

ENVIRONMENTAL INITIAL STUDY

INITIAL STUDY CHECKLIST PROPOSED MITIGATED NEGATIVE DECLARATION

Grocery Outlet - Weaverville

Lot Line Adjustment/Merger No.: P-19-19

Use Permit No.: P-19-32

Prepared by:
TRINITY COUNTY
Department of Planning
61 Airport Road
Weaverville, California 96093
(530) 623-1351

February, 2020

TRINITY COUNTY

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Grocery Outlet Project
2. **Lead Agency Name and Address:**

TRINITY COUNTY
Department of Planning
61 Airport Road
Weaverville, CA 96093
3. **Contact Person and Contact Information:** Kim Hunter, Director of Planning
khunter@trinitycounty.org
(530) 623-1351 ext. 2
4. **Project Location:** The Grocery Outlet Project is located within Trinity County, in the unincorporated community of Weaverville (see Figure 1). The project site is located on parcels 002-100-61, -62, -63, and 002-100-42. The project site is currently vacant, but shows signs of prior residential and commercial development (e.g., foundations, utilities, debris, etc.). Primary access to the site is from State Route 299 (SR-299) and secondary access is from Levee Road to the west. The site is approximately 0.7-miles south of the SR-299 and Trinity Lake Boulevard intersection. The project site is within Section 7, Township 33N, Range 9W, Mount Diablo Base Meridian (MDBM).
5. **Applicant's Name and Address:**
Best Development Group
2580 Sierra Blvd., Suite E
Sacramento, CA 95825
6. **General Plan Designation:** Commercial (C)
7. **Zoning:** General Commercial (C2)
8. **Description of Project:** The proposed Grocery Outlet project includes the construction of a new 20,000 s.f. grocery store at 1155 Main Street, along the north side of the SR-299 commercial corridor in Weaverville, California. The project includes the development of two driveway entrances, sidewalks, drive aisles, 67 on-site parking spaces, a loading dock, stormwater improvements, landscaping, outdoor lighting, and monument signage. The applicant estimates approximately 15 to 20 individuals will be employed at the grocery store. The proposed project also includes the merger of three parcels and a lot line adjustment with a fourth parcel, to provide a suitable lot area (2.2. acres) for the development of the grocery store.
9. **Surrounding Land Uses and Setting:** The parcels to the north of the project site are used for timber processing operations and zoned Heavy Industrial/Manufacturing (I). To the east, west, and south (across SR-299/Main Street), the project site is bordered by parcels zoned Commercial (C-2) and developed with various commercial uses.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** Trinity County as Lead Agency for the proposed project has discretionary authority over the primary project proposal. To implement this project, the applicant may need to obtain, at a minimum, the following discretionary permits/approvals from other agencies:
 - California Department of Transportation – Encroachment Permit
 - State Water Resources Control Board – Construction General Permit

11. **Tribal Consultation:** A request for Tribal consultation pursuant to AB 52 was initiated on 9/26/19 with the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria. No comments were received from these Tribal entities in response to the request for consultation.
12. **Purpose of this Document:** This document seeks to analyze the environmental impacts of the proposed construction and operation of a 20,000 s.f. commercial retail facility (grocery store) and associated improvements (e.g., parking lot, infrastructure improvements, detention basin, landscaping, etc.) on an approximately 2.2-acre parcel.

SECTION 1.0

INTRODUCTION

1.1 Introduction and Regulatory Guidance

This document is an Initial Study (IS) that summarizes the technical studies prepared for the proposed Grocery Outlet project and provides justification for a Mitigated Negative Declaration (MND). This document has been prepared in accordance with the current California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State *CEQA Guidelines*. The purpose of this document is to evaluate the potential environmental impacts of the proposed Grocery Outlet project along the SR-299 commercial corridor in the community of Weaverville. Mitigation measures have been proposed to avoid or minimize any significant impacts that were identified.

1.2 Lead Agency

The Lead Agency is the public agency with primary responsibility for implementing a proposed project. Accordingly, the Trinity County Planning Department (County) is the CEQA Lead Agency.

1.3 Purpose of the Initial Study

CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. An Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant impact on the environment. If the agency finds that the proposed project may have a significant impact on the environment, but that these impacts will be reduced to a less-than-significant level through revisions to the project and/or implementation of specific mitigation measures, a Mitigated Negative Declaration shall be prepared.

This IS/MND is a public information document that describes the proposed project, existing environmental setting at the project site, and potential environmental impacts of construction and operation of the proposed project. It is intended to inform the public and decision-makers of the proposed project's potential environmental impacts and to document the lead agency's compliance with CEQA and the State CEQA Guidelines.

1.4 Review Process

This IS/MND is being circulated for public and agency review as required by CEQA. Because state agencies will act as responsible or trustee agencies, the County will circulate the IS/MND to the State Clearinghouse of the Governor's Office of Planning and Research for distribution and a 30-day review period.

During the review period, written comments may be submitted to:

TRINITY COUNTY
Department of Planning
PO BOX 2819
Weaverville, CA 96093

Kim Hunter, Director of Planning
khunter@trinitycounty.org
(530) 623-1351 ext. 2

SECTION 2.0

PROJECT DESCRIPTION

2.1 Project Location and Setting

Regional Setting

The project area lies within Trinity County, California in the Klamath Mountain Province. This region is at the junction of the uplifted Coast Ranges, the volcanic Cascades, and the ancient volcanic roots of the Sierra Nevada. The Trinity Basin is characterized by cold, wet winters and dry summers. The Trinity watershed drains into the Klamath River, which empties into the Pacific Ocean west of Trinity County. Several plant communities are present in the region, including Klamath mixed conifer, foothill pine (gray pine), mixed chaparral, montane hardwood, montane riparian, and riverine. In general, the growing season ranges from March 1 to October 31, but may be as short as mid-June through early September in some areas. Most vegetative growth occurs during a relatively short period in late spring, ceasing as soil moisture depletes in early summer.

