



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

DATE: September 10, 2026

TO: City of Angels Planning Commission

FROM: Amy Augustine, AICP – City Planner

RE: Resolution of Intent 26-14 Recommending to the City Council certification of the Initial Study and Negative Declaration for the City of Angels Greenhouse Gas Reduction Plan and adoption of the City's Greenhouse Gas Emissions Reduction Plan and Addendum #1 to the Greenhouse Gas Reduction Plan

RECOMMENDATION

Approve Resolution of Intent 26-14:

- A. Recommending to the City Council certification of the Initial Study and Negative Declaration for the City of Angels Greenhouse Gas Reduction Plan based on the following findings:
 - 1. The project will not have a significant effect on the environment.
 - 2. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
 - 3. Mitigation measures were not made a condition of the approval of the project.
 - 4. A mitigation reporting or monitoring plan was not adopted for this project.
 - 5. A statement of Overriding Considerations was not adopted for this project.
 - 6. Findings pursuant to Public Resources Code 15291 were not made pursuant to the provisions of CEQA.
 - 7. The negative declaration reflects the independent judgment of the City of Angels.
 - 8. Documents or other material which constitute the record of the proceedings upon which this decision is based are in the custody of the City Clerk and may be found at the City of Angels City Hall.
- B. Recommending to the City Council adoption of the City's Greenhouse Gas Emissions Reduction Plan and Addendum #1 to the Greenhouse Gas Reduction Plan based on the following findings:
 - 1. The project is consistent with the City of Angels General Plan;



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

2. The project will not be substantially detrimental to the health, safety, or general welfare of the city; and
3. A negative declaration was adopted/certified for the proposed project.

BACKGROUND/DISCUSSION

The planning effort producing the attached City of Angels Draft Greenhouse Gas Reduction Plan (GHGRP) began in early 2020 under the auspices of the Calaveras Council of Governments at the request of Calaveras County. The plan is necessary to implement one of Calaveras County's general plan goals under the County's newly adopted general plan. The program was identified as a high priority by the Calaveras County Board of Supervisors. Because GHG is a regional and global issue, Calaveras County invited the City of Angels to participate.

The city agreed to participate in formulating a GHGRP because:

1. **Economic Development.** State mandates to reduce greenhouse gas emission apply to all new discretionary development pursuant to state environmental regulations [i.e., the California Environmental Quality Act (CEQA)]. Without a GHGRP, new city development must spend considerable time and money to prepare an individual greenhouse gas emissions inventory and formulate an individual plan and mitigation measures to reduce greenhouse gas emissions with no guarantee that the plan will survive legal challenges. A "certified" GHGRP, as proposed here, provides the documentation, evidence, and thresholds necessary to support a finding of no significant adverse impact relative to greenhouse gas emissions with mitigation (as guided by the plan) for new development subject to CEQA in Angels Camp.
2. **Funding and Economic Development.** Many new and proposed future funding sources from the state (and many federal) agencies require the applicant to demonstrate that the proposed project will reduce greenhouse gas emissions or otherwise reduce the impacts of climate change. Those with adopted GHGRPs often have a competitive advantage over those jurisdictions without such plans. These funding sources include grants for transportation projects, parks, trails, wildfire prevention, and similar programs important to the city. An overview of some of the state grant programs tied to climate change can be found at: [California Climate Investments Funded Programs | California Air Resources Board](#).
3. **General Plan Consistency (Finding B1).** City of Angels General Plan 2020, in compliance with state law, includes the following goals, policies and programs addressing greenhouse gas emissions/climate change. It is noted that there is significant overlap in measures targeting air quality and reducing greenhouse gas emissions.

Policy 9.A.5 Emphasize the reduction of air emissions (including greenhouse gas emissions) generated from sources located within the City of Angels and under city control. Note: This is a general plan mitigation measure



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

Policy 9.A.7 Reduce the emission of greenhouse gases, counteract the effects of, and protect the city's residents from the effects of global warming to the maximum extent feasible. Note: This is a general plan mitigation measure

Implementation Programs:

9.A.e. (4Ba) Encourage Use of Energy-Conserving Designs, Materials and Equipment

Promote residential and commercial construction design that incorporates active and passive solar heating, supplemental solar water heaters, energy efficient lighting additional weather stripping, green and heat reflecting roofs compatible with the city's visual character, additional insulation and similar energy-conserving features Use of energy-conserving designs and materials also should be incorporated into additions and remodeling projects requiring a building permit. Use of energy conserving construction equipment (e.g., biodiesel) also should be encouraged. Promote incentive programs for projects that incorporate these features at a level that contributes to maintenance of the area's air quality.

