

NOTICE OF EXEMPTION (Revised)

TO:

- ☒ **Office of Planning and Research**
1400 Tenth St.
Sacramento, CA 95814
- ☒ **Siskiyou County Clerk**
510 N. Main St.
Yreka, CA 96097

FROM:

City of Dunsmuir
5915 Dunsmuir Avenue
Dunsmuir, CA 96025

Project Title: Dunsmuir Water Main Replacement Project (Revised)

SCH#: 2019070933

Project Location:

The proposed Project is located within the City of Dunsmuir city limits and in a portion of the unincorporated area of Siskiyou County, in Sections 13, 24, 25, and 36, Township 39N, Range 4W, of the US. Geological Survey's (USGS) Dunsmuir 7.5-minute quadrangle. As shown in **Figure 1**, improvements would occur in four general areas of the City: North Dunsmuir, the River Avenue area, Central Dunsmuir, and South Dunsmuir. Improvements in North Dunsmuir, the River Avenue area, and Central Dunsmuir would occur within the Dunsmuir city limits. Improvements in the South Dunsmuir area would occur in unincorporated areas of Siskiyou County.

City: Dunsmuir

County: Siskiyou

Description of Nature, Purpose, and Beneficiaries of Project:

The purpose of this revised Notice of Exemption is to amend the previously approved project to include the replacement of fire hydrants, meter boxes, and water mains at three additional locations:

- Wells Avenue, Hemlock Street, Hart Street, and Shasta View Avenue in North Dunsmuir (±1,135 feet)
- Castle Avenue in Central Dunsmuir (±450 feet)
- Wood Street, Hill Street, and Dunsmuir Avenue in Central Dunsmuir (±1,145 feet)

The City's water distribution system consists of approximately 105,000 feet (19.9 miles) of mainline piping ranging from 1-inch to 18-inch diameter. Many areas in the City's water service boundary are served by undersized pipelines that are 40 to 60 years old and have restricted fire flows. In addition, an existing 4-inch steel main that crosses I-5 near the High School predates Interstate 5 (I-5) and is buried approximately 30 feet deep. If a break occurs on this line, the line would have to be capped and abandoned, which would reduce the flow rate to the High School. In 2013 and 2014, City staff repaired 107 water leaks in its distribution system, and many additional repairs have been completed since that time. In some areas, there is such an extensive leak history that the presence of multiple past leak repair clamps prevents the City from making additional repairs. In these locations, short sections of pipe must be replaced in order to repair the leak.

These conditions pose a serious risk to public health and the environment. The Project addresses these deficiencies by replacing old and undersized water mains, installing new water mains, replacing old water services and meters, installing fire hydrants, installing gate valves, and replacing a pressure-reducing valve (PRV) station. Additional details on the proposed improvements are included in **Attachment A**.

All improvements would be completed in previously disturbed areas in the public road right-of-way (ROW) or in public utility easements. Some of the water services would be installed/replaced outside of paved areas. The majority of the pipeline would be installed using open-cut trenching, with a maximum excavation depth of four feet; trench width would be a maximum of three feet. At locations where open-cut trenching is not feasible (e.g., at the railroad crossing), the new pipe would be installed using a trenchless technique such as horizontal directional drilling (HDD) or bore and jack. At culvert crossings, the pipe would be installed either in the fill overlying the culvert, or by trenching under the culvert.

Paved roads that are disturbed during construction would be re-paved following installation of the improvements. Other temporarily disturbed areas would be restored to pre-construction contours.

Name of Public Agency Approving Project: City of Dunsmuir

Name of Agency Carrying out the Project: City of Dunsmuir

Local Agency Contact Person: Todd Juhasz, City Manager. 530.235.4822

Exempt Status: Categorical Exemption:

California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines):

Class 1, §15301 (Existing Facilities)

Class 2, §15302 (Replacement or Reconstruction)

Class 4, §15304 (Minor Alterations to Land)

Reason Why Project Is Exempt:

Class 1 includes the repair, maintenance, or minor alteration of existing public structures, facilities, and mechanical equipment, involving negligible or no expansion of use; Class 2 includes replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity; and Class 4 includes minor alterations in the condition of land that do not involve removal of healthy, mature, or scenic trees, including minor trenching and backfilling where the surface is restored.