Local Setting

The Grocery Outlet Project is located within Trinity County, in the unincorporated community of Weaverville. The proposed project is located in the Weaver Creek watershed, a sub-watershed of the Trinity River watershed. The project site is located adjacent to State Route 299 (SR-299). The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas.

The project site is located approximately 160 ft. southeast of East Weaver Creek, a tributary to the Trinity River. The project site has been protected from flood hazards since the construction of the East Weaver Creek – Left Bank Levee (Segment ID 5305000011) since 1966. According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM) Panel 06105C1035F, the majority of the project site is located outside of a regulated flood hazard zone, with the exception of the northern portion of the project site which is located in Zone X; an area with reduced flood risk due to a levee (FEMA, 2019). The East Weaver Creek – Left Bank Levee had been accredited by FEMA in the past but was recently designated as a “Provisionally Accredited Levee.” This is a designation for a levee system that FEMA has previously accredited with reducing the flood hazards associated with a 1-percent-annual-chance flood, and for which FEMA is awaiting data and/or documentation that will demonstrate the levee system’s compliance with the National Flood Insurance Program regulatory criteria of 44CFR§ 65.10 (USACE, 2019). Under the Levee Analysis and Mapping Procedure (LAMP) Discovery project for East Weaver Creek, the Strategic Alliance for Risk Reduction (STARR II) was tasked with analyzing the condition of the levees along the creek. According to the report prepared by STARR II (dated May 30, 2019), the downstream portion of the Left Bank Levee for East Weaver Creek has insufficient freeboard. For this reason, a Naturally Valley Approach (without levee) was used for developing draft mapping of flood zones. The proposed flood zones based on the Natural Valley Approach shows the project site as being within a special flood hazard area and identifies the base flood elevation (BFE) for the 100-year flood as 2,026 ft. on the project site. The draft flood zone mapping in the report prepared by STARR II is subject to change as further study occurs through the FEMA flood risk analysis process.

Project Location

The project site is located at 1155 Main Street, which is designated as Trinity County Assessor’s Parcel Numbers 002-100-61, -62, -63, and 002-100-42. The elevation of the site ranges between 2,018 and 2,037 feet above sea level. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. The project site is located along the SR-299 commercial corridor (Main Street) and is primarily accessed from SR-299, with secondary access from Levee Road (to the west). The intersection of SR-299 and State Highway 3 (Trinity Lake Boulevard) is approximately 0.7-miles from the center of the project site. The parcels to the north of the project site are used for timber processing operations and zoned Heavy Industrial/Manufacturing (I). To the east, west, and south (across SR-299/Main Street), the project site is bordered by parcels zoned Commercial (C-2) and developed with various commercial uses. The property is located in the Weaverville Townsite and identified as Section 7, Township 33N and Range 9W, Mount Diablo Base Meridian (MDBM). The location of the proposed project is shown in Figure 1 (Project Vicinity), Figure 2 (Project Area), and Figure 3 (Project Plans).

Existing Conditions

The existing project site consists of four parcels, which total approximately 2.94 acres. Table 1 below contains general information about the project parcels.

Table 1
General Information about Project Parcels

APN	Size (acres)	Existing Land Use	Primary Access
002-100-42	0.70	Vacant	Levee Road
002-100-61	0.38	Vacant	Levee Road
002-100-62	0.79	Vacant	SR-299
002-100-63	1.07	3 Residential and 1 Commercial Building	SR-299

Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from State Route 299 (SR-299) and Levee Road. As noted in Table 1, there are three residences currently located on parcel 002-100-63, which will be vacated prior to the beginning of construction activities for the proposed project. Vegetation on the project parcels consists of sparse trees and disturbed ground cover including shrubs and grasses. The Trinity County General Plan designates the project site as being within the Weaverville Community Plan boundaries (a part of the General Plan) and has designated the project site as Commercial (C). The project site is within the Weaverville Community Service District's water services area, the Trinity Public Utilities District's electricity service area, and the Weaverville Sanitary District's wastewater service area.

2.2 Proposed Uses

The project proposes to merge parcels 002-100-42, -61, and -62. Additionally, the project proposes a lot line adjustment with parcel 002-100-63, which would reduce the lot size from 1.07-acres to 0.93-acres. The total area of these four parcels is 2.94-acres. If approved, the merger and lot line adjustment will result in two parcels: the project site (2.21-acres) and the remainder of parcel 002-100-63 (0.73-acres). The proposed project does not include the development of the remaining portion of parcel 002-100-63 (0.73-acres) beyond the lot line adjustment described above. Therefore, the following analysis primarily focuses on the proposed development on the project site (2.21-acres).

The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) on the project site (2.21-acres). Access to the site will be provided via driveways on SR-299 and Levee Road. The proposed project will construct a paved parking lot providing 67 standard parking stalls and 4 ADA parking stalls. Numerous drainage inlets are proposed that will capture stormwater from structures and paved surfaces and convey the runoff to a proposed onsite stormwater detention and infiltration basin with a capacity of approximately 24,000 ft³ (179,532 gallons). The proposed project also includes a monument sign along the project site frontage, as well as 24,327 s.f. of landscaping throughout the project site (see Figure 3 – Project Plans).