9.A.h Continue to Support and Promote Alternatives to Open Burning for Biomass Disposal

Continue to support and promote alternatives to open burn of yard debris and construction clearing. Efforts should include, but are not limited to:

- 1. Supporting the efforts of the Calaveras Foothills Fire Safe Council including providing letters and resolutions of support for grant applications made by the council to continue door-to-door chipping services.*
- 2. Promoting the efforts of the Calaveras Foothills Fire Safe Council by providing a link to the agency through the city website and/or assisting the council in creating a page on the city's website to promote the availability of its programs.*
- 3. Supporting efforts to maintain a biomass disposal site near the city (e.g., Red Hills Road facility)*
- 4. Continuing to seek grant funding and/or the use of contracting services for biomass disposal activities within the city limits*
- 5. Continuing, as feasible, twice-yearly yard waste pick-up and the use of mulched yard debris for city landscaping projects*

9.A.j Participate in and Support Regional Air Quality Planning Efforts and Implement Adopted Plans where Mandated by Law

Provide representation from Angels Camp at regional planning events that address the issues and opportunities available for effective air quality management. Participate in planning efforts



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

*to prepare and implement a regional Air Quality Plan or State Implementation Plan (SIP) and implement those components applicable to Angels Camp as prescribed by state and federal regulations and continue to comply with the rules set forth by the CCAPCD and **CARB** including, if required pursuant to **AB32 (Global Warming Solutions Act of 2006)**, preparation of a greenhouse gas emissions reduction plan addressing City emissions (emphasis added). Support cost-effective multi-use modeling and Geographic Information System (GIS) technology to accurately measure air quality parameters. Note: This is a general plan mitigation measure*

9.A.k Pursue Partnerships to Secure Funding to Assist in Attaining State and Federal Air Quality Standards

Pursue partnerships with private and public agencies to pursue Community Development Block Grants and similar funding for residential rehabilitation programs that improve air quality by reducing emissions through the installation of EPA-Certified heating devices or that repair or replace existing heating units as necessary to achieve EPA air quality standards.

9.A.q Establish Emission Threshold Guidelines for Triggering Individual Project Air Quality Assessments

*In cooperation with the CCAPCD, establish a list of project thresholds with the potential to generate a significant adverse impact pursuant to CEQA. The guidelines should be used in determining when an air quality assessment should be conducted for an individual project. Thresholds should be based, to the extent feasible, on the anticipated trips per day to be generated by the project or other factors that can be calculated with relative ease. Air quality assessments shall be completed with oversight by the CCAPCD in compliance with CCAPCD's rules and regulations. Sample thresholds are provided in (2020 General Plan **Appendix 9A**). Note: This is a general plan mitigation measure.*

9.A.r Establish Guidelines for Reducing Vehicle Exhaust Emissions During Construction Activities

*In cooperation with the CCAPCD, establish guidelines for reducing vehicle exhaust emissions during project construction activities. Sample guidelines are provided in (2020 General Plan **Appendix 9B**). Note: This is a general plan mitigation measure.*

Finding B1: Based on the preceding, the project may be found consistent with the City of Angels General Plan

Timeline

The GHGRP represents *estimates* of anticipated greenhouse gas emissions and generally accepted programs for reducing those emissions to levels mandated by the State of California. Most implementation programs identified are "standard" statewide; however, there are a few programs identified unique to the city's rural character (See Chapter 5, measures TR-6 and TR-7). While alternative total emission estimates are



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

possible, the Draft plan follows currently accepted guidelines for preparing emission inventories based on information provided by city departments to the consultant. Like the City's Housing Element and General Plan, the GHGRP is subject to change over time and represents a starting point.