The Project is consistent with the categorical exemptions noted above because work would consist of repair, maintenance, and minor alterations to existing facilities; negligible expansion of capacity or use would occur; the majority of the pipelines would be placed in previously disturbed areas within the public road ROW and in public utility easements; and the ground surface would be restored following construction.

As documented in **Attachment B**, the proposed Project would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources within a Scenic Highway; is not located on a hazardous waste site pursuant to §65962.5 of the Government Code; would not cause a substantial adverse change in the significance of a historical resource; and would not result in cumulative impacts.

Signature:


Todd Juhasz
City Manager

Date: April 5, 2021

Date Received for Filing at OPR: _____

Attachments:

- Figure 1: Project Vicinity and Improvement Locations
- Figure 2: North Dunsmuir Improvements
- Figure 3: River Avenue Area Improvements
- Figure 4: Central Dunsmuir Improvements
- Figure 5: South Dunsmuir improvements

Attachment A: Overview of Proposed Improvements

Attachment B: Documentation in Support of a Categorical Exemption

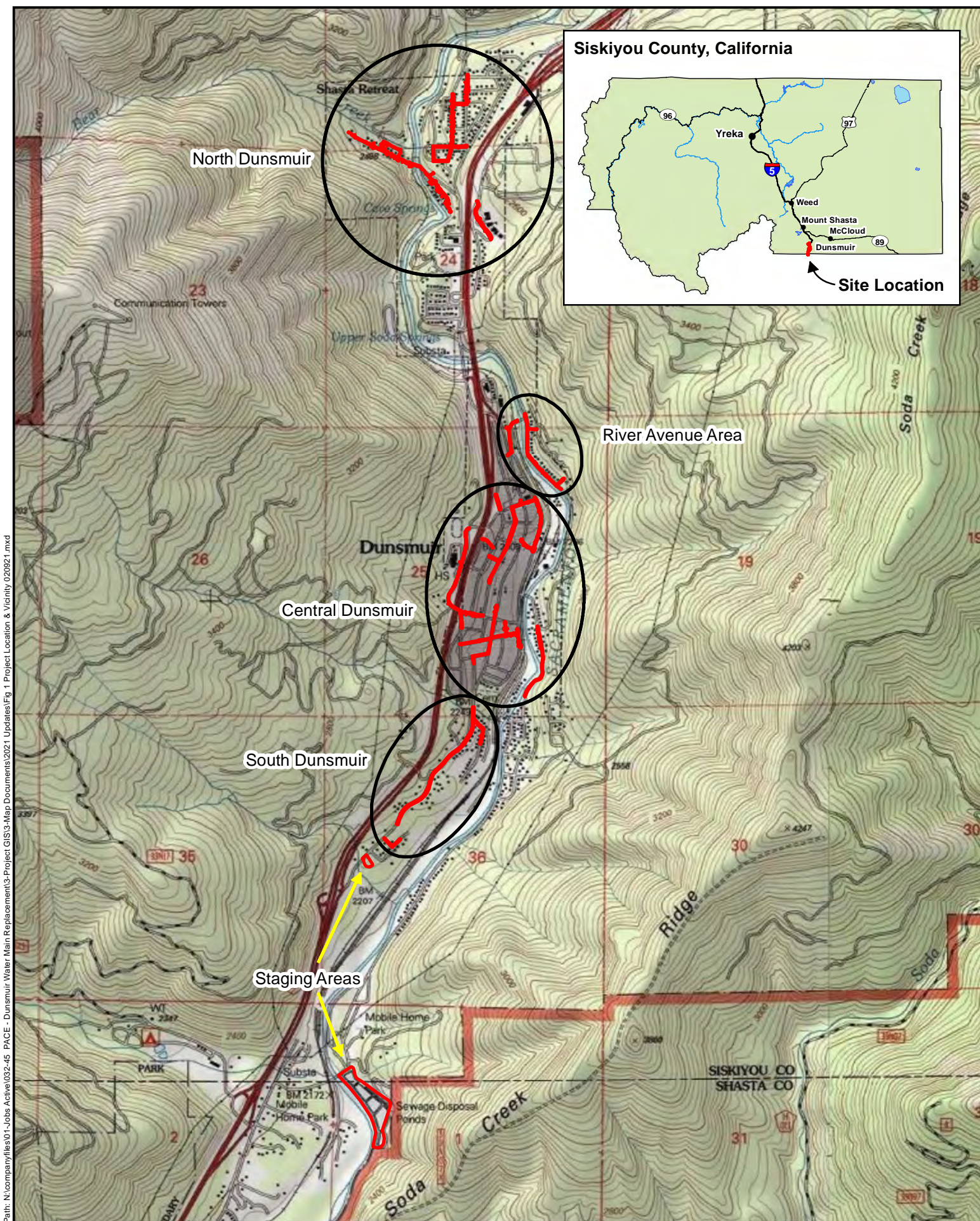


Figure 1
Project Location and Vicinity

All depictions are approximate. Not a survey product.

02.09.21

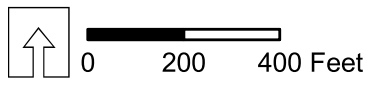


Figure 2
North Dunsmuir Improvements

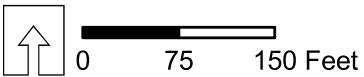


Figure 3
River Avenue Area Improvements

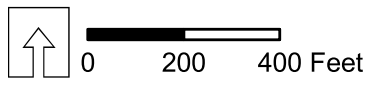


Figure 4
Central Dunsmuir Improvements

All depictions are approximate. Not a survey product. 03.08.21

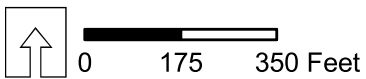
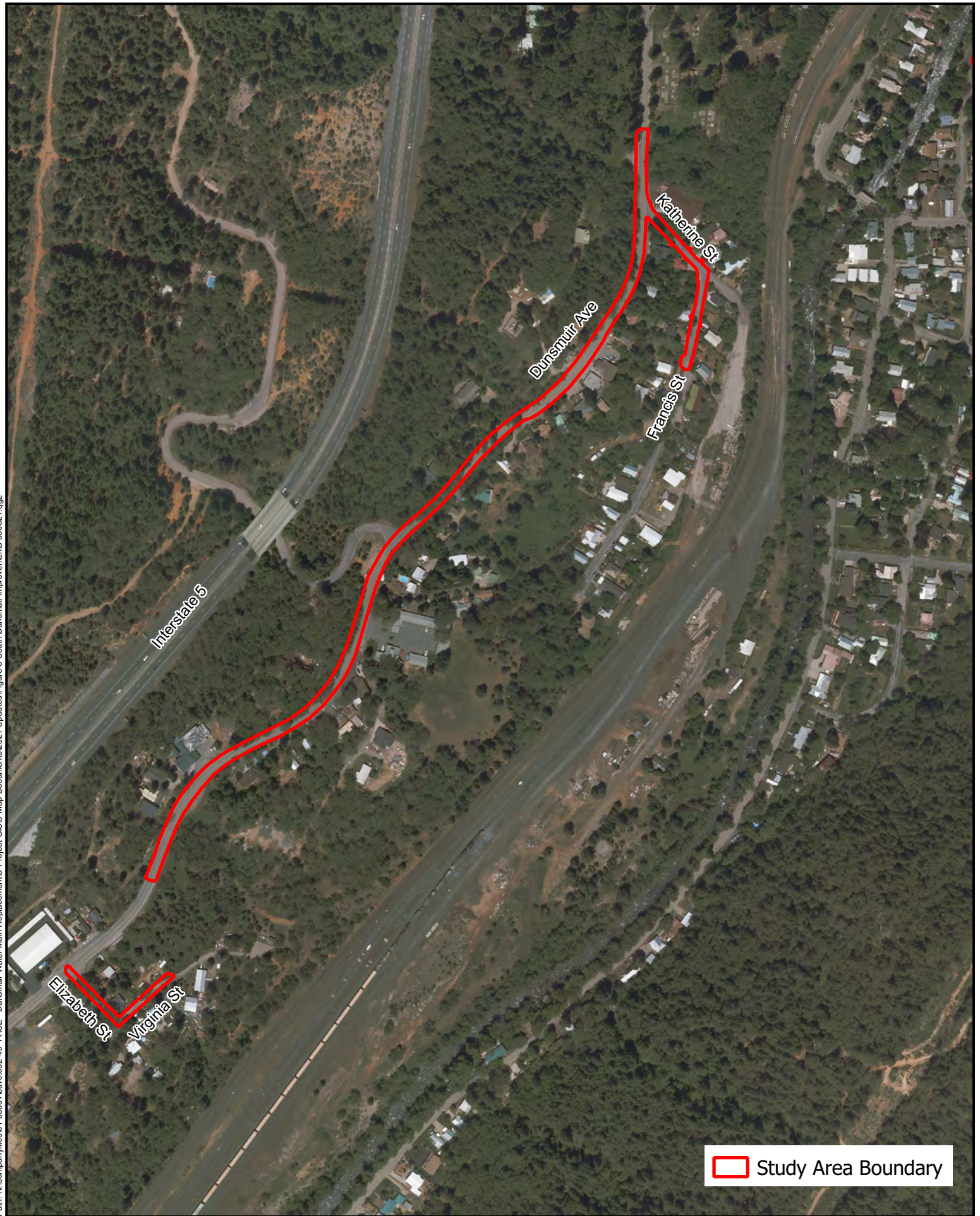