The Applicant estimates approximately 15 - 20 individuals will be employed at the grocery store, with 5 - 7 employees working at any one time. Per Section 17.21.020 commercial retail sales and services conducted within a building is principally permitted in the C-2 zoning district (Trinity County, 2019). Per Section 17.30.150 of the Trinity County Zoning Code, a use permit shall be required for the construction of any building where such construction would result in over five thousand square feet of floor area on any parcel zoned C-1 or C-2 (Trinity County, 2019).

Alignment with the Weaverville Community Plan

The Weaverville Community Plan (Community Plan) was adopted in 1990 and states that the land use designations of the Trinity County General Plan have been included in the Community Plan, as applicable. The Community Plan designates the proposed project site as Commercial (C). The commercial land use designation was applied to this area of Weaverville to allow easy access to commercial uses from the highway. The location of a grocery store along SR-299 in an area designated commercial is consistent with the intent of the Community Plan. The Community Plan states high traffic volumes could be expected and that adequate parking should be made available. Commercial developments as specified in the plan are to range from 10,000 s.f. to five-acres. The proposed project site is approximately 2.21 acres, which is consistent with this requirement. The Community Plan proposes that future free-standing signs generally incorporate a monument base and/or perimeter landscaping to protect and enhance the

appearance of the community along SR-299. The Weaverville Community Plan also proposes to encourage the planting of deciduous trees with bright fall foliage along highway frontages, similar to those trees in the “downtown” area, both to visually enhance these areas as well as to compensate for removal of on-site trees during development. As notated in the applicant’s landscape design plans, the two main varieties of trees proposed for SR-299 frontage are Liquidambar Styraciflua (American Sweet Gum) and Acer Rubrum (Red Maple). Both tree varieties are deciduous trees with bright fall foliage. The project, as proposed, is found to be consistent with the Community Plan (Trinity County, 1997).

Related Zoning and Uses within Weaverville Community

As noted above, the project site is zoned General Commercial (C-2). The parcels to the north of the project site are used for timber processing operations and zoned Heavy Industrial/Manufacturing (I). To the east, west, and south (across SR-299/Main Street), the project site is surrounded by parcels zoned C-2 and developed with various commercial uses. The project site is located along the SR-299 commercial corridor and is surrounded by commercial uses similar to the proposed project (i.e. grocery store).

Design Criteria

Per Chapter 17.21 of the Trinity County Zoning Code, the following design criteria apply in the C-2 (General Commercial) zone:

- Maximum Building Height: Twenty-five (25) feet
- Minimum Lot Width: Seventy-five (75) feet
- Minimum Front Yard Required: Ten (10) feet
- Minimum Interior Side Yard Required: Five (5) feet, unless the side yard abuts a commercial or industrial zoned parcel in which case there are no setback requirements.
- Minimum Exterior Side Yard Required: Ten (10) feet
- Minimum Rear Yard Required: Five (5) feet, unless the side yard abuts a commercial or industrial zoned parcel in which case there are no setback requirements.

As illustrated on the Site Plan (Figure 3), the proposed project is consistent with these requirements. Per Section 17.30.090 of the Trinity County Zoning Code, 5 parking spaces are required for every 1,500 square feet of gross leasable area. As illustrated on the Site Plan (Figure 3), the project proposes sixty-seven (67) off-street parking stalls, which is consistent with the requirements of the Trinity County Zoning Code.

Traffic Impact

The majority of the proposed project site is currently accessed from SR-299, with secondary access from Levee Road. SR-299 is the primary route through Weaverville. Levee road is directly west of the proposed project. As indicated on the proposed Site Plan (Figure 3) the primary access for customers to the proposed Grocery Outlet will be from SR-299 in the southeast corner of the project site. Secondary access from Levee Road will also be provided in the northern corner of the project site. The SR-299 driveway to the project site is approximately 245 feet from the SR-299/Levee Road intersection and the Levee Road driveway is approximately 355 feet to the north of the SR-299/Levee Road intersection. Delivery trucks will access the site the Levee Road driveway and exit the site via the SR-299 driveway. Delivery trucks will temporarily park behind the proposed structure in a loading and docking bay while unloading.

A Traffic Analysis Report was prepared for the project by KD Anderson & Associates, Inc. The report analyzed three scenarios including existing conditions, existing plus project traffic conditions, and long-term cumulative traffic impacts. The report concluded that the County’s LOS D minimum standard would not be exceeded under any of the scenarios, that traffic signal warrants are not met at any of the study intersections, and that no mitigation is necessary for the proposed project.

The proposed project is located within one-half mile of several bus stops served by Trinity Transit, which is managed by the Trinity County Department of Transportation. The closest bus stop to the project site is directly across SR-299 at the corner of Mountain View Street and SR-299. Trinity Transit is the primary public transportation service in Trinity County and provides services between the communities of Douglas City, Hayfork, Junction City, Lewiston, Redding, Weaverville, and Willow Creek. Trinity Transit regional services connect with neighboring transit systems including Redding Area Bus Authority in Redding and Redwood Transit System and Klamath-Trinity Non-Emergency Transportation in Willow Creek. A network of pedestrian paths and bicycle lanes in the vicinity of the project and throughout downtown Weaverville will provide alternative modes of transportation to and from the project site. Furthermore, the development of a grocery store in Weaverville will introduce additional commercial shopping opportunities in a rural community. Therefore, it is presumed that Trinity County residents who typically commute to more urban communities (i.e., Redding [44 mi. east] or Eureka [135 mi. west]) for shopping opportunities may be motivated to shop at the proposed project, thereby reducing vehicle miles traveled (VMT).

