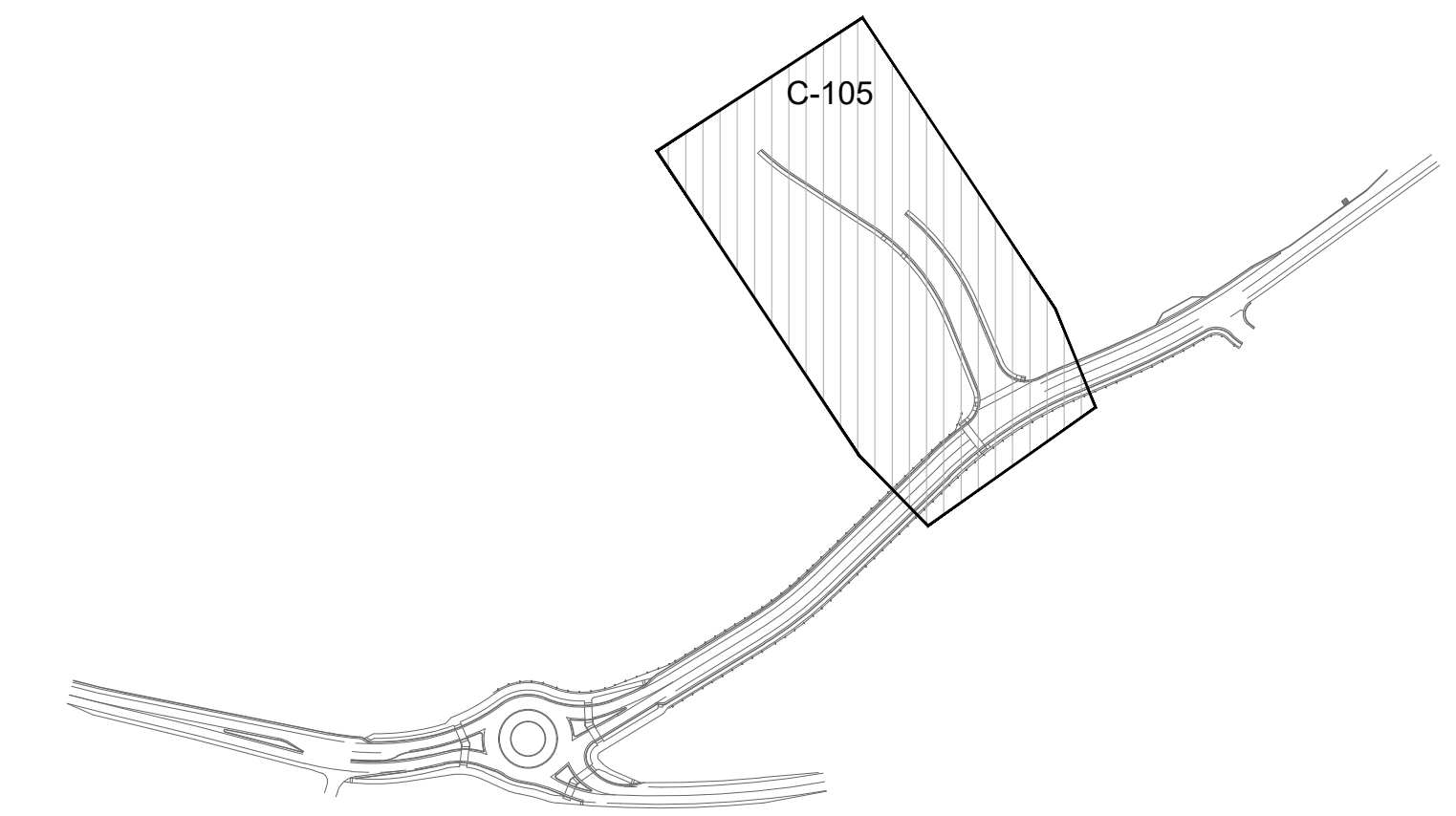
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"A1" LINE - PLAN
1"=40'

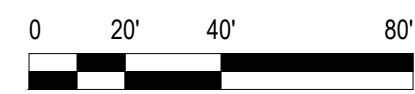


"A1" LINE - PROFILE
H: 1"=40', V: 1"=10'



KEY MAP
NO SCALE

| LEGEND | |
|--------|--|
| | X' HMA / X' CLASS 2 AB (MATCH GEOTECH) |
| | X' PCC / X' CL2 AB (SIDEWALK) |
| | STAMPED CONCRETE |
| | ROCK COBBLE |
| | LANDSCAPE PLAN |
| | 0.2' GRIND AND OVERLAY |
| | PROPOSED ELECTROLIER |
| | PROPOSED RETAINING WALL |
| | PROPOSED SOUND WALL |



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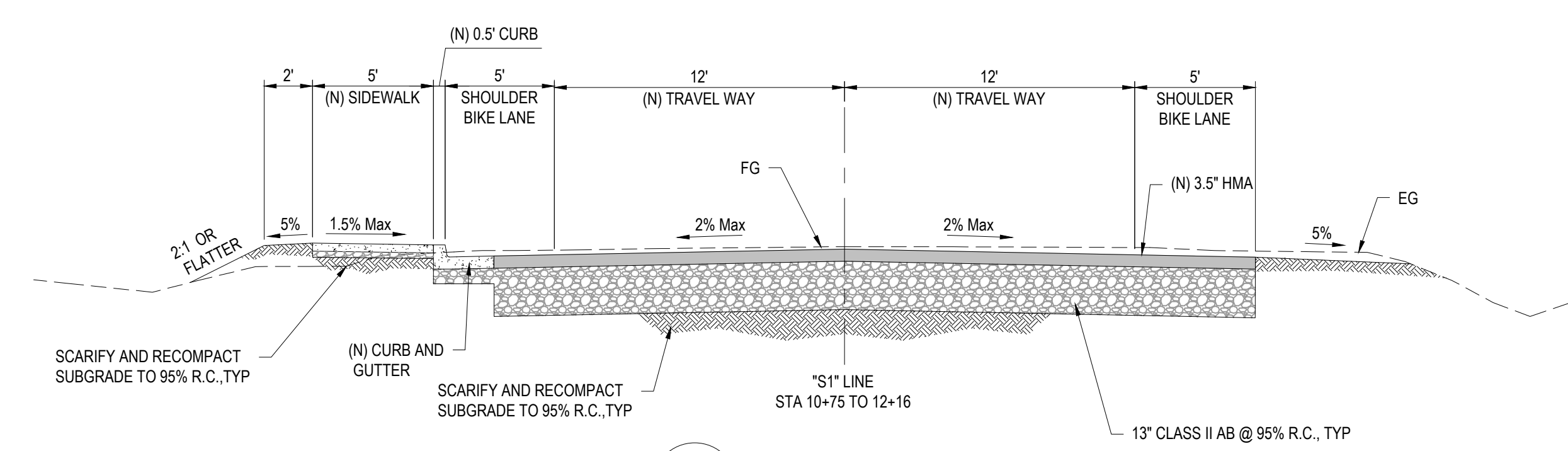
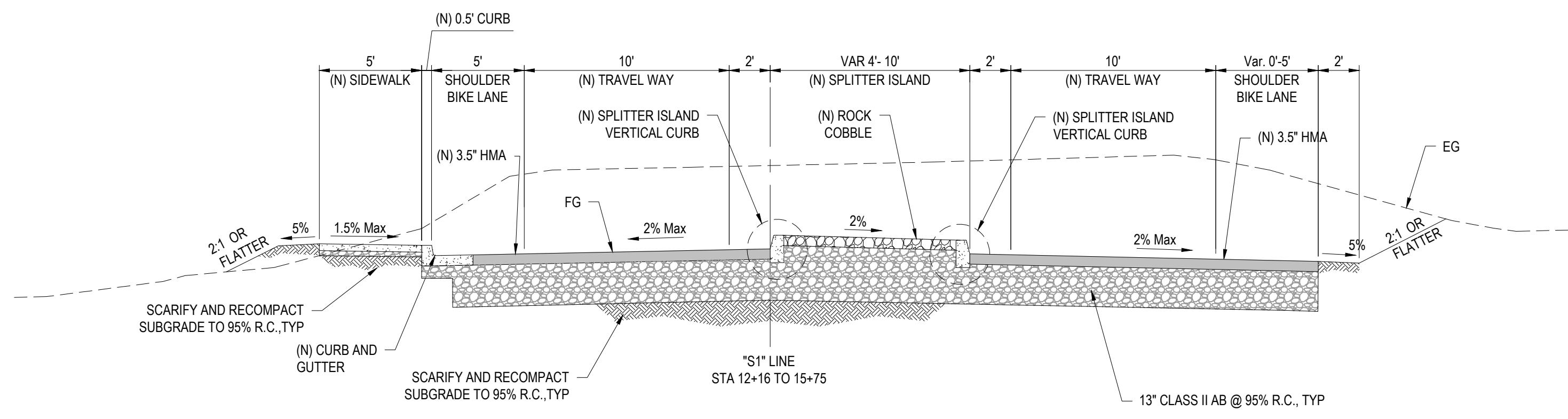
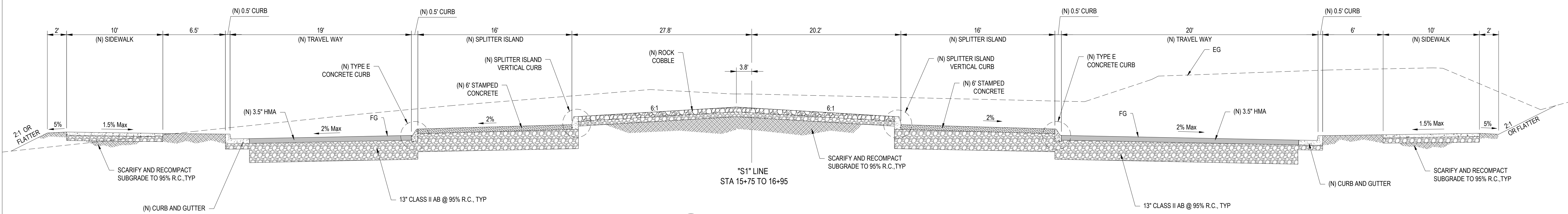
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