Milestone reviews for this planning effort include:

City Agency	Date	Action
City of Angels Planning Commission	October 14, 2021	Adopt the City of Angels Community Wide and Government Operations 2018 Greenhouse Gas Emissions Inventories, Calaveras County Wildfire Greenhouse Gas Emissions Reduction Plan, and Recommended Greenhouse Gas Emission Reduction Thresholds for the City of Angels. Resolution 21-19
City of Angels City Council	November 2, 2021	Adopt Resolution 21-37 the City of Angels Community Wide and Government Operations 2018 Greenhouse Gas Emissions Inventories, Calaveras County Wildfire Greenhouse Gas Emissions Reduction Plan, and Recommended Greenhouse Gas Emission Reduction Thresholds in Compliance with State Law.
City of Angels Planning Commission	May 11, 2022	Draft Implementation Measures Workshop
City of Angels City Council	December 5, 2023	Receive an overview presentation on the draft plan from the Sierra Business Council and its associated consultants, asked questions, and released the draft plan for a 30-day public comment period.
City of Angels City Council		Approved hiring CSG to prepare the initial study/negative declaration in support of the GHG Emissions Reduction Plan

Areas of Controversy

Two plans resulted from the planning effort. One for Calaveras County and a separate plan for the City of Angels. Both plans address state-mandated greenhouse gas emission categories including energy, transportation, solid waste, water and wastewater. Unlike Angels Camp, Calaveras County additionally addresses agricultural issues. Agriculture is not addressed in the City of Angels GHGRP because of the relatively low levels of agricultural production in the city. Issues currently under debate in Calaveras County relative to its Draft GHGRP primarily are related to agriculture.

A 2024 court decision, California Restaurant Association versus the City of Berkeley (9th Cir. 2024, No. 21-16278) and 2025 state legislation (AB 130) curbed the use of Reach Codes to reduce greenhouse gas emissions. Reach Codes are local building energy ordinances adopted by city councils that exceed statewide minimum standards for energy efficiency, greenhouse gas (GHG) reductions, or electric vehicle readiness.



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

Addendum #1 to the Plan As stated, removes Reach Codes and increases Active Transportation Mode sharing (i.e., pedestrian, bike trails) and alternative methods of reaching emissions goals.

Finding B2: The project will not be substantially detrimental to the health, safety, or general welfare of the city

One benefit of a GHGRP is to improve public health by reducing emissions that would otherwise cause respiratory diseases (e.g., increasing the risk of asthma attacks, heart attacks, stroke, lung cancer, and premature death). Another benefit of the GHGRP is to save energy, thereby lowering energy costs. Based on the preceding, Finding B2 can be made.

ENVIRONMENTAL FINDINGS (in support of Findings A1-A8, B3):

CSG prepared an initial study for the Plan resulting in a negative declaration without mitigation measures. The document was released for a 30-day public review. Consultation with California Native American Tribes was conducted. One response was received from Caltrans and a response is included. Highlights of the study follow:

Aesthetics:

The Draft GHGRP does not include any land use changes or other direct development that would affect visual character. Rather, the GHGRP proposes a variety of energy efficient retrofit programs for existing private and municipal buildings. Both private and municipal Photovoltaic (PV) systems would most likely be placed on rooftops, which could alter scenic views. However, photovoltaic systems on commercial or civic structures would likely not be significant enough to block or greatly alter viewsheds and would be subject to Planning and Building & Safety division review and approval. The City's General Plan and development review process regulate development and enforce policies to ensure that opportunities to enjoy scenic views are either preserved or enhanced. In addition, future projects that would potentially alter or affect scenic vistas, including interior/exterior retrofits and electric vehicle charging stations, would be subject to Municipal Code Chapter 17.26, Historical Commercial District. Specifically, future projects would be required to demonstrate compliance with Municipal Code Sections 17.26.070, Demolition or removal of buildings, and 17.26.080, Construction or alteration of buildings structures, which adopts the Secretary of the Interior Standards regarding the treatment of historic properties. Therefore, potential future commercial or civic development associated with the GHGRP measures is not anticipated to be of a significant size that would result in impacts on scenic vistas, and would be subject to separate, project-specific environmental review which would be completed prior to project implementation.

The GHGRP is a planning document and does not include any changes to land use designations, building heights and intensities, or residential densities. Potential aesthetic-related impacts are unique to a project's location and design and cannot be meaningfully determined until a project site has been defined. All future development would be subject to the City's zoning requirements. Therefore, the project would result in no impacts to scenic vistas. No mitigation measures are required.

Agriculture and Forestry Resources: Agricultural land use within the City is minimal. The Planning Area does not contain forest resources or land zoned for forest use. There is no Prime and Unique Farmland or



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

Farmland of Statewide Importance within the City.⁶ The proposed GHGRP does not include any land use changes or other strategies that would result in the conversion of Prime Farmland, farmland of unique or Statewide importance, or timberland. Therefore, no mitigation is required.