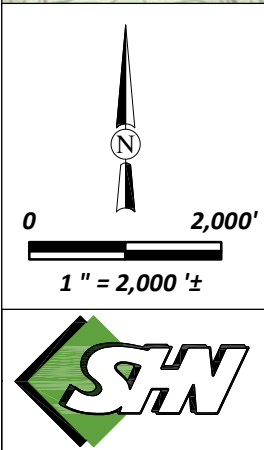
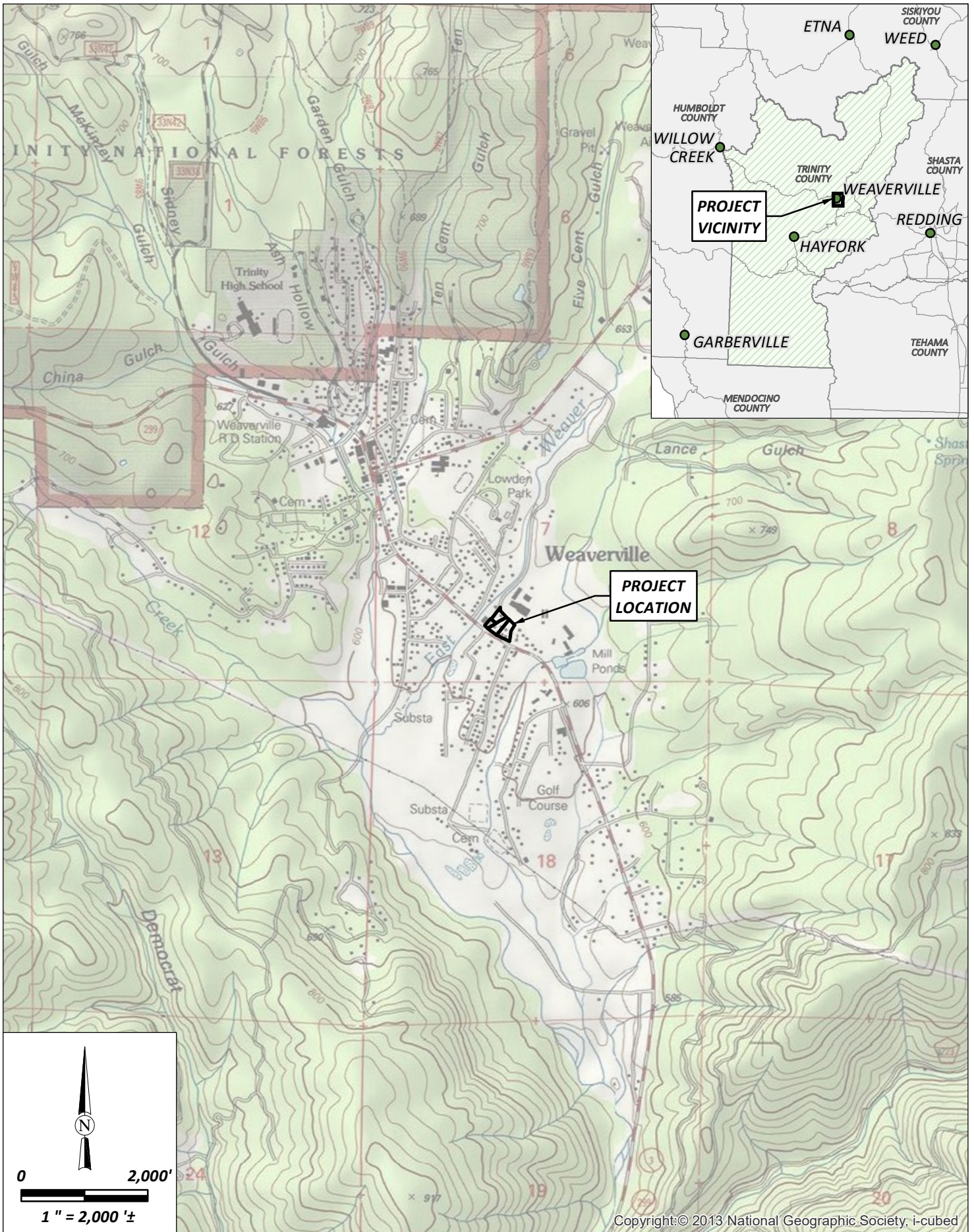
Water Availability

Water service is available to the Weaverville area from public sources operated by the Weaverville Community Service District (WCSD). Sources of water include East Weaver and West Weaver Creek in Weaverville and Trinity River in Douglas City (WCSD, 2019). The District has indicated that they have adequate water capacity to serve the proposed project in addition to their existing entitlements.

Domestic Wastewater Discharge

Wastewater services are available to the immediate Weaverville area by Weaverville Sanitary District (WSD). The District has indicated that they have adequate wastewater capacity to serve the proposed project in addition to their existing entitlements. The District will require an application for sewer service be made and additional fees be paid before construction of the proposed project begins.

Path: \\Arcata\\Projects\\GIS-Files\\Redding\\2018\\518009-TrinityCo-CUP\\103-Grocery-Outlet\\GIS\\PROJ_MXD\\US_Fig1_ProjectLocation.mxd User Name: jsousa DATE: 9/20/19, 2:22PM