Figure 5
South Dunsmuir Improvements

All depictions are approximate. Not a survey product. 03.08.21

ATTACHMENT A

Dunsmuir Water Main Replacement Project

Proposed Improvements

North Dunsmuir Improvements

In the North Dunsmuir area, undersized 2-inch water mains, old water mains, and old water services would be replaced within the public road ROW of Isgrigg Street, Wells Avenue, Hemlock Street, Shasta View Avenue, and Gleaves Avenue. An existing 10-inch line and old water services would be replaced in the public road ROW of Needham Avenue; replacement water meters would be installed on the new water services; and the existing PRV station, located at the intersection of Needham Avenue and Wells Avenue would be replaced.

In the Shasta Retreat area, the existing 4-inch water main in Simpson Avenue and 6-inch water main on the bridge over the Sacramento River would be replaced with an 8-inch water main. The pipe would be mounted on the bridge, and no in-water work would occur. Additionally, new 6-inch mains would be installed in Haven Avenue, Goodcell Avenue, and Bear Creek Road. New water meters would be installed on each water service as this area of the City is not currently metered.

The existing 6-inch water main in Cave Avenue would be replaced with an 8-inch water main; water services and water meters would be replaced.

A new 8-inch water main would be installed in Siskiyou Avenue south of Timber Drive and would connect to the existing 4-inch water main that serves Dunsmuir Elementary School. This will improve fire flows and service to the school.

River Avenue Improvements

On River Avenue, the existing 4-inch water main would be replaced with an 8-inch main; water services and water meters would be replaced. The 1-inch main on Clark Street would be replaced with an 8-inch main; water services and water meters would be replaced. In the public road ROW of Sacramento Avenue, a new 8-inch fusible PVC main would be installed within an existing 12-inch steel main under the railroad. An existing water main on a steep wooded hillside would be relocated to the public road ROW of Sacramento Avenue between the railroad tracks and Spring Street.

Central Dunsmuir Improvements

In the Central Dunsmuir area, undersized and/or old 2-inch to 6-inch water mains would be replaced with 4-inch, 6-inch, 8-inch, and 10-inch mains, and water services would be replaced within the public road ROW of Castle Avenue, Willow Street, Sacramento Avenue, Shasta Avenue, Cedar Street, Vista Avenue, Pine Street, Dunsmuir Avenue, Oak Street, Snow Street, Wood Street, Hill Street, Branstetter Street, Elinore Way, High School Road, Butterfly Avenue, and Gillis Street. Replacement water meters would be installed on the new water services. Improvements near the High School include replacing the existing undersized and inaccessible 4-inch steel water main crossing I-5 with an 8-inch water main.

South Dunsmuir Improvements

In the South Dunsmuir area, existing 4-inch and 6-inch water mains in Dunsmuir Avenue from about 200 feet north of Katherine Street to about 225 feet north of Elizabeth Street would be replaced with a 10-inch water main. Existing 1-inch and 2-inch water mains in Elizabeth Street and Virginia Street would be replaced with an 8-inch main. The existing 4-inch water main in Katherine Street and the northerly 250 feet of water main in Francis Street would be replaced with an 8-inch main.