Air Quality: The purpose of the Draft GHGRP is to reduce GHG emissions within the City. Recommended measures within the Draft GHGRP include implementing energy efficient retrofits, developing EV infrastructure, reducing emissions from off-road sources, and improving pedestrian, bicycle, and transit connectivity. In addition to reducing GHG emissions, each of these elements would help to reduce criteria air pollutants. In particular, GHGRP measures NC-2 and TR-5 would reduce emissions from new construction and associated off-road sources. The GHGRP is intended to lower emissions generation in the City compared to existing conditions. Therefore, no mitigation is required.

Biological Resources: The Draft GHGRP is a policy document that would not directly lead to development that would conflict with local, State, or federal policies protecting listed species. The GHGRP would not modify, either directly or indirectly, habitats of any species identified as a candidate, sensitive, or special status species. The GHGRP measures do recommend development, including 62 new EV charging ports (Measure TR-1), bikeway and pedestrian system connections (Measure TR-3), "Park and Ride" facilities (Measure TR-4), and biofuel infrastructure (Measure TR-8). Such potential future development would occur in already urbanized areas where listed species are not expected to occur. However, any future potential development, including that associated with the GHGRP measures, would be required to undergo separate, project-specific environmental review in order to determine impacts and identify mitigation measures, if necessary. In addition, future projects that would modify, either directly or indirectly, habitats of any species identified as a candidate, sensitive, or special status species, including interior retrofits, would be required to complete project-specific preconstruction surveys for special-status species, including bats. All potential future development would also be required to comply with the General Plan and regulatory permitting required by existing federal and State laws relative to listed species. The GHGRP is a policy document and does not directly include any development, construction, or land use changes. Potential future projects would be evaluated by the City for their compliance with goals, policies, and measures contained in the City's General Plan intended to mitigate potential impacts to natural and biological resources. Therefore, the proposed project would have no impact on candidate, sensitive, or special status species. No mitigation measures are required.

Cultural Resources

The proposed GHGRP does not include any land use changes or other strategies that would result in adverse effects on archaeological or historical resources or disturb human remains. No development is proposed. Further, at the time that any project pursuant to the GHGRP's recommended measures is proposed, a separate, project-level environmental review would be required to identify potential impacts on these resources. Future projects that would potentially alter or these resources, including through interior/exterior retrofits to existing buildings that may alter the character-defining features of a historic building(s), would be required to demonstrate compliance with the Secretary of the Interior's Standards as adopted by reference in Municipal Code Sections 17.26.070, Demolition or removal of buildings, and 17.26.080, Construction or alteration of buildings structures. Additionally, the General Plan includes goals and policies that would minimize or avoid impacts on historical resources by requiring the preservation of such resources¹⁹.



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

Energy: Implementation of the proposed GHGRP would not result in construction or operational impacts related to wasteful consumption of energy resources. The Draft GHGRP is a planning document containing climate action measures to reduce Angels Camp GHG emissions. The Draft GHGRP would not involve land use or zoning changes but would encourage infrastructure development and redevelopment, including energy efficiency retrofits. Furthermore, the purpose and intended effect of the GHGRP is to reduce GHG emissions generated within the City, including those emissions generated by energy demand and supply. The Draft GHGRP encourages electrification, use of renewable energy, and energy efficiency in existing and new residential and commercial buildings. Measures EB-4 and NC-2 propose the expansion of decarbonization and electrification efforts for municipal buildings and construction. Measure TR-5 focuses on electrifying landscaping equipment and upgrading off-road equipment to use cleaner fuels. As such, the Draft GHGRP does not directly propose development and would not result in the use of non-renewable resources in a wasteful or inefficient manner. Implementation of the Draft GHGRP would assist in reducing the use of non-renewable energy resources within the City and would improve local energy efficiency. Therefore, the proposed GHGRP would not result in impacts related to energy, and no mitigation measures are required.

Geology and Soils: The proposed project is a planning document and does not include any land use changes or development. Any potential future development projects associated with the measures in the GHGRP would be required to undergo separate, project-specific environmental review to determine potential impacts related to geology and soils, erosion, loss of topsoils, soil characteristics or paleontological resources. Any future development would also be subject to federal, State, and local regulatory requirements related to building design and construction, including the most recent version of the California Building Code. Therefore, the proposed project would have no impacts related to the cause of potential substantial adverse effects involving earthquake faults, seismic ground shaking, or seismic-related ground failure, erosion, loss of topsoils, soil characteristics or paleontological resources. No mitigation measures are required.