County of Trinity
Grocery Outlet Initial Study
Weaverville, California



September 2019

Project Location

SHN 518009.103

Figure 1

EXPLANATION

-  **PROJECT PARCELS**
-  **COUNTY GIS PARCELS**

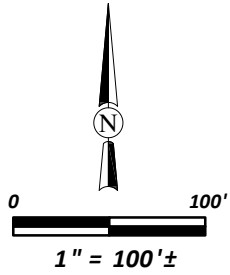


IMAGE SOURCE:
USGS/NAIP, 2016



County of Trinity
Grocery Outlet Initial Study
Weaverville, California

Project Area

SHN 518009.103

September 2019

IS_Fig2_ProjectArea

Figure 2

brr

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CONSULTANT

DUANE K. MILLER
CIVIL ENGINEER, INC.
PO BOX 1307
6172 MEISTER WAY, UNIT 1
ANDERSON, CA 96007
530-365-5610
DKMENGR.COM

BEST DEVELOPMENT GROUP

WEAVERVILLE, CA 96093
002-100-63

DATE:	9/25/19
OWN BY:	GDM
BOOKED BY:	DKM
#	629 30142

PRELIMINARY GRADING PLAN

C2.0

RR Original printed on recycled paper

brn

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BEST DEVELOPMENT GROUP

APN: 002-100-61, 002-100-62, 002-100-42,
002-100-63
WEAVERVILLE, CA 96093

[illegible]

DATE:	04/22/19
DRAWN BY:	SEW
CHECKED BY:	
JOB #	62930142
SHEET TITLE	
EXTERIOR ELEVATIONS	

SHEET NO.

A2.0

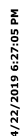
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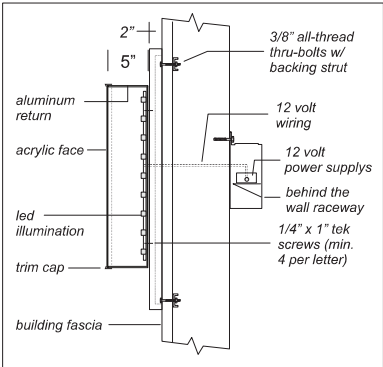
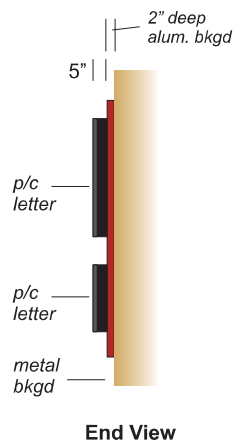
Figure 3: Project Plans



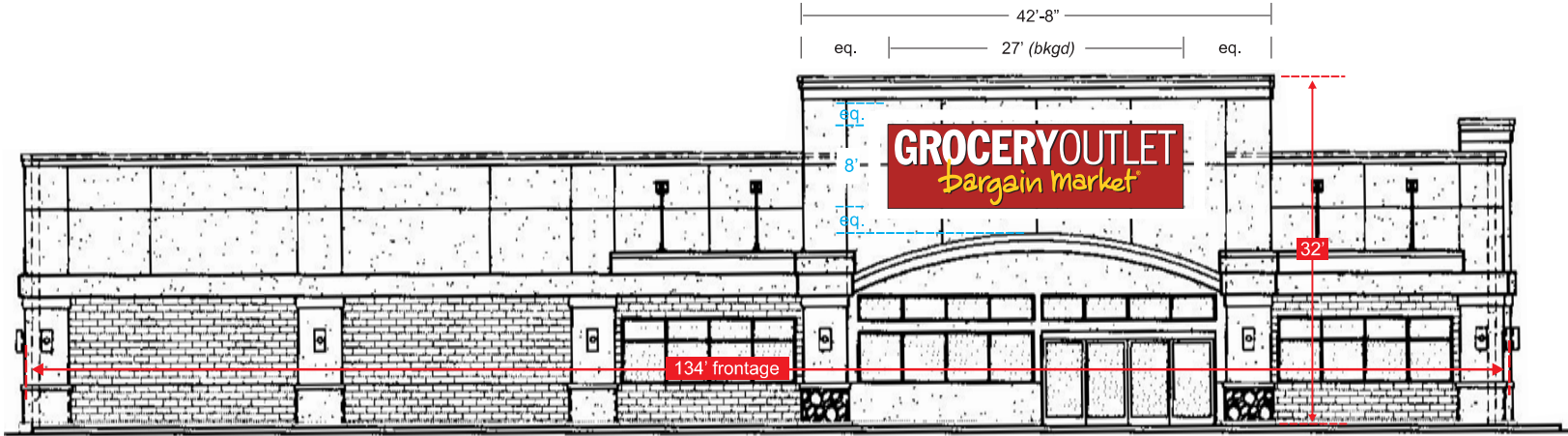
Sign A:
Led Illuminated P/C Sign (on alum. bkgd)
Scale 1/4"=1'-0"

clear acrylic letter faces with 2nd surface vinyl decoration;
white, golden yellow #3630-125. 5" deep black returns with black 1" trimcap.
ul approved white Led illumination.

8'x27'x 2" deep 0.100 aluminum face. paint dark red #3630-73 mathews.
behind the wall raceway: sht/ml construction paint to match bldg.



Led P/C Sign Detail on Metal Bkgd



Building Front Elevation / Scale 3/32"=1'-0"

C.S.C.L. # 718965

5201 Pentecost Drive
Modesto, Calif. 95356
1-800-481-SIGN
FAX (209) 543-1326

DESIGN MANUFACTURING INSTALLATION MAINTENANCE

JOB INFO

JOB #: 00000
CLIENT: GROCERY OUTLET
CONTACT:
DATE: 12-20-17
PROJECT LOCATION:
185 Main St
WEAVERVILLE, CA

SALESPERSON: SEAN CAMPBELL
DRAWN BY: bam
PAGE 1 OF 7

CLIENT APPROVAL _____ DATE _____
LANDLORD APPROVAL _____ DATE _____

FILE

REVISIONS:
00-00-00
8-18-16 bam
3-22-17 bam

SCALE:
NOTED

FILE NAME:
GROCERY OUTLET-
weaverville

ELECT.