ATTACHMENT B

Documentation in Support of a Categorical Exemption

Dunsmuir Water Main Replacement Project

As described in the Notice of Exemption (NOE), the proposed Project is categorically exempt from CEQA pursuant to §15301 (Class 1-Existing Facilities); §15302 (Class 2-Replacement or Reconstruction); and §15304 (Class 4-Minor Alterations to Land) of the CEQA Guidelines. CEQA Guidelines §15300.2 identifies exceptions that override a lead agency's ability to use a categorical exemption. These exceptions are listed below, followed by documentation of why each exception does not apply to the proposed Project.

1. Cumulative Impact. *All exemptions are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.*

The Project involves improvements to existing components of the City's public water system that are required in order to replace old and undersized water mains, improve fire flows, and eliminate environmental and public health risks. Although the City is also planning to complete improvements to the sewer collection system in some of the same areas as the water main replacements, impacts for both projects would be temporary and cease at completion of the projects. In addition, neither project represents a significant increase in capacity. Therefore, the proposed Project's impacts would not be cumulatively considerable.

2. Significant Effect. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

An "unusual circumstance" exists if the project's circumstances differ from the general circumstances of projects covered by the applicable exemption, and, if so, whether there is a reasonable possibility of a significant effect on the environment *due to* the unusual circumstances. As documented below, there are no unusual circumstances that would preclude a categorical exemption for the proposed Project.

Aesthetics:

The proposed Project does not include construction of any new above-ground structures. Although a few plants may be pruned up to accommodate the proposed improvements, no trees would be removed. Paved roads that are disturbed during construction would be re-paved at completion of the improvements, and other temporarily disturbed areas would be restored to pre-construction contours. Temporary visual impacts during construction due to excavation and staging activities would cease at the completion of the improvements; no permanent impacts would occur.

Agriculture and Forest Resources:

Improvements would occur in developed commercial and residential areas within the public road ROW and in public utility easements; therefore, Project implementation would not result in the loss of agricultural lands or forest resources.

Air Quality/Greenhouse Gas (GHG) Emissions:

The proposed Project would result in the temporary generation of ROG, NO_x, PM₁₀, and other regulated pollutants during construction. ROG and NO_x emissions are associated with employee vehicle trips, delivery of materials, and construction equipment exhaust. PM₁₀ is generated during site preparation, excavation, road paving, and from exhaust associated with construction equipment. The Project does not include any components that would result in a long-term increase in emissions. There are no unusual circumstances associated with air quality that would preclude a categorical exemption for the proposed Project.

Biological Resources:

Special-Status Species:

A Biological Study Report (BSR) was prepared for the Project in June 2019 by ENPLAN. The evaluation of potential impacts to special-status species and sensitive habitats was based on a records search and field observations. Records reviewed for the evaluation consisted of California Natural Diversity Data Base (CNDDB) records for special-status plants, animals, and natural communities; the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants; U.S. Fish and Wildlife Service (USFWS) records for federally listed, proposed, and Candidate plant and animal species under jurisdiction of the USFWS; USFWS records for migratory birds of conservation concern; National Marine Fisheries Service (NMFS) records for anadromous fish species under the jurisdiction of the NMFS; soils records maintained by the U.S. Department of Agriculture's Natural Resources Conservation Service; and National Wetlands Inventory (NWI) maps.

Because the initial records searches are now over a year old, updated searches were conducted on March 4, 2021. USFWS no longer identifies federally listed plant species as potentially being affected by the proposed project; all other results are the same. CNDDB records do not include any additional plant or wildlife species; however, three special status plant species, Jepson's dodder, northern clarkia, and waldo daisy, are no longer within the search radius.

To determine the presence/absence of special-status plant and animal species, botanical and wildlife screening evaluations were completed by an ENPLAN biologist on May 8 and June 11, 2018, and April 9, 12, and 17, 2019. Some of the special-status species potentially occurring in the Project area would not have been evident at the time the fieldwork was conducted. However, determination of their potential presence could readily be made based on observed habitat characteristics. As documented in the BSR, no special-status plant or wildlife species were observed during the field survey, nor are they expected to be present.