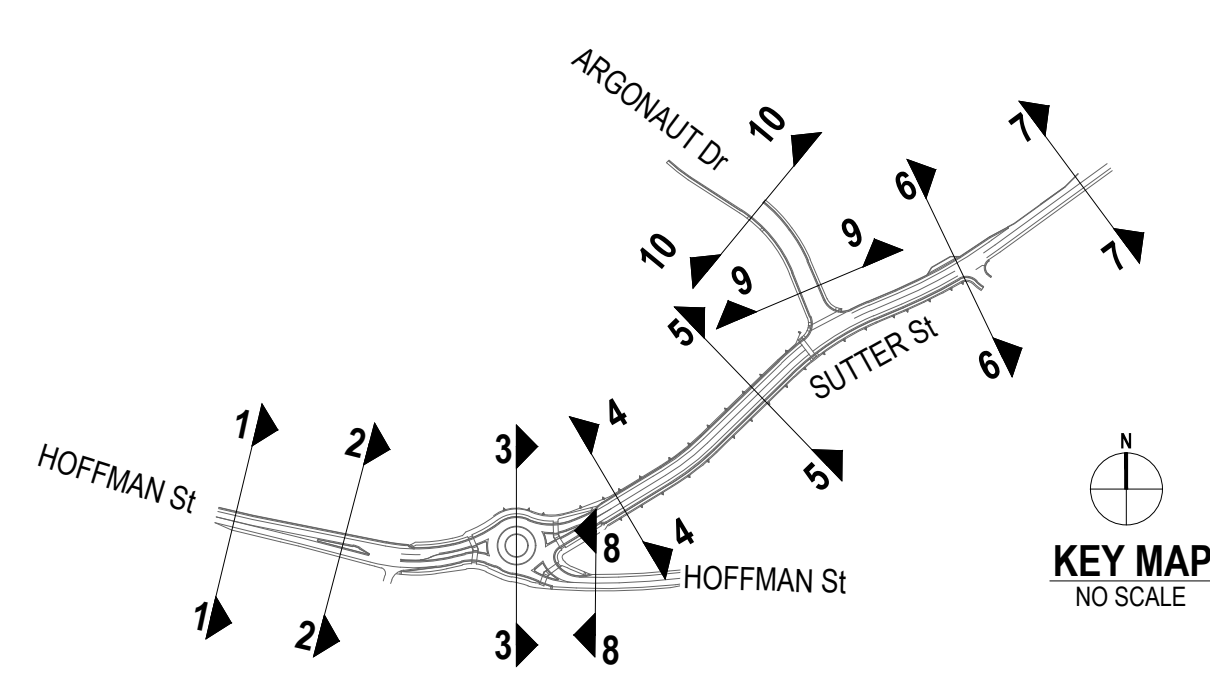
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| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| ROADWAY PLAN AND PROFILE | C-105 |
| SCALE: 1"=40' | SHEET <u>12</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |



NOTES:
1. REFER TO UTILITY PLANS FOR COORDINATION, SOME PROPOSED AND EXISTING UTILITIES ARE LOCATED WITHIN THE PROPOSED ROADWAY STRUCTURAL SECTION.



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GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

REGISTERED PROFESSIONAL ENGINEER
LINDSEY VAN PARYS
No. 79989
Exp. 9/30/2022
CIVIL
STATE OF CALIFORNIA

BY: _____
ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG
DRAWN: J. LEAL
CHECKED: G. ZEMBO

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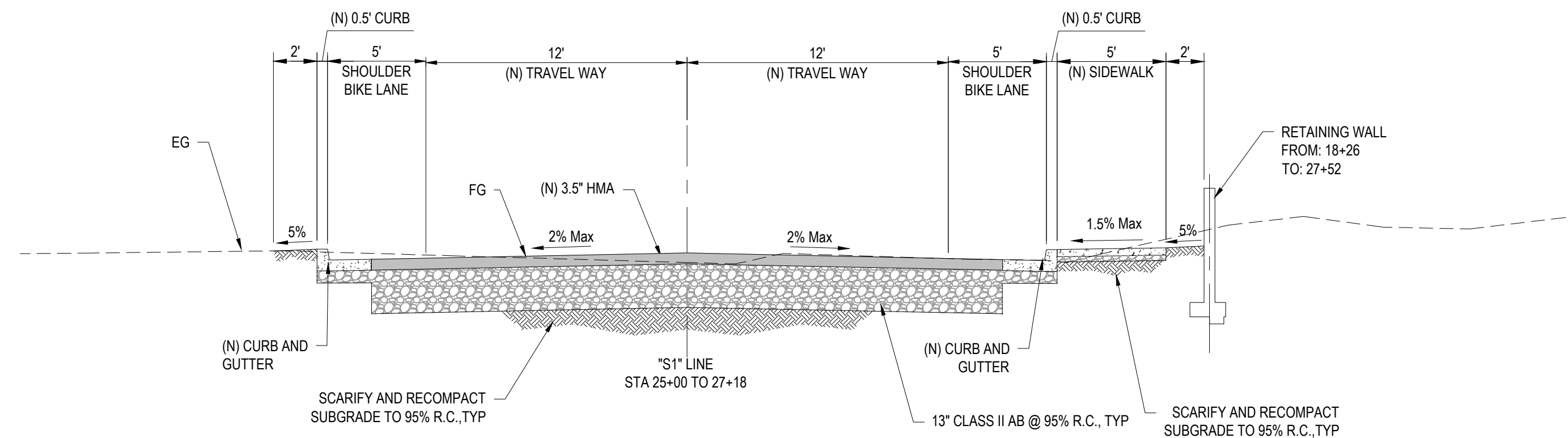
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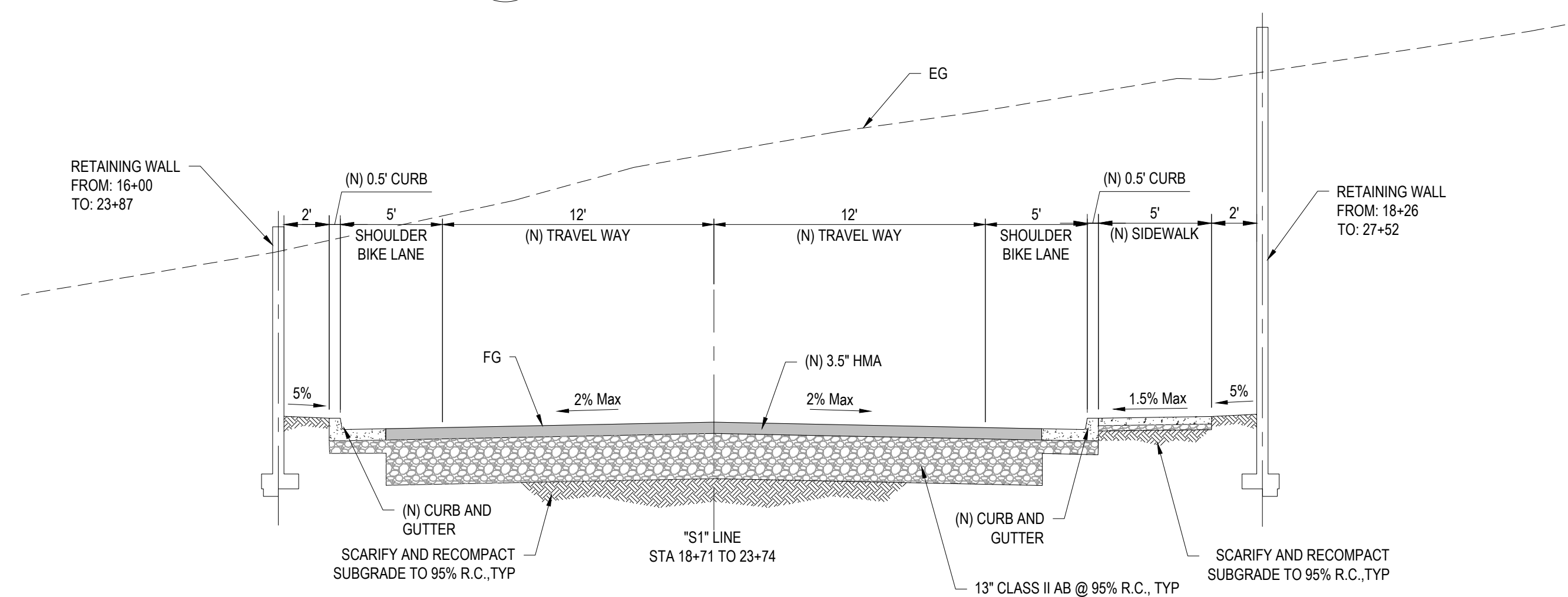
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JACKSON, CALIFORNIA.**

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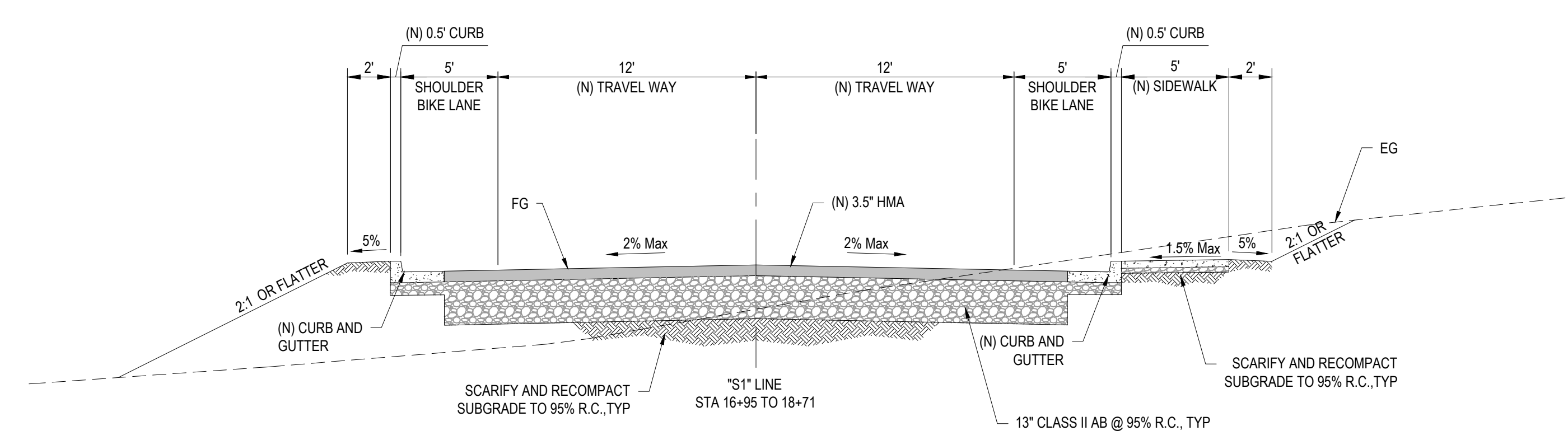
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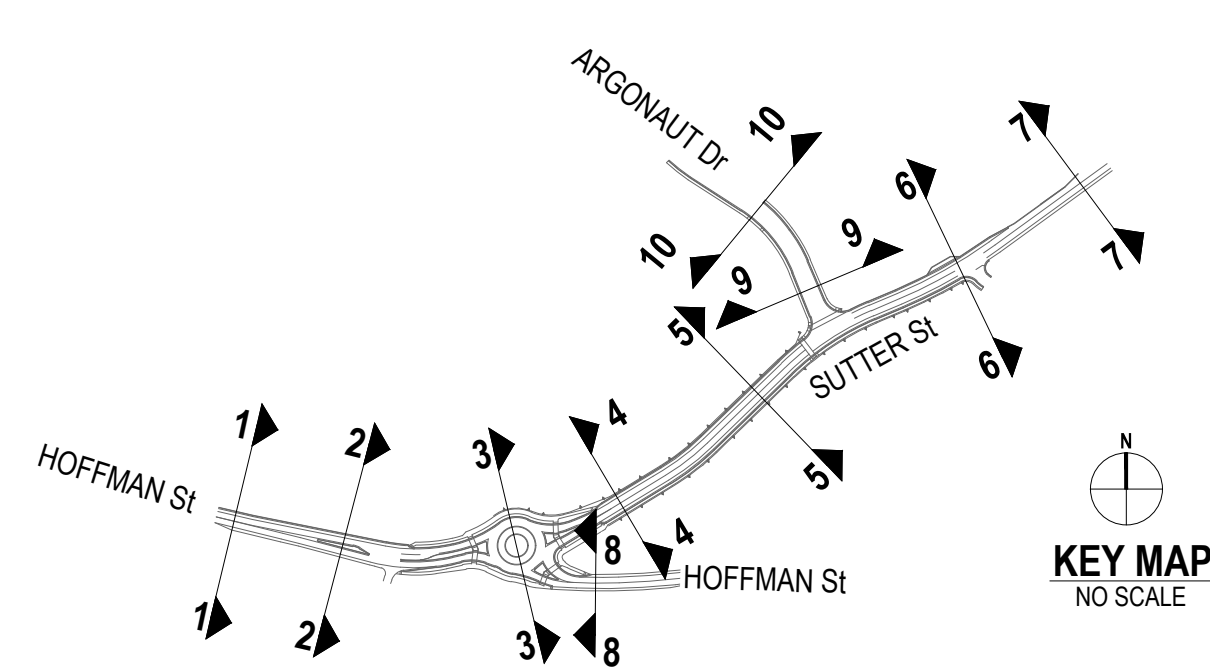


5 TYPICAL SECTION - SUTTER St
SCALE: NTS



4 TYPICAL SECTION - SUTTER St
SCALE: NTS

NOTES:
1. REFER TO UTILITY PLANS FOR COORDINATION, SOME PROPOSED AND EXISTING UTILITIES ARE LOCATED WITHIN THE PROPOSED ROADWAY STRUCTURAL SECTION.