Greenhouse gas emissions. The GHGRP is a planning document intended to help the City reduce local GHG emissions to meet or exceed State targets for 2030 and 2045. No development is directly proposed by the GHGRP; however, the GHGRP contains recommended measures to reduce GHG emissions, which include retrofits and infrastructure improvement projects. Potential future projects associated with the measures in the GHGRP are not anticipated to generate substantial emissions, because those projects would result in only minor upgrades to existing uses. In addition, any construction-related GHG emissions would be anticipated to be more than offset by the operational benefits of the projects recommended in the GHGRP. Implementation of the strategies and measures proposed within the Draft GHGRP would result in annual community-wide GHG emission reductions. As shown in the GHGRP, measures would result in total MTCO₂e reductions of approximately 6,674 MTCO₂e by 2030 and 10,920 MTCO₂e by 2045. As proposed, the GHGRP would meet all State-mandated emissions targets through 2030 and would require further discussions and measures to meet 2045 targets. Therefore, the GHGRP is anticipated to have a net positive effect with regard to GHG emissions. No impact would occur, and no mitigation measures are required.

Hazards and Hazardous Materials: Implementation of the Draft GHGRP, including the recommended measures, would not result in the routine transport, use, or disposal of hazardous materials, create a hazard due to reasonably foreseeable release of hazardous materials or emit such materials within 1/4 mile of a



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

school. No development is directly proposed by the GHGRP. The GHGRP includes measures encouraging future projects related to retrofits and infrastructure improvements. It is possible that construction activities associated with these potential future projects would require the use of materials that include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials is regulated by the California Department of Toxic Substances Control (DTSC), United States Environmental Protection Agency, California Environmental Protection Agency, the Occupational Safety & Health Administration, and the Calaveras County Environmental Health Services (EHS). The transport, use, and disposal of construction-related hazardous materials would be required to comply with applicable federal, State, and local regulations. The GHGRP is a planning document and does not directly propose any development or land use changes. Therefore, no impact would occur, and no mitigation measures are required.

Hydrology and Water Quality: The GHGRP is a planning document; no development or land use changes are proposed. However, the GHGRP recommends measures that encourage potential future projects related to retrofits and infrastructure improvements including promoting water conservation through implementation of Wastewater Treatment Plant (WWTP) Energy Efficiency, an ordinance for the use of reclaimed water to irrigate the WWTP, and an ordinance for the requirement of low-flow water use fixtures which would minimize waste as a result of new construction. Potential future projects related to the GHGRP measures could result in construction-related water discharge. Depending on the project size, potential future projects could be required to comply with the NPDES permit to control stormwater discharges. All potential future projects would be required to comply with federal, State, and local regulations regarding onsite stormwater retention, to prevent contamination of surface waters and local groundwater. Potential future projects may also be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and/or incorporate BMPs during construction to reduce potential impacts. Potential future projects related to pedestrian, bicycle, and transit connectivity could increase the amount of landscaping within the City, which could increase the need for water for irrigation purposes. However, any landscaping would be required to comply with applicable water-efficient landscape standards in the Municipal Code. Relative to potential flooding, any potential future projects would be subject to existing federal and State regulations, as well as the City's Flood Damage Prevention ordinance. Potential impacts related to drainage are unique to a project and cannot be meaningfully determined until a project and project site have been defined. Future development in the City would be required to follow State, regional, and local regulations regarding drainage, erosion, and runoff. The City would require BMPs for construction in order to avoid erosion, pollution, sedimentation, and runoff that would degrade water quality. Therefore, the proposed project would have no impact related to drainage patterns or the course of a stream or river. Therefore, no impacts would occur, and no mitigation measures are required.

Land Use and Planning: The Draft GHGRP is a planning document that does not directly involve development and does not propose land use changes. Implementation of the Draft GHGRP measures would enhance pedestrian, bicycle, and transit connectivity and encourage the development of new residential and nonresidential buildings to be built all electric, which could result in the development of structures or improvements that could divide an established community, including renewable energy generation and energy storage systems. However, all potential future projects would be required to undergo separate, project-specific environmental review in order to determine impacts related to land use and planning. Any subsequent



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

discretionary action or development that occurs pursuant to the GHGRP measures would be reviewed and processed in accordance with City planning policies. The Draft GHGRP intends to increase connectivity throughout the City by implementing programs for bike, pedestrian, and transit connectivity, and Electric Vehicle (EV) rideshare, which would connect residential development within the City to existing commercial and public uses. The GHGRP has been prepared in compliance with State law, and no actual development is proposed at this time. No potential adverse impacts related to land use would occur as a result of the proposed project. No mitigation measures are required.