As stated in the BSR, the City is required to obtain coverage under the State Water Resources Control Board's (SWRCB) permit for *Discharges of Storm Water Runoff Associated with Construction Activity*. The permitting process requires the development and implementation of an effective Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to control erosion and sedimentation and prevent damage to streams, watercourses and aquatic habitats. With implementation of BMPs, the potential for indirect effects on special-status wildlife species in downstream waters is less than significant.

Natural Communities

CNDDB records did not identify any sensitive natural communities in the Project area. However, field review identified one perennial stream (the Sacramento River) and six urban drainages in the study area. The urban drainages originate as stormwater runoff, nuisance runoff from developed/landscaped parcels, leakage from existing water lines, and natural seepage. The drainages are contained in curbs/gutters or roadside ditches. These drainages have minimal biological value and do not qualify as sensitive natural communities. Representatives from both the Corps of Engineers and California Department of Fish and Wildlife have confirmed that work in these drainages will not require permits their agencies. No wetlands, unique plant/wildlife habitats, or other sensitive communities were identified. Although a water line will cross the Sacramento River, it will be attached to the existing Simpson Avenue/Cave Avenue bridge. Some riparian vegetation may be pruned to facilitate pipe installation, but no mature trees will be removed and no in-water work will occur.

Nesting Migratory Birds

The USFWS identified two *Birds of Conservation Concern* as potentially being affected by the proposed Project: California thrasher and olive-sided flycatcher. Construction activities are not expected to directly affect nesting migratory birds because nearly all work would be completed in surfaced roadways and no woody vegetation would be removed. Indirect effects such as nest abandonment by adults in response to loud noise levels, are likewise not expected given the urban character of the work area. Any birds that may nest adjacent to the work area would be accustomed to periodic loud noises and other human-induced

disturbances. Therefore, completion of a pre-construction nesting bird survey is not warranted for the proposed project.

Geology and Soils:

According to the Alquist-Priolo Earthquake Fault Zoning Map for Siskiyou County, the nearest Alquist-Priolo Special Study Zone to the Project area is the Rocky Ledge Fault Zone, approximately 36 miles to the southeast in the USGS Burney Falls quadrangle. No active or potentially active faults are identified in the study area. Soils on the Project sites are mapped by the USDA Natural Resources Conservation Service (NRCS) as Ponto sandy loam, 2 to 15 percent slopes (286); Neer gravelly sandy loam, 50 to 75 percent slopes (257); Atter family, 0 to 20 percent slopes (8); Kettlebelly, dry-Neuns complex, 30 to 50 percent slopes (217); and Stoner gravelly sandy loam, 2 to 15 percent slopes (315). These soil types are found throughout the Dunsmuir area and are not unique to the Project sites.

Hydrology and Water Quality:

Construction activities would result in the temporary disturbance of soil and would expose disturbed areas to potential storm events, which could generate accelerated runoff, localized erosion, and sedimentation. However, this is a temporary impact during grading and construction activities, and no long-term impacts would occur. In addition, as stated under Biological Resources above, BMPs for erosion/sediment control would be implemented to prevent damage to streams, watercourses, and aquatic habitats. There is nothing unique about this property that would result in significant impacts to water quality.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panels 06093C3431D, 06093C3432D, and 06093C3434D, effective January 19, 2011), some of the proposed improvements are located in 100- and 500-year floodplains and in a Regulatory Floodway; however, all improvements would be subsurface, and project implementation would not impede or redirect flood flows or otherwise adversely affect the natural value and functions of the floodplain.

Land Use and Planning:

Because all improvements would be subsurface, the Project would not physically divide an established community. The proposed Project would comply with the City's General Plan, applicable Municipal Code regulations, and the City's standard construction measures.

Mineral Resources:

The California Geological Survey has not designated any Mineral Resource Zones in the study area. In addition, there are no properties in the Project area that are zoned for mining activities.

Noise:

Construction activities would generate noise and would temporarily increase noise levels in the area. However, there is nothing unique to the Project that would result in more significant impacts than other construction projects in the area. The Project does not include any components that would result in a permanent increase in noise levels.

Population and Housing:

The purpose of the Project is to repair and replace old and undersized pipelines to eliminate existing environmental and public health risks. Although some of the pipes will be upsized, the larger pipes are needed to improve fire flows, and the Project would not induce population growth.