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 Sacramento California 95834 USA
 T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

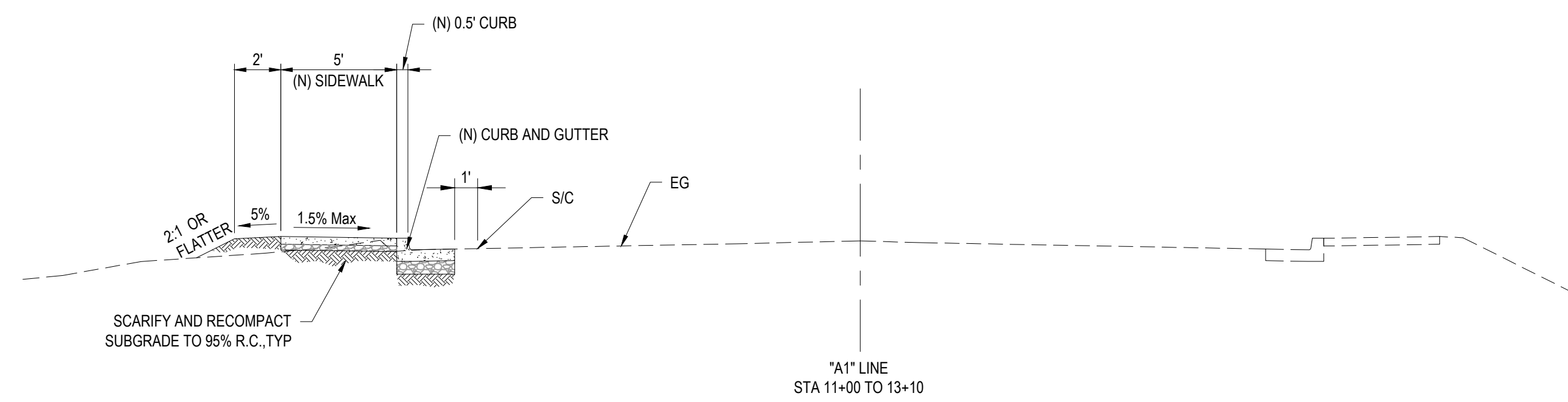
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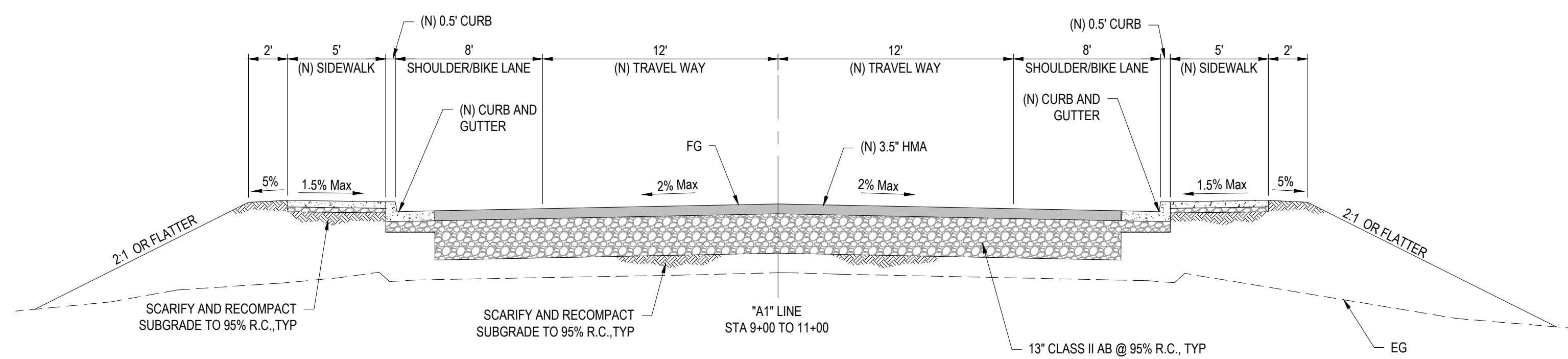
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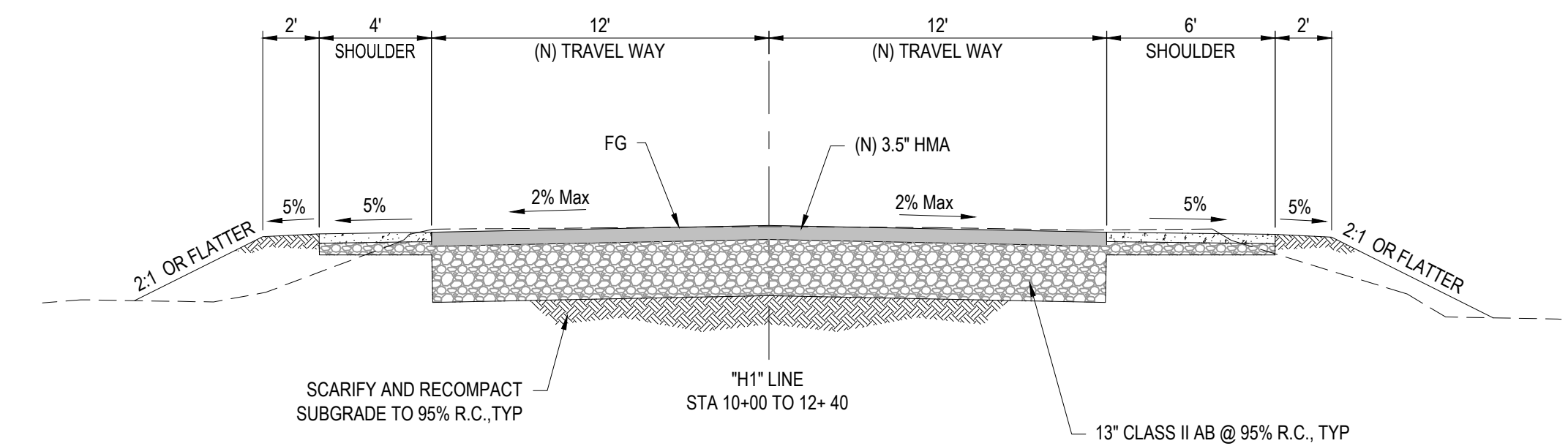
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| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
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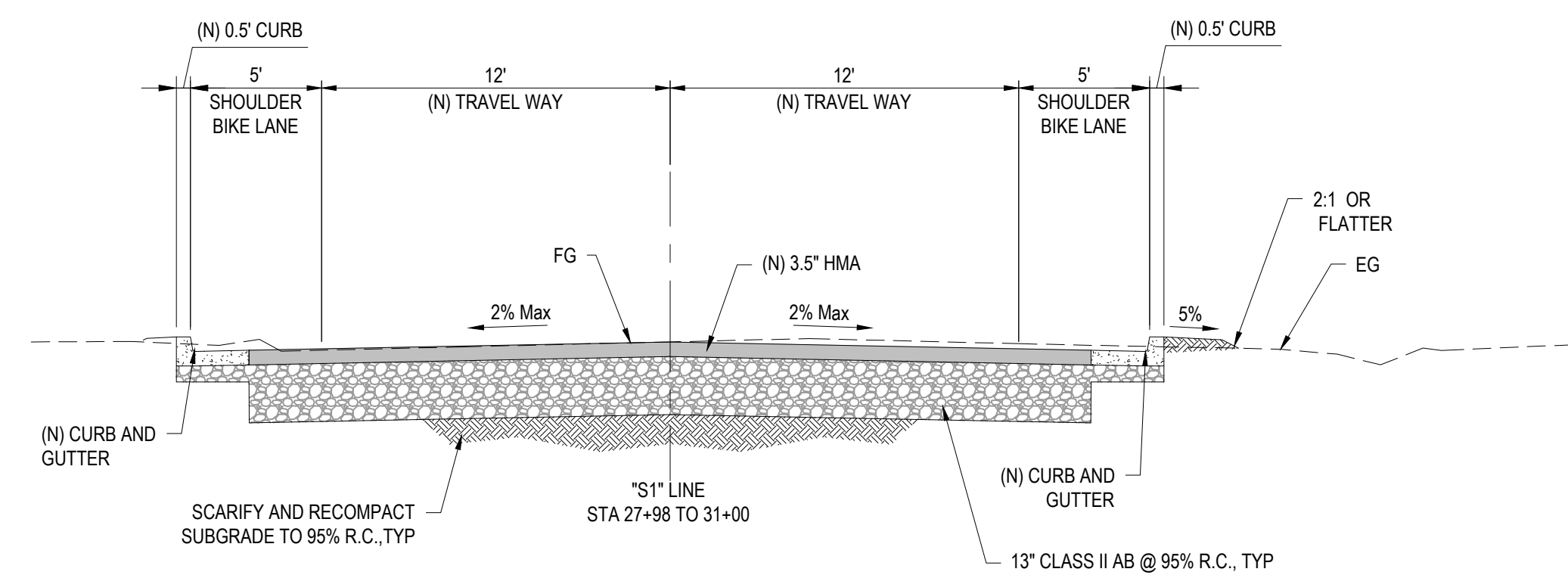
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9 TYPICAL SECTION - ARGONAUT Dr
SCALE: NTS