Implementation of the Draft GHGRP would require modification of some existing City policies, including changes to the Municipal Code and Zoning Code. The GHGRP proposes the adoption of ordinances that have more stringent requirements related to emissions, including the electrification of existing residential and commercial buildings, net zero emissions for new construction, decarbonization of off-road equipment and vehicles, diversion of organic waste, increased adoption of EV and Zero Emissions Vehicles (ZEV), determination of appropriate utilization of reclaimed (non-potable) water, and adoption of water-conserving appliances in new residential and non-residential buildings. While the proposed measures could conflict with some existing policies, the GHGRP is designed to mitigate adverse environmental impacts associated with global climate change. Where conflicts do occur, the GHGRP measures would generally result in greater avoidance or mitigation of environmental effects related to GHG emissions. Therefore, no impact would occur, and no mitigation measures are required.

Mineral Resources: The GHGRP does not include any land uses changes or development. Potential future projects that may occur in relation to the recommended measures in the GHGRP would be located primarily in developed areas and are not anticipated to be located in areas with designated mineral resources. Nevertheless, all future projects would be required to undergo separate, project-specific environmental review to determine impacts on mineral resources.

Noise: The Draft GHGRP is a planning document and does not directly recommend any measures that would generate excessive amounts of noise, ground borne vibration, or ground borne noise levels. No development is directly proposed. However, the GHGRP recommends measures that encourage potential future projects related to retrofits and infrastructure improvements. Construction activities associated with implementation of the Draft GHGRP measures could possibly result in temporary increases in noise levels or vibrations. The city regulates noise (and associated vibrations) through [17.06.230 Hours of construction](#), and the General Plan Noise Element.

Population and Housing: The GHGRP is a planning document; no development is proposed. However, the GHGRP includes recommended measures to improve the pedestrian, bicycle, and transit network, which would involve the development of bike lanes and transit-supportive roadway treatments and for retrofitting existing buildings to improve energy efficiency. These improvements would serve to improve transit times and reliability as well as walking and biking safety. Projects involving retrofits to existing residential structures would be small in nature and would not require replacement housing. None of the measures recommended in the GHGRP would induce substantial unplanned population growth in the area. The GHGRP is intended to reduce local GHG emissions through retrofits and infrastructure improvements, as well as revised City policies.



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

Public Services

The GHGRP is a planning document, and does not directly involve any development. All future development would be subject to review and approval by the Fire Department, Police Department, Building Department, Planning Department, Public Works and related staff. Additionally, all future development would be required to adhere to all State and local regulations regarding fire protection and building standards, as well as policies and implementation standards outlined in other sections of the General Plan. The collection of police and fire impact fees would offset potential development impacts. Therefore, the project would have no impact on fire protection services or police protection services, and no mitigation measures are required.

School-related impacts depend on the location, type, and size of a project, including students generated per household, and the capacity of facilities in a given attendance area. Impacts to schools cannot be meaningfully determined until a project is defined. However, the collection of school impact fees would offset potential development impacts, and no mitigation measures are required.

Park-related impacts depend on the location, type, and size of a project and the GHGRP is a planning document and does not directly involve any future development. The GHGRP includes recommended measures encouraging the development of enhanced bike, pedestrian, and transit connectivity which would provide additional passive recreation areas within the City. All future development would be required to adhere to State and local regulations, including policies and measures outlined in the General Plan to preserve park and recreation facilities. Future development would also be required to undergo separate, project-specific environmental review and pay appropriate park impact mitigation fees. Therefore, the proposed project would have no impact on parks, and no mitigation measures are required. The GHGRP is a policy document and does not directly involve any development. All future development would be required to adhere to all applicable State and local regulations and would have no impact on other public facilities, and no mitigation measures are required.

Recreation: The GHGRP is a planning document and does not directly involve any development. Future development would be required to adhere to all applicable State and local regulations, including policies and measures outlined in other sections of the General Plan intended to preserve the City's recreational facilities. The city also collects impact mitigation fees to offset impacts to parks. Therefore, the proposed project would have no impact on recreational facilities, and no mitigation measures are required.