Public Services/Recreation:

Because the Project would not induce unplanned population growth, the Project would not generate a demand for additional fire protection, police protection, schools, parks/recreational facilities, or other public services.

Transportation/Traffic:

There would be short-term increases in traffic in the area associated with construction workers and equipment; however, existing regulations require safety measures to be employed to safeguard travel by the general public during construction. Because the Project would not induce population growth, the Project would not directly or indirectly result in a permanent increase in traffic.

Utilities and Service Systems:

The Project would not require the relocation of sewer lines, electric facilities, storm drains, natural gas, or other utility infrastructure. The Project includes the replacement/installation of water mains and would not result in a permanent increased demand for services over existing conditions.

3. Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a State Scenic Highway.*

According to the California Scenic Highway Mapping System, there are no officially designated State Scenic Highways in the Project area; therefore, there would be no impact.

4. Hazardous Waste Sites. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to §65962.5 of the Government Code.*

The following databases were reviewed to locate "Cortese List" sites.

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database.
- SWRCB GeoTracker Database.
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
- List of active Cease and Desist Orders and Clean-Up and Abatement Orders from the SWRCB.

The SWRCB GeoTracker database identified two active clean-up sites in proximity to the proposed improvements, as further described below. No clean-up sites are known to occur within the project footprint.

Private Residence – Castle Avenue

A clean-up case was opened on May 6, 2019, following a reported leak from an underground storage tank. The clean-up site is on the west side of Castle Avenue between Olive Street and Orange Street. A site assessment is underway to determine the severity and extent of potential soils and/or groundwater contamination. The closest improvements to the clean-up site are water main improvements approximately 200 feet to the northeast on Cedar Street. Due to the distance between the clean-up site and proposed improvements, construction activities would not affect the clean-up site.

Union Pacific Railroad (UPRR), North Dunsmuir Railyard

The North Dunsmuir Railyard has been in operation since the early 1900s. Historical operations at the site have resulted in the release of unknown quantities of Bunker C fuel oil and diesel fuel that have migrated to shallow groundwater.

According to the Fourth Quarter 2020 Annual Monitoring and Remedial Status Report prepared for the facility by Jacobs Engineering in February 2021, remedial actions and ongoing site investigations were conducted in 2020; remedial actions include the mass removal of affected materials. On behalf of UPRR, Jacobs Engineering is developing Part 2 of the Comprehensive Site Investigation Report, a Feasibility Study, and a Remedial Action Plan.

Proposed improvements nearest to the North Dunsmuir Railyard are located on the opposite side of the Sacramento River near the southern end of River Avenue. Because of the hydrological barrier created by the river and its subsurface flow, trenching for the improvements on the east side of the river has no potential to encounter contaminants from the North Dunsmuir Railroad Yard. The nearest improvements to the Railroad Yard on the west side of the river are along Sacramento Avenue; planned trench locations are over 12 feet higher in elevation than the Railroad Yard; because trenching would not exceed four feet in depth, it has no potential to encounter contaminants from the North Dunsmuir Railroad Yard.

Former Frankies Fuel Oil – Scherrer Avenue

A clean-up case was opened on October 29, 2010, following an environmental assessment of leased UPRR property. The site consisted of a petroleum storage (red-dye diesel and kerosene) and distribution facility operated by Frankies Fuel Oils from 1977 to 2013. Two unauthorized leaks occurred on the site, in 1993 and 1998, and two 15,000-gallon aboveground storage tanks were removed in 2013. Soil samples collected during a 2020 environmental assessment showed elevated levels of diesel and kerosene in the soil.

A site assessment is underway to determine the severity and extent of potential soils and/or groundwater contamination. The closest improvements to the clean-up site are water main improvements approximately 500 feet to the southwest on Katherine Street. Due to the distance between the clean-up site and proposed improvements, construction activities would not affect the clean-up site.

5. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

A Cultural Resources Inventory Report (CRI) was completed for the proposed Project by ENPLAN. The study included a records search, Native American consultation, and field evaluation.