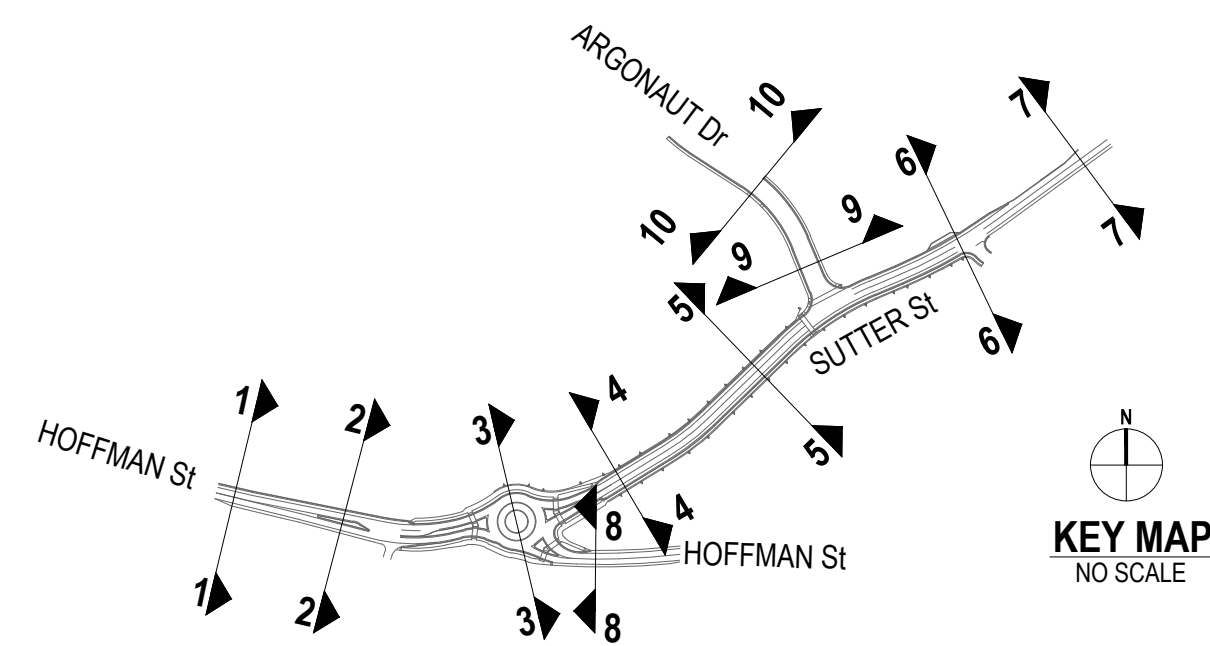


8 TYPICAL SECTION - HOFFMAN St
SCALE: NTS



7 TYPICAL SECTION - SUTTER St
SCALE: NTS

NOTES:
1. REFER TO UTILITY PLANS FOR COORDINATION, SOME PROPOSED AND EXISTING UTILITIES ARE LOCATED WITHIN THE PROPOSED ROADWAY STRUCTURAL SECTION.



PLANS PREPARED BY: **GHD**
 GHD Inc.
 3831 North Freeway Blvd Suite 220
 Sacramento California 95834 USA
 T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

REGISTERED PROFESSIONAL ENGINEER
 LINDSEY VAN PATTEN
 No. 79889
 Exp. 9/30/2022
 CIVIL
 STATE OF CALIFORNIA

BY: _____
 ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG
 DRAWN: J. LEAL
 CHECKED: G. ZEMBO

| REVISIONS | | | | CITY OF JACKSON APPROVED | |
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CITY OF JACKSON
 PUBLIC WORKS DEPARTMENT

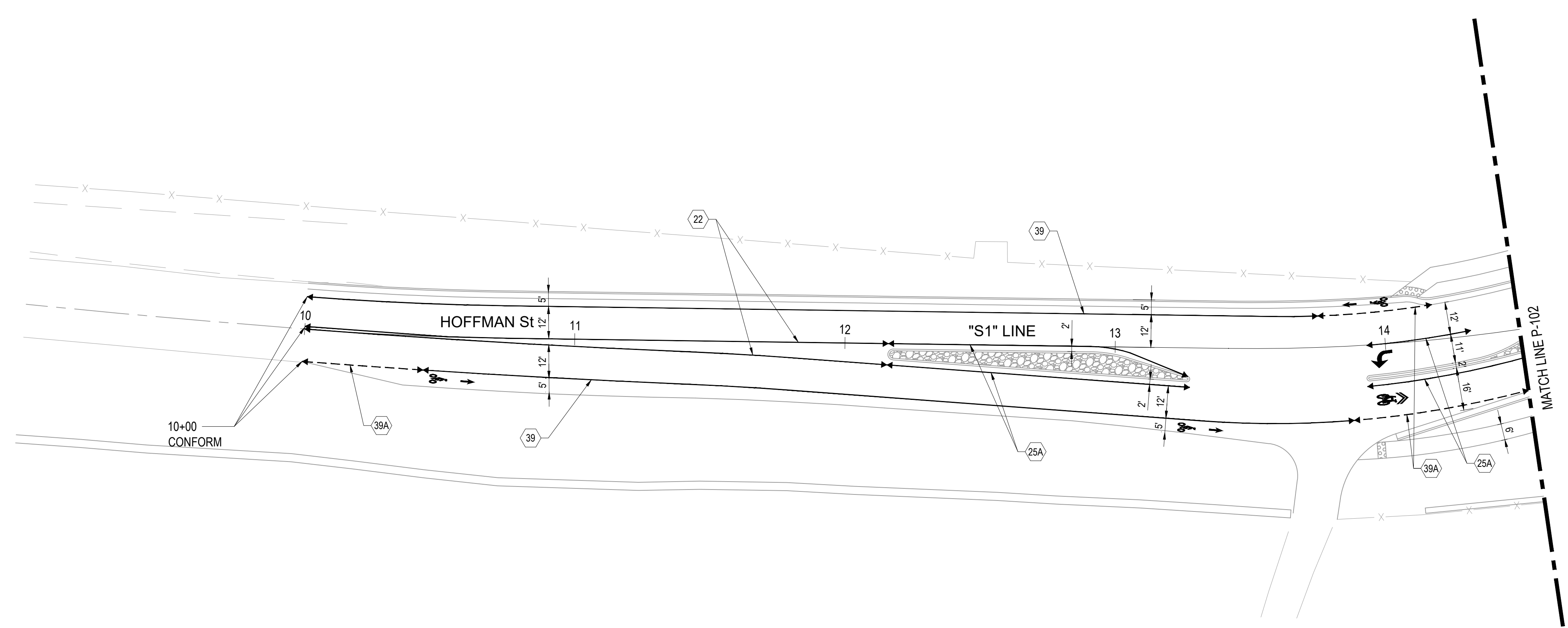
APPROVED BY: _____ DATE: _____
 MATT OSPITAL
 CITY ENGINEER

City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval.

**SUTTER STREET EXTENSION PROJECT
 JACKSON, CALIFORNIA.**

TYPICAL SECTIONS SUTTER St G-007

SCALE: AS NOTED SHEET 7 OF 30
 DATE: OCTOBER 2022 PUBLIC WORKS FILE NO.

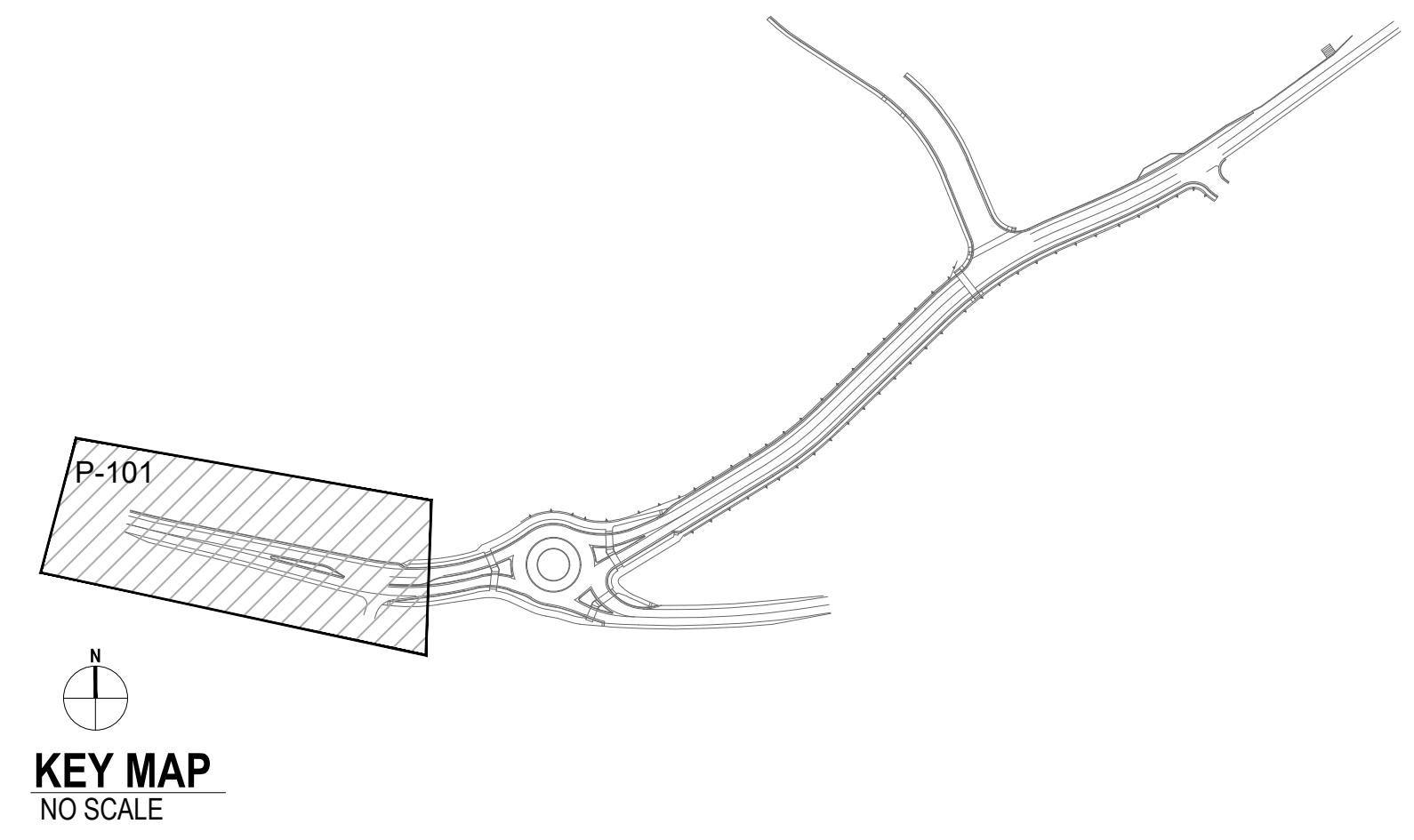


| LEGEND | |
|--|--|
| — | NEW PAVEMENT DELINEATION |
| XX XX LE | CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D |
| CW1 | CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1) |
| SP1 | YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1) |
| LL | 24" LIMIT LINE PER STANDARD PLAN A24G |
| YIELD | "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| TYPE VII (R) ARROW | TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A |
| STOP | "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| SHARED ROADWAY BICYCLE MARKING | SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C |
| BIKE LANE SYMBOL AND ARROW | BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H |

1 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"

NOTES:

1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
3. CONTRACTOR MUST PROVIDE TEMPORARY PAVEMENT MARKERS UNTIL FINAL STRIPING IS INSTALLED.
4. ANY DELINEATION SHALL BE THERMOPLASTIC PER SECTION 84 OF CALTRANS STANDARD SPECIFICATIONS.