Transportation: The Draft GHGRP is a planning document; no development is proposed. Potential future implementation of the recommended measures included in the Draft GHGRP would result in the development of bike, pedestrian, and transit connectivity improvements. The GHGRP measures also include transportation demand strategies to reduce commute trips to work, school, and other frequent destinations. As such, these measures and actions support decreasing vehicle miles traveled by encouraging alternative forms of transportation and the development of related infrastructure, reducing total GHG emissions from transportation throughout the City. Such measures would not conflict with the City's Municipal Code and would further support goals, policies, and actions identified in the City's General Plan, as well as Calaveras Council of Government's Regional Transportation Plan. All modifications to the transportation network would be subject to review by the City for compliance with the General Plan and would be required to comply with applicable local, State, and federal regulations. Additionally, all potential future projects would be required to undergo



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

separate, project-specific environmental review to determine impacts related to transportation. Therefore, implementation of the GHGRP would not result in impacts related to a program, plan, ordinance, or policy addressing the circulation system, or Vehicle Miles Traveled (VMT). No mitigation measures are required.

Tribal Cultural Resources

The City, as the Lead Agency pursuant to CEQA and as required by AB 52, initiated consultation on April 9, 2026, through mailing, via certified mail, and emailing AB 52 consultation letters for the proposed project, including project information and contact information to nine Native American tribes. No responses were received. The GHGRP is a planning document that would not directly result in development or construction. The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k). All future potential projects associated with the measures recommended in the GHGRP would be subject to separate, project-specific environmental review and any related tribal consultation to ensure that impacts related to tribal cultural resources would be less than significant. Future development projects would also be subject to State and federal laws regarding the protection of tribal cultural resources. Therefore, no impact would occur, and no mitigation measures are required.

Utilities and Service Systems

The proposed project includes a planning document and does not directly involve any development. However, the GHGRP includes recommended measures that encourage the development of retrofits and infrastructure improvements, water efficiency measures (measures WW-1a through WW-4) which would reduce the City's water demand, measure WW-1 (Wastewater Treatment Plant energy efficiency) which would reduce the City's energy demand per gallon treated, and a solid waste diversion measures to achieve a solid waste disposal rate of 75 percent diversion of food and green yard waste. All future development in the City would be subject to all applicable State, regional, local, and utility provider regulations and requirements. Impacts depend on the project type and location and cannot be meaningfully determined until a project has been defined. Therefore, the proposed project would have no impact, and no mitigation measures are required.

Wildfire The Draft GHGRP is a planning document. No development or land use changes are proposed. The recommended measures within the Draft GHGRP would not interfere with an adopted emergency response plan or emergency evacuation plan. State Routes 4 and 49 would be the primary evacuation routes for any emergency in the City. Potential impacts related to emergency response and evacuation are unique to a project and cannot be meaningfully determined until a project has been defined. To ensure adequate emergency access, future development in the City would be required to undergo review by the Fire Department and to comply with the provisions of the Municipal Code during construction and operation. Future development would also be required to adhere to all applicable local regulations and policies, including those of a potential future evacuation plan. Further, the Draft GHGRP recommends measures that would increase safety for drivers, pedestrians, and bicyclists, and seeks to reduce the number of automobiles on City streets, which may improve evacuation and emergency response conditions compared to existing conditions. In addition, Draft GHGRP Measure TR-8, Develop a Biofuel Industry, would utilize organic waste from active forest management for bioenergy, which



COMMUNITY DEVELOPMENT

CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

would potentially decrease wildfire risk in the area. Therefore, no impact would occur, and no mitigation measures are required. Future development in the City would require project-specific review on behalf of the Fire Department. Future development would also be required to comply with the provisions of the City's General Plan, Multi-Jurisdictional Hazard Mitigation Plan (MJHMP), and all other local regulations pertaining to wildfire risks during construction and operation. Therefore, the proposed project would have no impact related to exacerbated wildfire risks, pollutant concentrations from wildfire, or uncontrolled spread of wildfire. No mitigation measures are required.

implementation of the Draft GHGRP recommended measures related to pedestrian and bicycle networks would involve physical infrastructure improvements such as expanded sidewalks and bike paths. Draft GHGRP measures also encourage other infrastructure improvements, such as the installation of EV chargers, development of a biofuel industry, and solar energy generation conversion. All such infrastructure improvements associated with the Draft GHGRP measures would occur in already developed areas served by existing roadway and utility infrastructure and generally removed from areas of elevated wildfire risk. Even so, additional utility infrastructure or roads needed for potential future projects would be required to comply with existing State regulations, including Title 14 of the California Code of Regulations and the California Fire and Building Codes. Additional MJHMP policies to help reduce infrastructure-related wildfire risk include policies related to retrofitting structures, education programs, fuel management, and supporting critical power supply with generators. Compliance with existing regulations and policies would be required for all potential future projects to ensure that installation or maintenance of infrastructure would not exacerbate fire risk. Therefore, no impact would occur, and no mitigation measures are required.