120 Volt ☐
277 Volt ☐
Other ☐

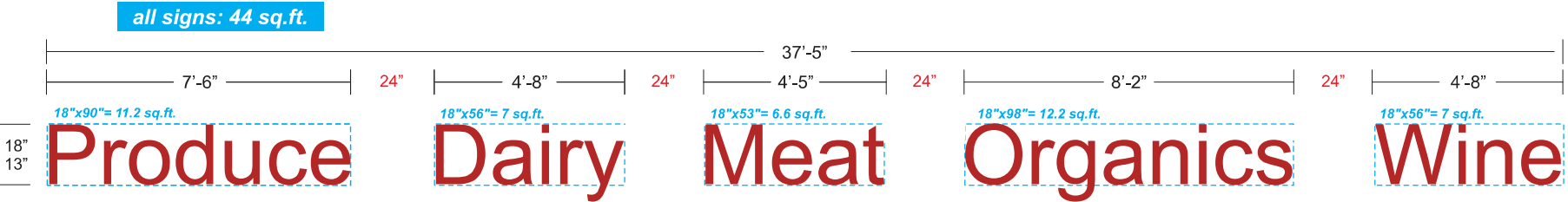
one box above
MUST be checked
prior to any mfg.

SPECIFICATIONS

See Drawing for Specifications

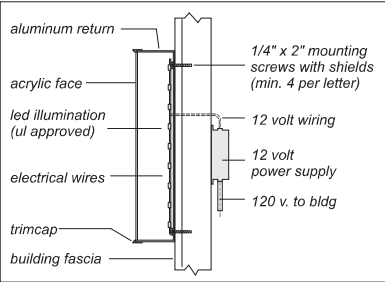
This Design Layout is specific to 120 volt electrical power for approved illuminated signage. Any other voltage at job site that requires additional wiring will be an extra charge. Copyright 2000 USS United Sign Systems. This artwork/design is sole property of USS United Sign Systems and cannot be reproduced without written permission of Johnson Sign Systems.

Figure 3: Project Plans

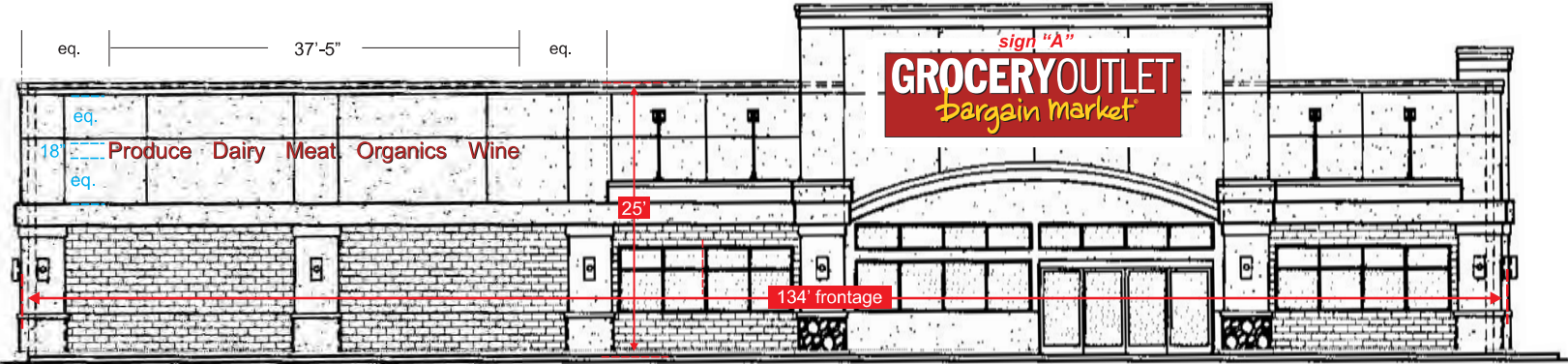


Signs B:
Led Illuminated Pan Channel Letters
Scale: 3/8"=1'-0"

clear acrylic letter faces with 2nd surface vinyl decoration; dark red #3630-73 & clear protective.
5" deep black returns with black 1" trimcap. ul approved red Led illumination



Led P/C Letter Mounting Detail



Building Front Elevation / Scale 3/32"=1'-0"

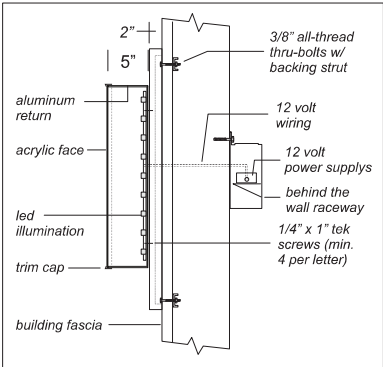
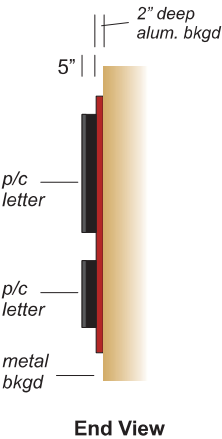
		JOB INFO		FILE	ELECT.	SPECIFICATIONS
 C.S.C.L. # 718965	5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326	JOB #: 00000 CLIENT: GROCERY OUTLET CONTACT: DATE: 12-20-17 PROJECT LOCATION: 185 Main St WEAVERVILLE, CA	SALESPERSON: SEAN CAMPBELL DRAWN BY: bam PAGE 2 OF 7 CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____	REVISIONS: 00-00-00 8-18-16 bam 3-22-17 bam SCALE: NOTED FILE NAME: GROCERY OUTLET-weaverville	120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/> one box above MUST be checked prior to any mfg.	See Drawing for Specifications
	DESIGN MANUFACTURING INSTALLATION MAINTENANCE					
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Figure 3: Project Plans