PLANS PREPARED BY:

GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG
DRAWN: J. LEAL
CHECKED: G. ZEMBO

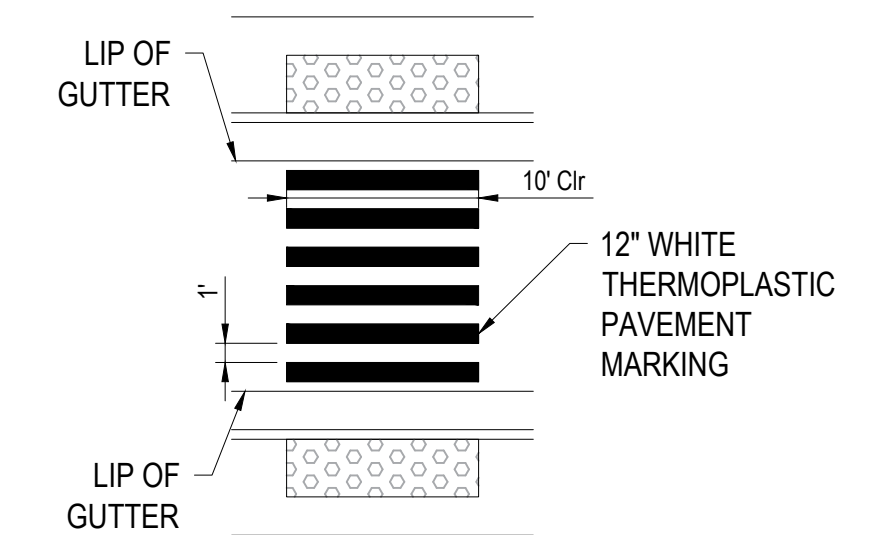
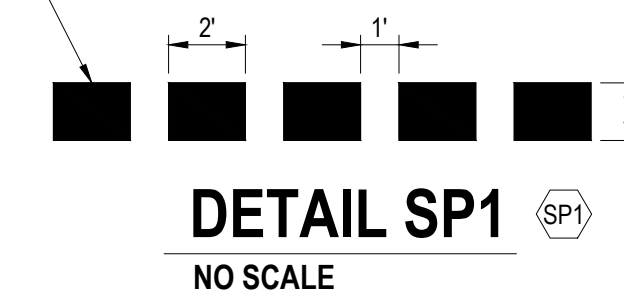
| REVISIONS | | | | CITY OF JACKSON APPROVED | |
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| CITY OF JACKSON PUBLIC WORKS DEPARTMENT | |
| APPROVED BY: | DATE: |
| MATT OSPITAL CITY ENGINEER | |
| City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval. | |
| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| PAVEMENT DELINEATION PLAN | P-101 |
| SCALE: 1"=20' | SHEET <u>19</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |

LEGEND

- NEW PAVEMENT DELINEATION
- ⊗ XX XX LE CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D
- ⊗ CW1 CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1)
- ⊗ SP1 YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1)
- ⊗ LL 24" LIMIT LINE PER STANDARD PLAN A24G
- YIELD "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D
- ↑ TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A
- STOP "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D
- ↔ SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C
- ↔ BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C
- ↔ FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H
- ↔ FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H
- ↔ FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H

WHITE THERMOPLASTIC PAVEMENT MARKING



2 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"

NOTES:

1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
3. CONTRACTOR MUST PROVIDE TEMPORARY PAVEMENT MARKERS UNTIL FINAL STRIPING IS INSTALLED.
4. ANY DELINEATION SHALL BE THERMOPLASTIC PER SECTION 84 OF CALTRANS STANDARD SPECIFICATIONS.

PLANS PREPARED BY:



GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

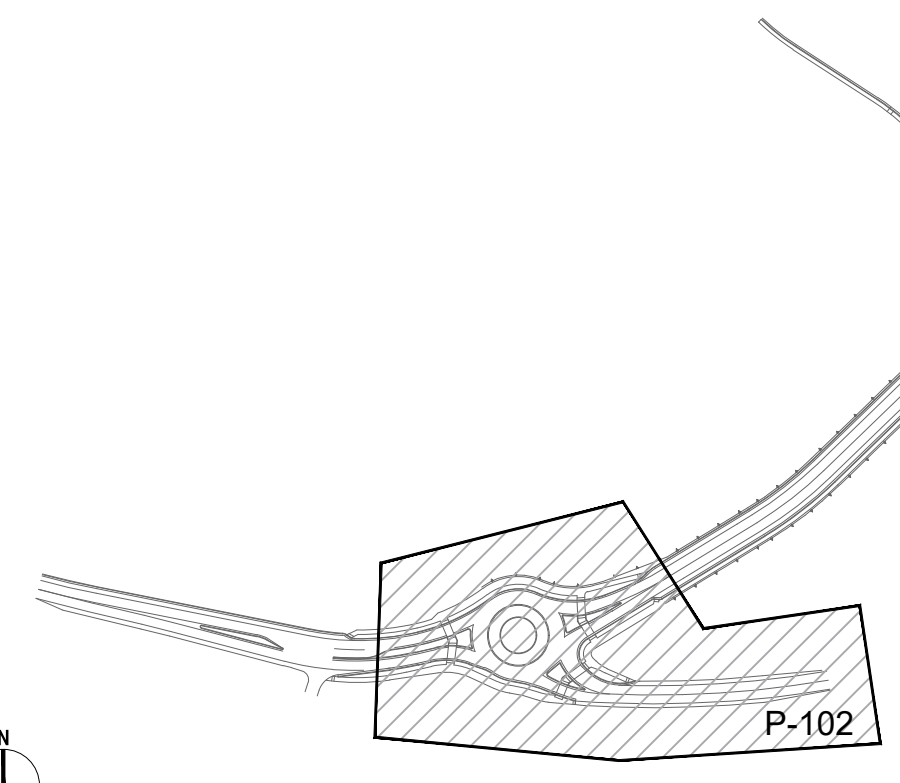
| | | |
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| DESIGNED: A. KONG | DRAWN: J. LEAL | CHECKED: G. ZEMBO |
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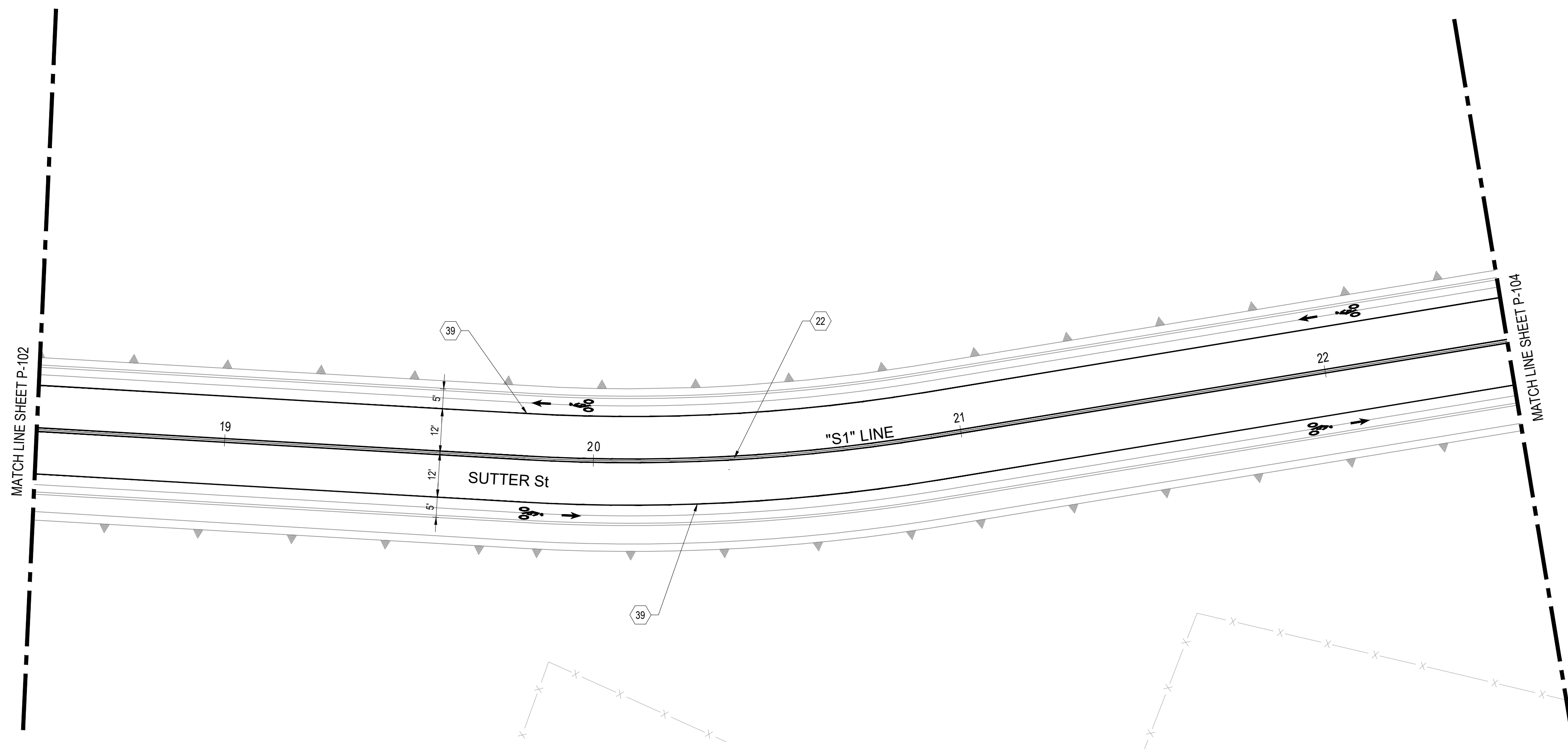
| REVISIONS | | | | CITY OF JACKSON APPROVED | |
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| CITY OF JACKSON PUBLIC WORKS DEPARTMENT | |
| APPROVED BY: | DATE: |
| MATT OSPITAL CITY ENGINEER | |
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| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| PAVEMENT DELINEATION PLAN | P-102 |
| SCALE: 1"=20" | SHEET <u>20</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |



KEY MAP
NO SCALE



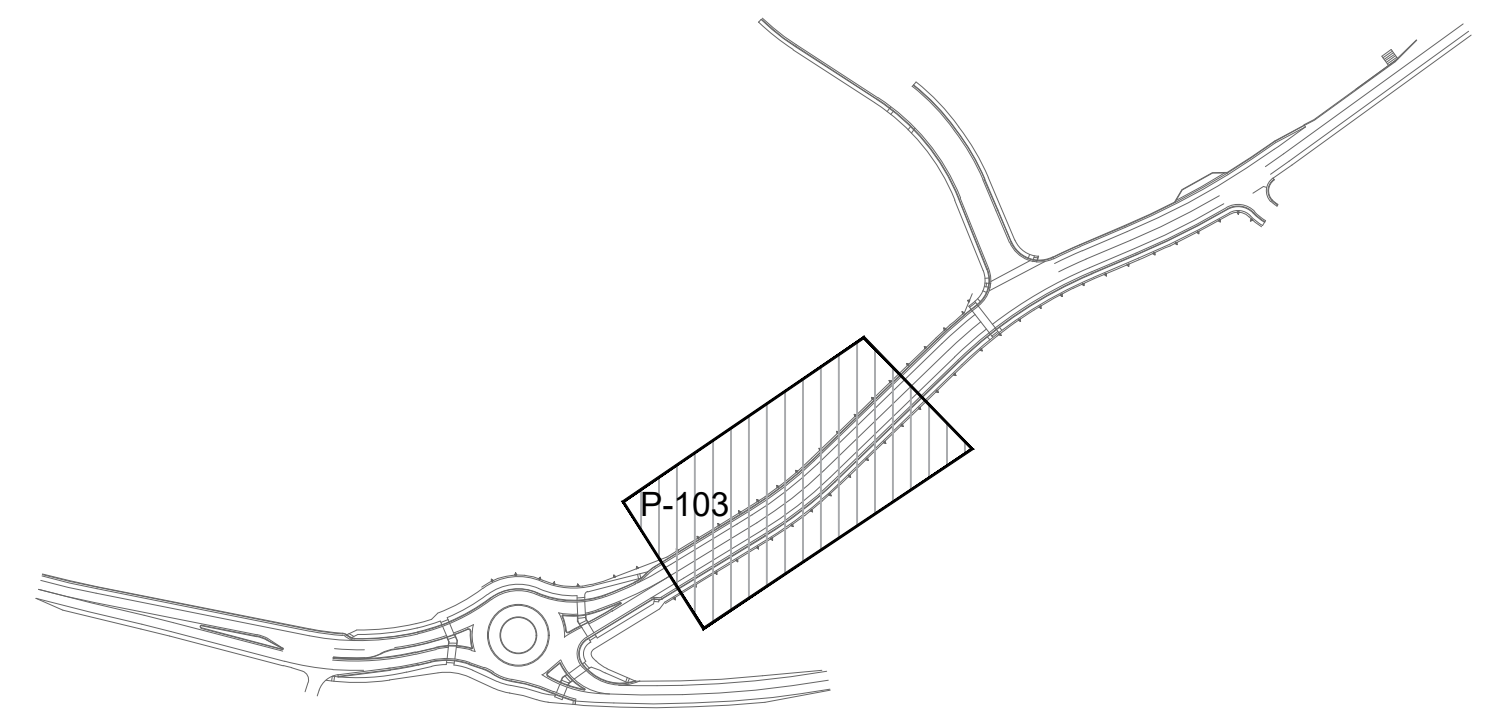


| LEGEND | |
|--------|--|
| | NEW PAVEMENT DELINEATION |
| | CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D |
| | CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1) |
| | YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1) |
| | 24" LIMIT LINE PER STANDARD PLAN A24G |
| | "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| | TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A |
| | "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| | SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C |
| | BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C |
| | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H |
| | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H |
| | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H |

3 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"

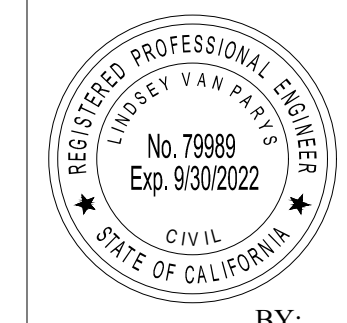
NOTES:

1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
3. CONTRACTOR MUST PROVIDE TEMPORARY PAVEMENT MARKERS UNTIL FINAL STRIPING IS INSTALLED.
4. ANY DELINEATION SHALL BE THERMOPLASTIC PER SECTION 84 OF CALTRANS STANDARD SPECIFICATIONS.



KEY MAP
NO SCALE

PLANS PREPARED BY:



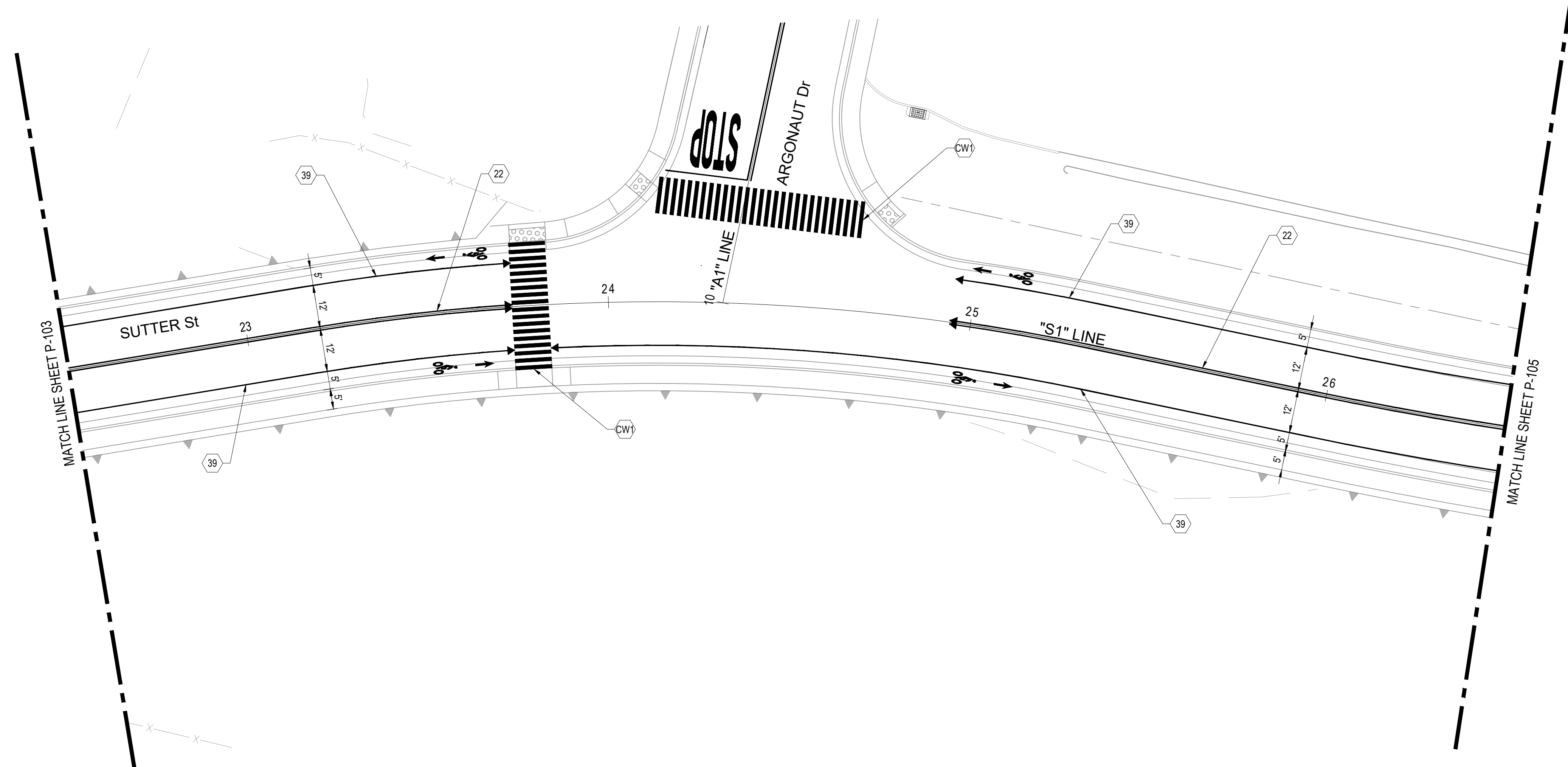
GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG DRAWN: J. LEAL CHECKED: G. ZEMBO

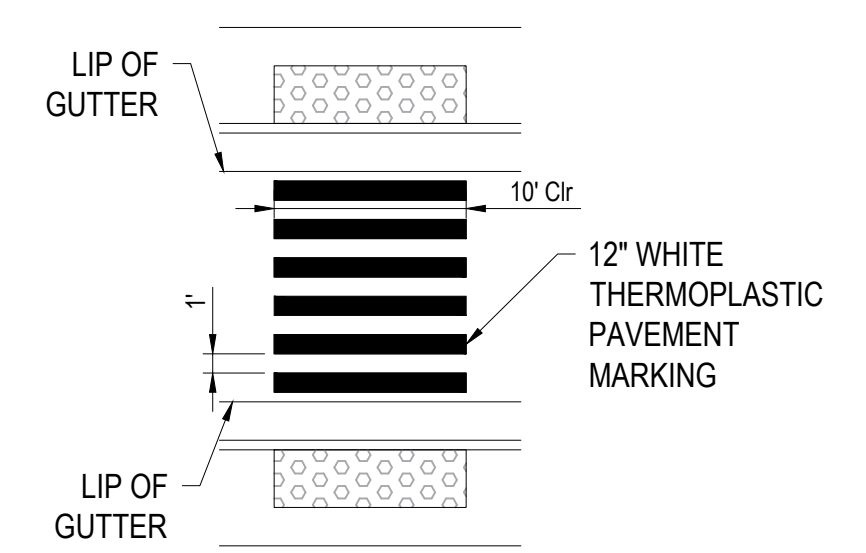
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| CITY OF JACKSON PUBLIC WORKS DEPARTMENT | |
| APPROVED BY: | DATE: |
| MATT OSPITAL CITY ENGINEER | |
| City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval. | |
| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| PAVEMENT DELINEATION PLAN | P-103 |
| SCALE: 1"=20' | SHEET <u>21</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |



| LEGEND | |
|--|--|
| --- | NEW PAVEMENT DELINEATION |
| XX XX LE | CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D |
| CW1 | CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1) |
| SP1 | YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1) |
| LL | 24" LIMIT LINE PER STANDARD PLAN A24G |
| YIELD | "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| TYPE VII (R) ARROW | TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A |
| STOP | "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| SHARED ROADWAY BICYCLE MARKING | SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C |
| BIKE LANE SYMBOL AND ARROW | BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H |