Potential impacts related to post-fire instability and drainage changes are unique to a project type and location and cannot be meaningfully determined until a project has been defined. Future development in the City would require review by the Fire Department. Future development would also be required to comply with all applicable State, regional, and local regulations regarding wildfire hazards, water quality standards, and drainage. The proposed project includes a planning document and does not directly involve any development. Therefore, the proposed project would have no impacts related to downslope or downstream flooding or landslides. No mitigation measures are required.

Mandatory Findings of Significance

The purpose of the Draft GHGRP is to reduce community-wide GHG emissions in the City of Angels to reduce environmental impacts associated with global climate change. The Draft GHGRP proposes measures to lessen numerous environmental impacts and does not contain any strategy or measure that would either directly substantially reduce habitat, reduce wildlife populations, threaten animal or plant communities, restrict the range of species, or eliminate examples of history or prehistory. In addition, future projects that would modify, either directly or indirectly, habitats of any species identified as a candidate, sensitive, or special status species, including interior retrofits, would be required to complete project-specific preconstruction surveys for special-status species, including bats. Any potential future project that would affect riparian habitats would be required to obtain a CDFW Section 1600 Permit when modifying any river, stream, or lake.⁵⁷ Furthermore, potential future projects that would affect riparian habitats would be required to obtain a Section 404 Permit issued by the U.S. Army Corps of Engineers (USACE) under the Clean Water Act when discharging dredged or fill material into waters of the United States. No impact would occur.



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CITY OF ANGELS PO Box 667, 200 Monte Verda St. Suite B, Angels Camp, CA 95222 P: (209) 736-1346

The Draft GHGRP would not directly result in the destruction of, or damage to, historical resources. Potential future construction associated with Draft GHGRP measures, such as expanding pedestrian, bicycle, and public transit facilities, would most likely take place within existing rights-of-way. Should construction associated with the implementation of the proposed measures take place outside the existing rights-of-way, such as renewable energy and biofuel generation infrastructure, new ground disturbance would have the potential to uncover previously undiscovered resources. In the event that this occurs, compliance with State regulations pertaining to the discovery of cultural resources would be required. Additionally, future projects that would potentially alter or affect a historical resource, including through interior/exterior retrofits to existing buildings that may alter the character-defining features of a historic building(s), would be required to demonstrate compliance with the Secretary of the Interior's Standards For the Treatment of Historic Properties, as adopted by reference in Municipal Code Sections 17.26.070, Demolition or removal of buildings, and 17.26.080, Construction or alteration of buildings structures. The GHGRP is a planning document, and no development or land use changes are proposed. Therefore, no impact would occur.

The Draft GHGRP would not result in any adverse environmental impacts that are cumulatively considerable. The project is intended to contribute to a cumulative reduction in GHG emissions and to reduce adaptation impacts associated with global climate change, both of which would have beneficial cumulative environmental effects. Potential future development projects encouraged by the measures within the Draft GHGRP that may result in indirect adverse environmental impacts would be required to undergo separate, project-specific environmental review to determine impacts and identify mitigation measures, as necessary. The GHGRP is a planning document and does not directly propose any development or land use changes. Therefore, no impact would occur.

The Draft GHGRP is a planning document intended to reduce the City's community-wide GHG emissions to help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life within the City. The Draft GHGRP recommended measures to strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond Angels Camp. Adoption and implementation of the Draft GHGRP would result in beneficial environmental effects and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment.

As demonstrated throughout this document, the proposed project would have no impacts on Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, or Wildfires. The proposed project involves adopting a planning document and does not include any changes to land use designations, building heights and intensities, or residential densities. Therefore, the proposed project would have no impact on the environment.

ATTACHMENTS:



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- A. Public Review Initial Study/Negative Declaration with Draft City of Angels Greenhouse Gas Reduction Plan and Emissions Inventory
- B. Response to Comments
- C. Addendum #1 to Greenhouse Gas Reduction Plan
- D. Planning Commission Resolution 26-14