The records search was conducted at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS) on March 14, 2018, and covered a half-mile radius around the Project's Area of Potential Effects (APE). The search included review of NEIC/CHRIS records, historical maps, the *National Register of Historic Places (NRHP)*, *California Register of Historic Resources (CRHR)*, *California Historical Landmarks*, *California Inventory of Historic Resources*, and *California Points of Historic Interest*, and the directory of properties in the Historic Property Data Files for Siskiyou County. The records search revealed that 27 archaeological surveys have been conducted within a half-mile radius of the APE, nine of which encompass portions of the APE. There are 15 previously recorded archaeological sites within a half-mile radius of the APE. One previously recorded site, the City's Wastewater Treatment Plant (staging area) is located within the Project's APE.

On April 23, 2018, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File and found that no known Native American sacred sites or cultural resources are located in the Project area. The NAHC also provided contact information for several Native American representatives and organizations, who were contacted on May 8, 2018, with a request to provide comments on the proposed Project. Kelli Hayward responded on behalf of the Wintu Tribe of Northern California on May 15 and August 13, 2018. Ms. Hayward expressed concern that the project is located in areas sensitive for cultural resources; however, these concerns were specific to an area that is not longer included in the APE for the proposed Project. Alex Watts-Tobin responded on behalf of the Karuk Tribe on August 14, 2018. Mr. Watts-Tobin indicated that the Karuk have no concerns regarding this project at this time. No other responses were received.

Archaeological fieldwork took place on June 11 and 27, and July 20, 2018, during which the APE was intensively surveyed to identify cultural resources that would be potentially affected by the proposed Project. Several historical-era resources were identified, including historical-era sidewalks imprinted with street names and contractor data, the historical-era wastewater treatment plant (which may be used as a project staging area), and various fountains, signs, and buildings within the Dunsmuir Historic Commercial District. Evaluation concluded that the stamped sidewalks are not eligible for listing on the NRHP or the CRHR. Further the stamps would not be affected during construction because construction work would occur primarily within the paved roadways. The wastewater treatment plant has previously been reviewed and

found not to be eligible for listing on the NRHP or the CRHR. All improvements within the Historic District would be underground, no vegetation would be removed, and the project would not change the character of physical features within the setting that contribute to the District's historical significance. No further evaluation of potential effects to the Dunsmuir Historic District is warranted at this time.

Although the CRI concluded that the Project would have no effect on any known cultural resources, there is always some potential for previously unknown cultural resources to be encountered during site excavation. Therefore, the following standard construction measures would be included in construction contracts for the Project to address the inadvertent discovery of cultural resources and human remains:

1. In the event of any inadvertent discovery of cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly-modified lithics, historic artifacts, etc.), all work within 50 feet of the find shall be halted until a professional archaeologist can evaluate the significance of the find in accordance with PRC §21083.2(g) and §21084.1, and CEQA Guidelines §15064.5(a). If any find is determined to be significant by the archaeologist, the City shall meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan prepared by an archeologist outlining recovery of the resource, analysis, and reporting of the find shall be prepared. The Treatment Plan shall be reviewed and approved by the City prior to resuming construction.
2. In the event that human remains are encountered during construction activities, the City shall comply with §15064.5 (e) (1) of the CEQA Guidelines and PRC §7050.5. All project-related ground disturbance within 100 feet of the find shall be halted until the County coroner has been notified. If the coroner determines that the remains are Native American, the coroner will notify the NAHC to identify the most likely descendants of the deceased Native Americans. Project-related ground disturbance in the vicinity of the find shall not resume until the process detailed in §15064.5 (e) has been completed.

DOCUMENTATION:

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https://static1.squarespace.com/static/54c9a764e4b0ee5502d31f04/t/54c9d944e4b052377d6f6c5a/1422514500245/general_plan_2006.pdf. Accessed March 2021.

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https://documents.geotracker.waterboards.ca.gov/esi/uploads/geo_report/4168818593/T10000005772.PDF.
Accessed March 2021.

State Water Resources Control Board. 2021. GeoTracker.
<http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=weed%2C+ca>. Accessed March 2021.

U.S. Department of Agriculture, Natural Resource Conservation Service. 2020. Web Soil Survey.
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U.S. Geological Survey. 2015. Interactive Fault Map. <http://earthquake.usgs.gov/hazards/qfaults/map/>.
Accessed March 2021.