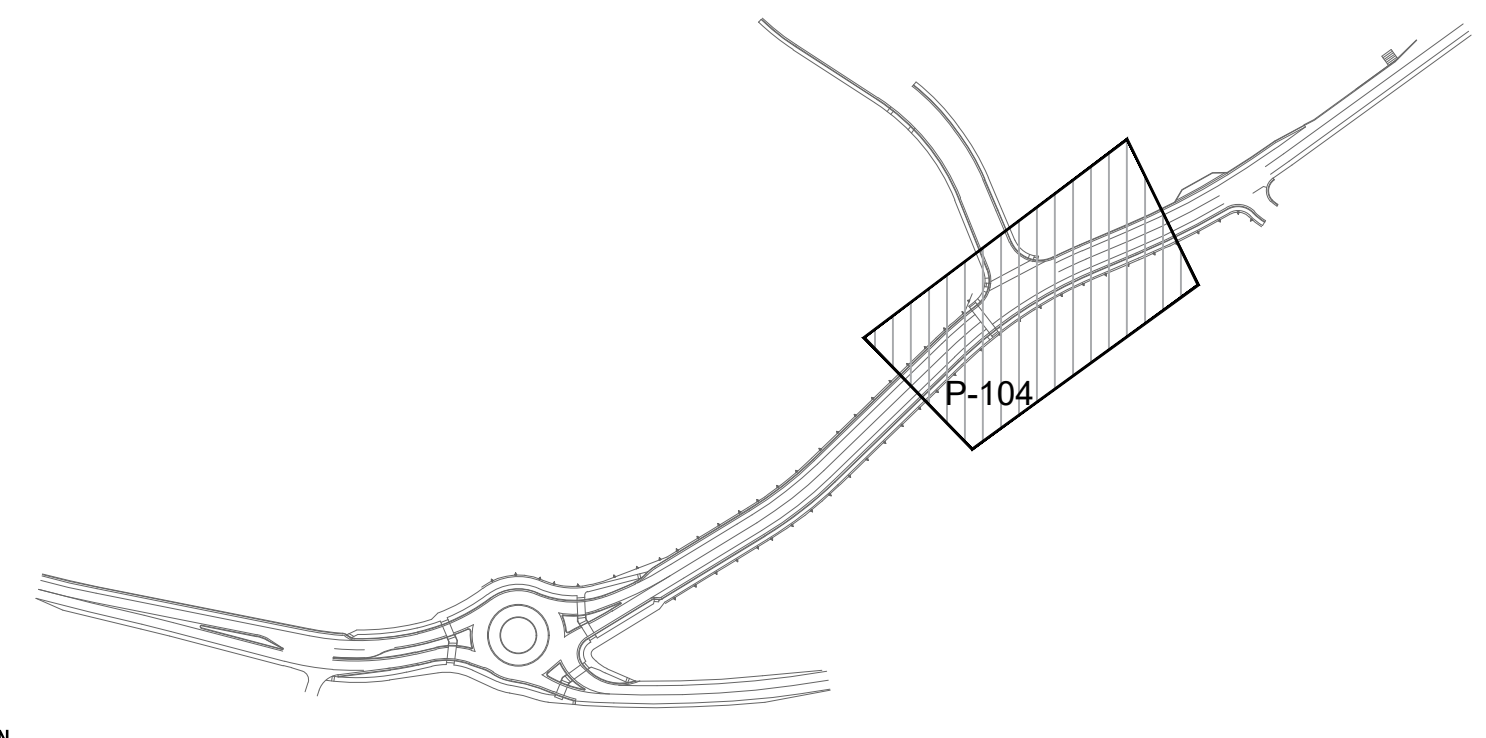
4 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"



DETAIL CW1
NO SCALE

NOTES:

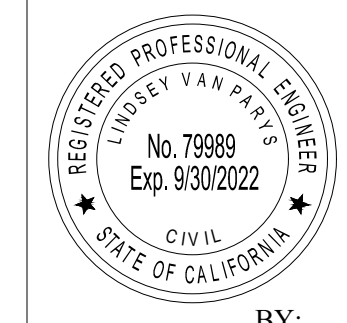
1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
3. CONTRACTOR MUST PROVIDE TEMPORARY PAVEMENT MARKERS UNTIL FINAL STRIPING IS INSTALLED.
4. ANY DELINEATION SHALL BE THERMOPLASTIC PER SECTION 84 OF CALTRANS STANDARD SPECIFICATIONS.



KEY MAP
NO SCALE



PLANS PREPARED BY:



GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

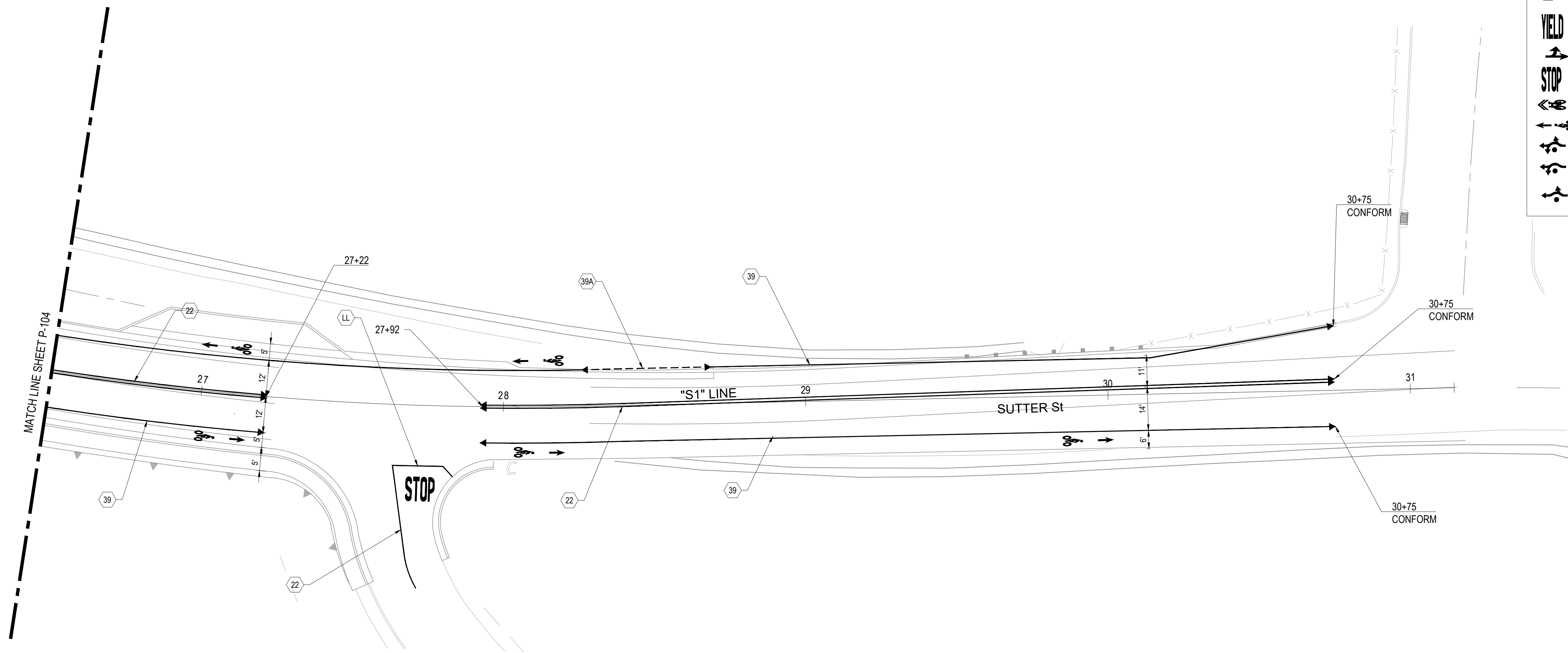
DESIGNED: A. KONG
DRAWN: J. LEAL
CHECKED: G. ZEMBO

| REVISIONS | | | | CITY OF JACKSON APPROVED | |
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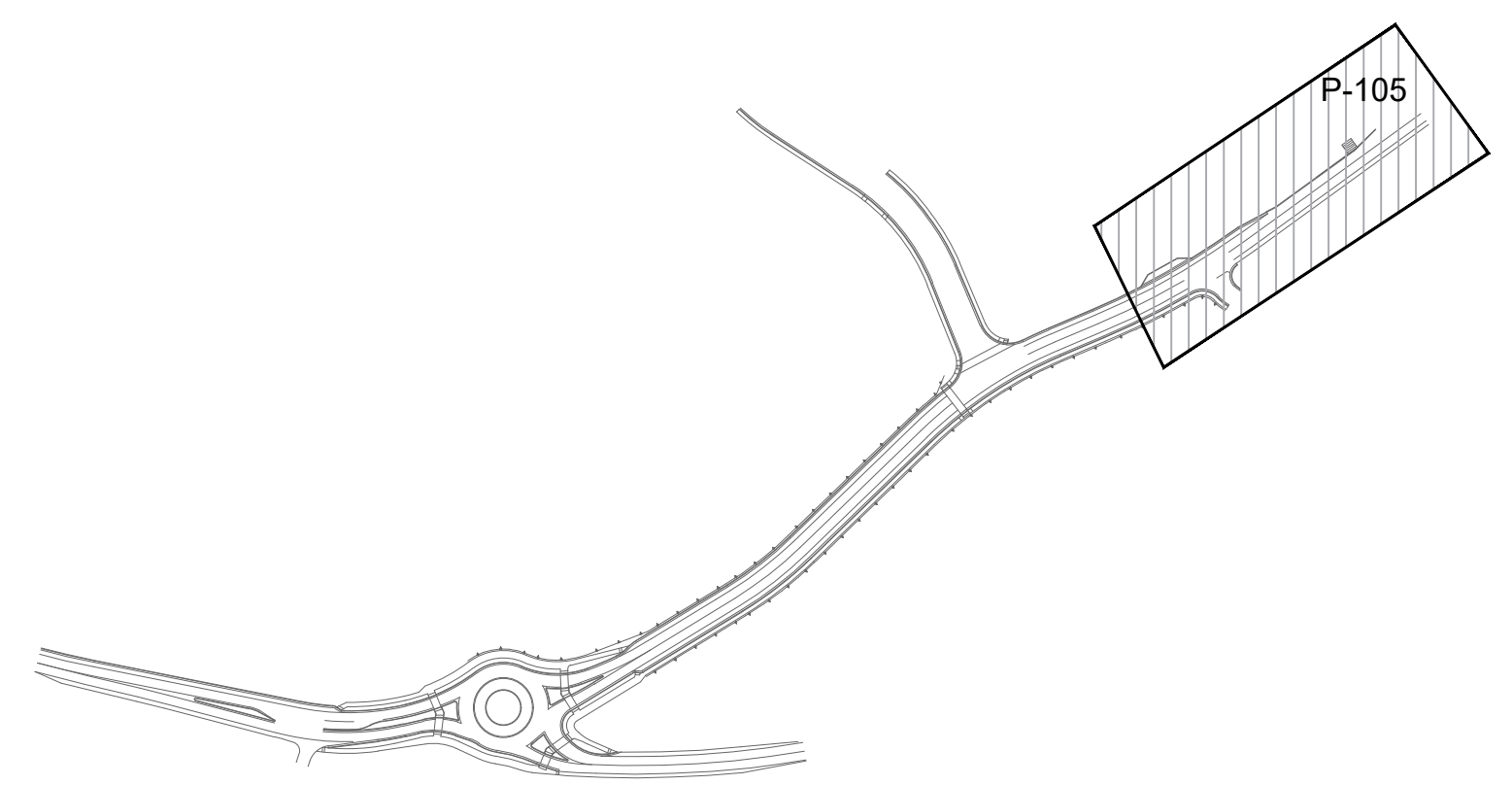
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| CITY OF JACKSON PUBLIC WORKS DEPARTMENT | |
| APPROVED BY: | DATE: |
| MATT OSPITAL CITY ENGINEER | |
| City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval. | |
| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| PAVEMENT DELINEATION PLAN | P-104 |
| SCALE: 1"=20' | SHEET <u>22</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |

LEGEND

- NEW PAVEMENT DELINEATION
- ⬢ XX XX LE CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D
- ⬢ CW1 CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1)
- ⬢ SP1 YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1)
- ⬢ LL 24" LIMIT LINE PER STANDARD PLAN A24G
- YIELD "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D
- TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A
- STOP "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D
- SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C
- BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C
- FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H
- FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H
- FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H



5 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"




KEY MAP
NO SCALE

NOTES:

1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
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PLANS PREPARED BY:



GHD

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Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____

ENGINEER'S SIGNATURE DATE

| | | |
|-----------|---------|----------|
| DESIGNED: | DRAWN: | CHECKED: |
| A. KONG | J. LEAL | G. ZEMBO |

| REVISIONS | | | | CITY OF JACKSON APPROVED | |
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CITY OF JACKSON
PUBLIC WORKS DEPARTMENT