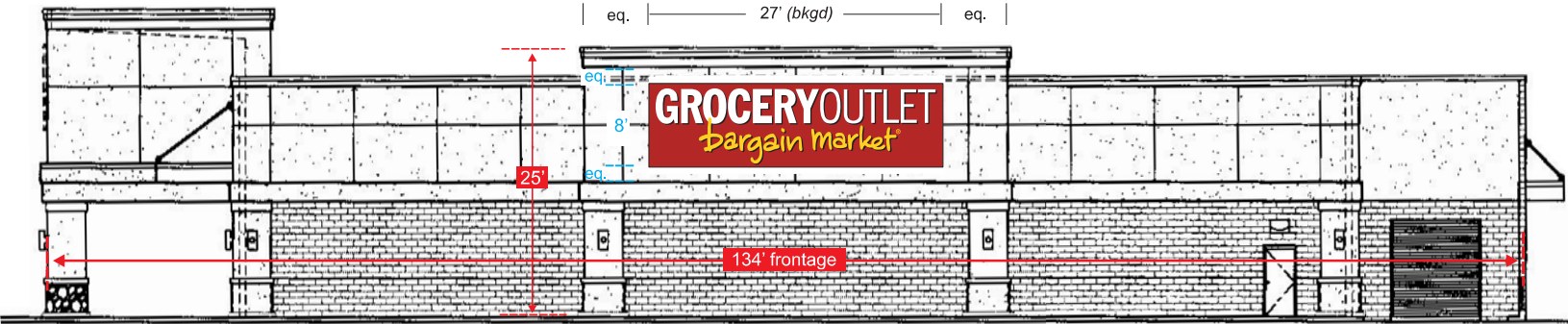


Sign C:
Led Illuminated P/C Sign (on alum. bkgd)
Scale 1/4"=1'-0"

clear acrylic letter faces with 2nd surface vinyl decoration;
white, golden yellow #3630-125. 5" deep black returns with black 1" trimcap.
ul approved white Led illumination.
8'x27'x 2" deep 0.100 aluminum face. paint dark red #3630-73 mathews.
behind the wall raceway: sht/mtl construction paint to match bldg.



Led P/C Sign Detail on Metal Bkgd



Building Right Elevation / Scale 3/32"=1'-0"

JOB INFO		FILE	ELECT.	SPECIFICATIONS
USS UNITED SIGN SYSTEMS C.S.C.L. # 718965 DESIGN MANUFACTURING INSTALLATION MAINTENANCE	5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326	SALESPERSON: SEAN CAMPBELL DRAWN BY: bam PAGE 3 OF 7	REVISIONS: 00-00-00 8-18-16 bam 3-22-17 bam	See Drawing for Specifications
	CLIENT: GROCERY OUTLET CONTACT: DATE: 12-20-17 PROJECT LOCATION: 185 Mainway Rd, WEAVERVILLE, CA	SCALE: NOTED FILE NAME: GROCERY OUTLET-weaverville	120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/> one box above MUST be checked prior to any mfg.	
	CLIENT APPROVAL _____ DATE _____			
	LANDLORD APPROVAL _____ DATE _____			

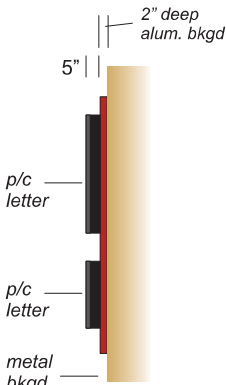
Figure 3: Project Plans



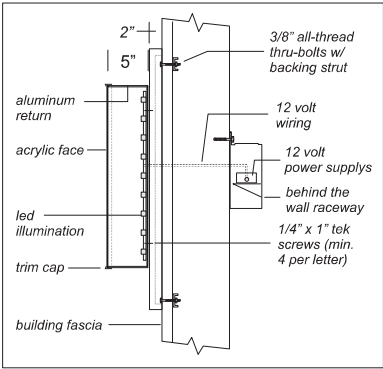
Sign D:
Led Illuminated P/C Sign (on alum. bkgd)
Scale 1/4"=1'-0"

clear acrylic letter faces with 2nd surface vinyl decoration;
white, golden yellow #3630-125. 5" deep black returns with black 1" trimcap.
ul approved white Led illumination.

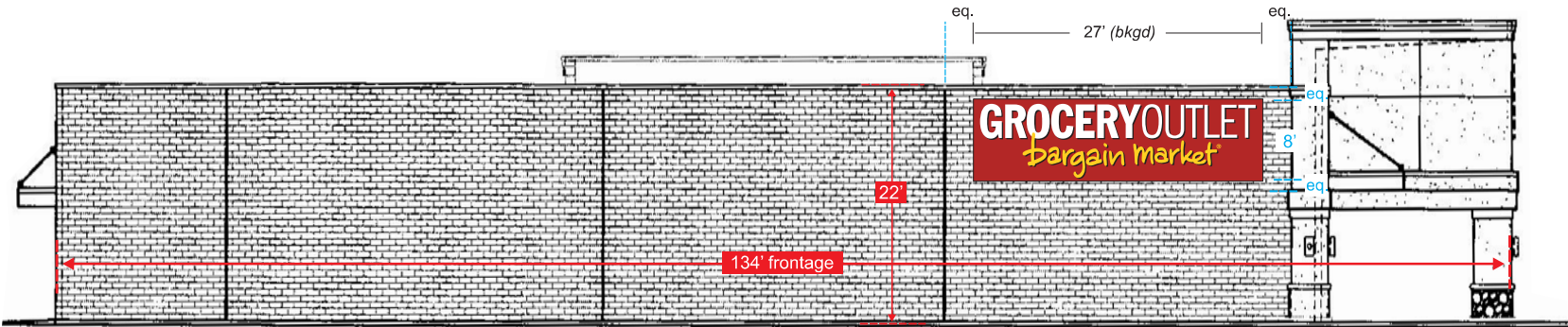
8'x27'x 2" deep 0.100 aluminum face. paint dark red #3630-73 mathews.
behind the wall raceway: sht/mlt construction paint to match bldg.