APPROVED BY: _____ DATE: _____

MATT OSPITAL
CITY ENGINEER

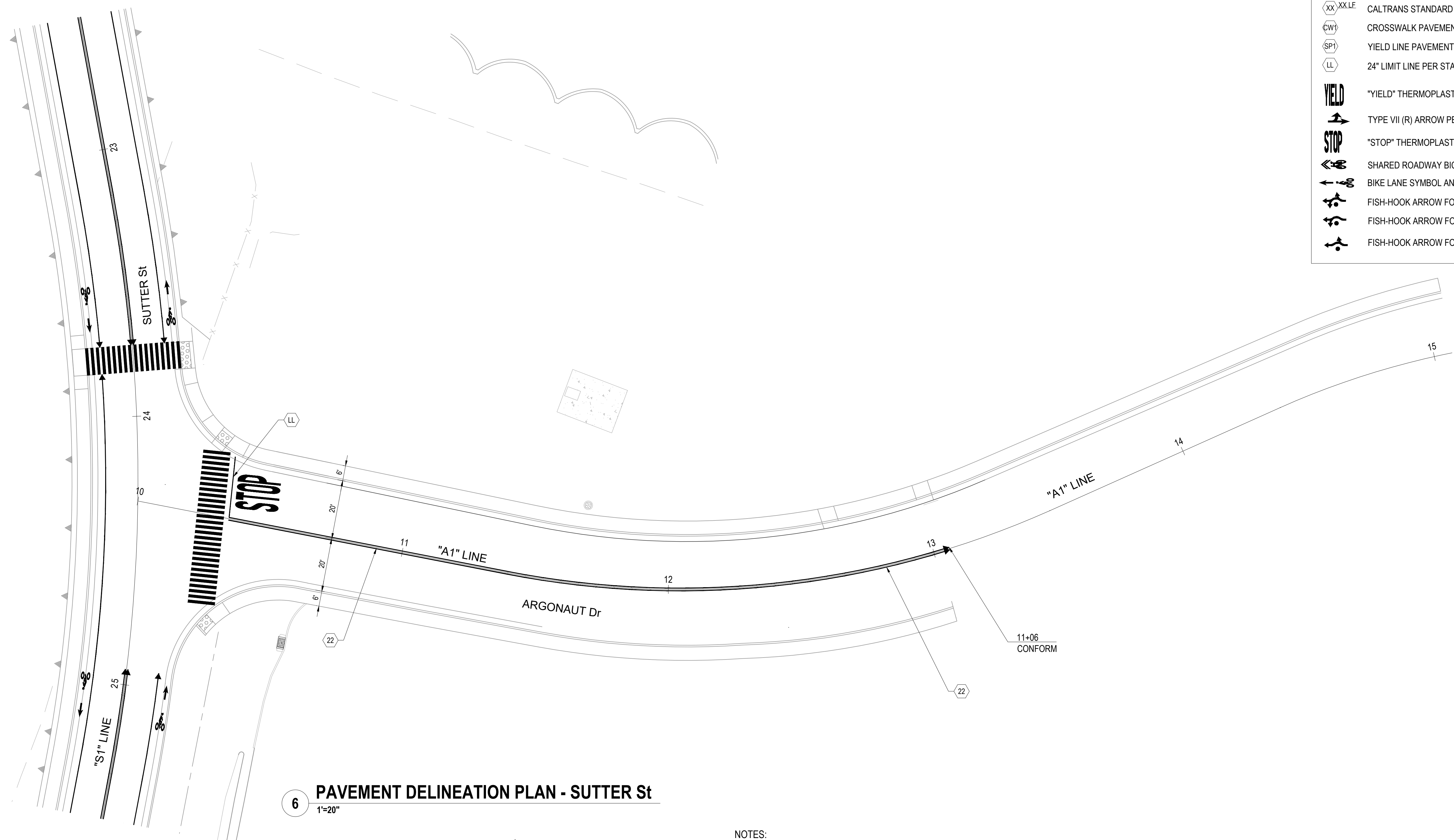
City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval.

**SUTTER STREET EXTENSION PROJECT
JACKSON, CALIFORNIA.**

PAVEMENT DELINEATION PLAN **P-105**

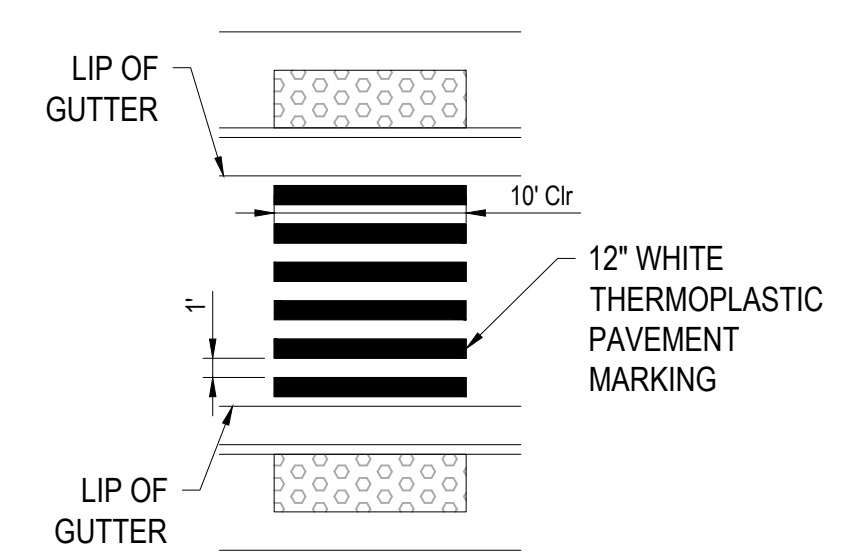
SCALE: 1"=20' SHEET 23 OF 30

DATE: OCTOBER 2022 PUBLIC WORKS FILE NO.



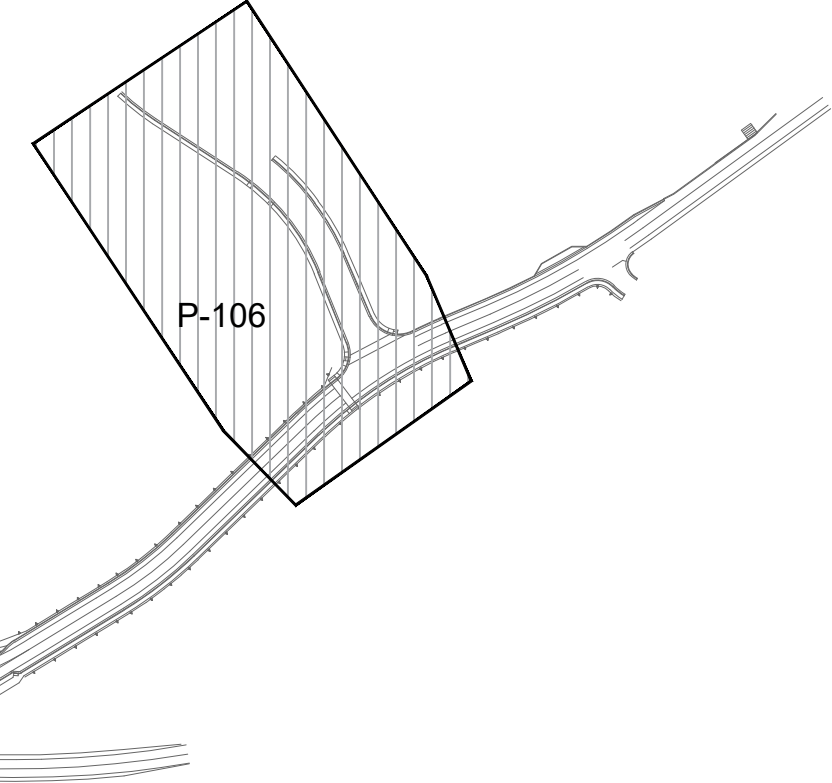
6 PAVEMENT DELINEATION PLAN - SUTTER St
1"=20"

| LEGEND | |
|--|--|
| — | NEW PAVEMENT DELINEATION |
| XX/XX/LE | CALTRANS STANDARD PLAN A20A AND REVISED STANDARD PLANS A20B AND A20D |
| CW1 | CROSSWALK PAVEMENT MARKING (SEE DETAIL CW1) |
| SP1 | YIELD LINE PAVEMENT MARKING (SEE DETAIL SP1) |
| LL | 24" LIMIT LINE PER STANDARD PLAN A24G |
| YIELD | "YIELD" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| TYPE VII (R) ARROW | TYPE VII (R) ARROW PER CALTRANS STANDARD PLAN A24A |
| STOP | "STOP" THERMOPLASTIC PAVEMENT MARKING PER CALTRANS STANDARD PLAN A24D |
| SHARED ROADWAY BICYCLE MARKING | SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C |
| BIKE LANE SYMBOL AND ARROW | BIKE LANE SYMBOL AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH I ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH II ARROW PER CALTRANS RSP A24H |
| FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III | FISH-HOOK ARROW FOR ROUNDABOUT TYPE FH III ARROW PER CALTRANS RSP A24H |

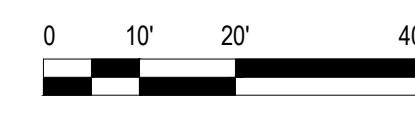


DETAIL CW1
NO SCALE

- NOTES:
1. ALL STRIPING SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CALTRANS REVISED STANDARD PLANS.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF EXISTING STRIPING AND PAVEMENT MARKERS AS NECESSARY FOR NEW LAYOUT OF STRIPING AND PAVEMENT MARKERS PER PLAN. CONTRACTOR SHALL LAY OUT ALL STRIPING AND PAVEMENT MARKINGS IN THE FIELD 48 HOURS PRIOR TO PERMANENT INSTALLATION FOR APPROVAL BY THE ENGINEER.
 3. CONTRACTOR MUST PROVIDE TEMPORARY PAVEMENT MARKERS UNTIL FINAL STRIPING IS INSTALLED.
 4. ANY DELINEATION SHALL BE THERMOPLASTIC PER SECTION 84 OF CALTRANS STANDARD SPECIFICATIONS.



KEY MAP
NO SCALE



PLANS PREPARED BY:

GHD
GHD Inc.
3831 North Freeway Blvd Suite 220
Sacramento California 95834 USA
T 1 916 372 6606 F 1 916 372 6616 W www.ghd.com

BY: _____
ENGINEER'S SIGNATURE DATE

DESIGNED: A. KONG DRAWN: J. LEAL CHECKED: G. ZEMBO

| REVISIONS | | | | CITY OF JACKSON APPROVED | |
|-----------|-------------|-------------|------|--------------------------|------|
| NO. | DESCRIPTION | REVIEWED BY | DATE | BY | DATE |
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| CITY OF JACKSON PUBLIC WORKS DEPARTMENT | |
| APPROVED BY: | DATE: |
| MATT OSPITAL CITY ENGINEER | |
| City approval is valid for 2 years from date of City Engineer approval. If encroachment permit for the improvements are not secured within 2 years, plans are subject to subsequent review and approval. | |
| SUTTER STREET EXTENSION PROJECT JACKSON, CALIFORNIA. | |
| PAVEMENT DELINEATION PLAN | P-106 |
| SCALE: 1"=20' | SHEET <u>24</u> OF <u>30</u> |
| DATE: OCTOBER 2022 | PUBLIC WORKS FILE NO. |