End View



Led P/C Sign Detail on Metal Bkgd



Building Right Elevation / Scale 3/32"=1'-0"

USS UNITED
SIGN SYSTEMS

C.S.C.L. # 718965

DESIGN MANUFACTURING INSTALLATION MAINTENANCE

5201 Pentecost Drive
Modesto, Calif. 95356
1-800-481-SIGN
FAX (209) 543-1326

JOB INFO

JOB #: 00000
CLIENT: GROCERY OUTLET
CONTACT:
DATE: 12-20-17
PROJECT LOCATION:
185 Mainway Rd
WEAVERVILLE, CA

SALESPERSON: SEAN CAMPBELL
DRAWN BY: bam
PAGE 4 OF 7

CLIENT APPROVAL _____ DATE _____
LANDLORD APPROVAL _____ DATE _____

REVISIONS:
00-00-00
8-18-16 bam
3-22-17 bam

SCALE:
NOTED

FILE NAME:
GROCERY OUTLET-
weaverville

ELECT.

120 Volt ☐
277 Volt ☐
Other ☐

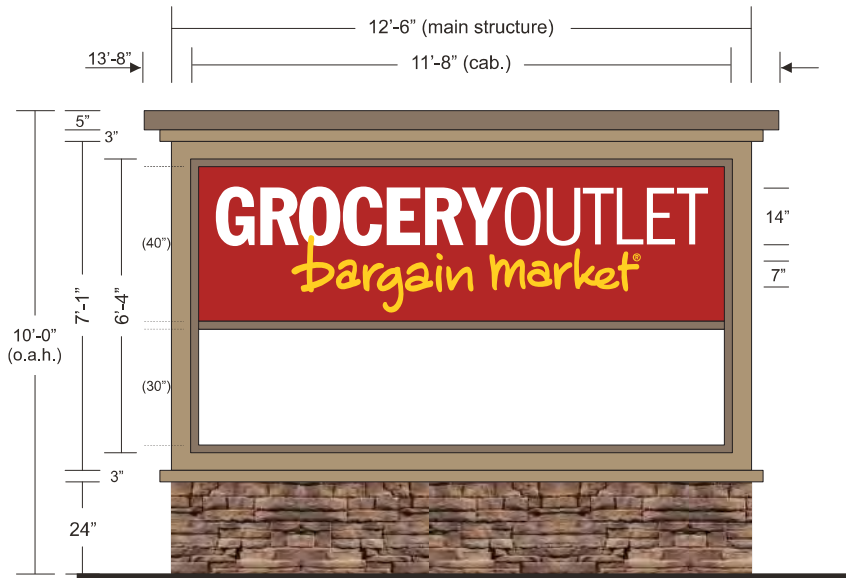
one box above
MUST be checked
prior to any mfg.

SPECIFICATIONS

See Drawing for Specifications

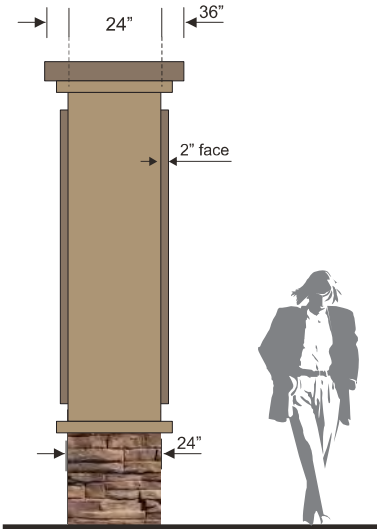
This Design Layout is specific to 120 volt electrical power for approved illuminated signage. Any other voltage at job site that requires additional wiring will be an extra charge.
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Figure 3: Project Plans



SIGN E:
New D/F Led Illum. Monument Tenant Sign
Scale: 1/2" = 1'-0"

- cornice/trim/main structure:**
alum. construction paint colors to follow
(med. texture)
- tenant cabinet:**
alum. constr. with mechanical divider bar
paint color t.b.d. (no texture)
- G.O. face:**
G.O. to have clear lexan w/ 2nd surface decor
(use approved colors)
- blank face:**
white lexan with 1st surface vinyl decor.
- base stonework:**
alum. frame w/ backer-board for faux
stonework (match bldg)



End View

USS

UNITED

SIGN SYSTEMS

C.S.C.L. # 718965

5201 Pentecost Drive
Modesto, Calif. 95356

1-800-481-SIGN
FAX (209) 543-1326

DESIGN MANUFACTURING INSTALLATION MAINTENANCE

JOB #:

00000

CLIENT:

GROCERY OUTLET

CONTACT:

DATE:

12-20-17

PROJECT LOCATION:

185 Mainway Rd
WEAVERVILLE, CA

SALESPERSON:

SEAN CAMPBELL

DRAWN BY:

bam

PAGE

5 OF 7

CLIENT APPROVAL

DATE

LANDLORD APPROVAL

DATE

REVISIONS:

11-15-18 bam
8-15-19 bam
2-20-20 bam

SCALE:

NOTED

FILE NAME:

GROCERY OUTLET-
weaverville

ELECT.

120 Volt ☐

277 Volt ☐

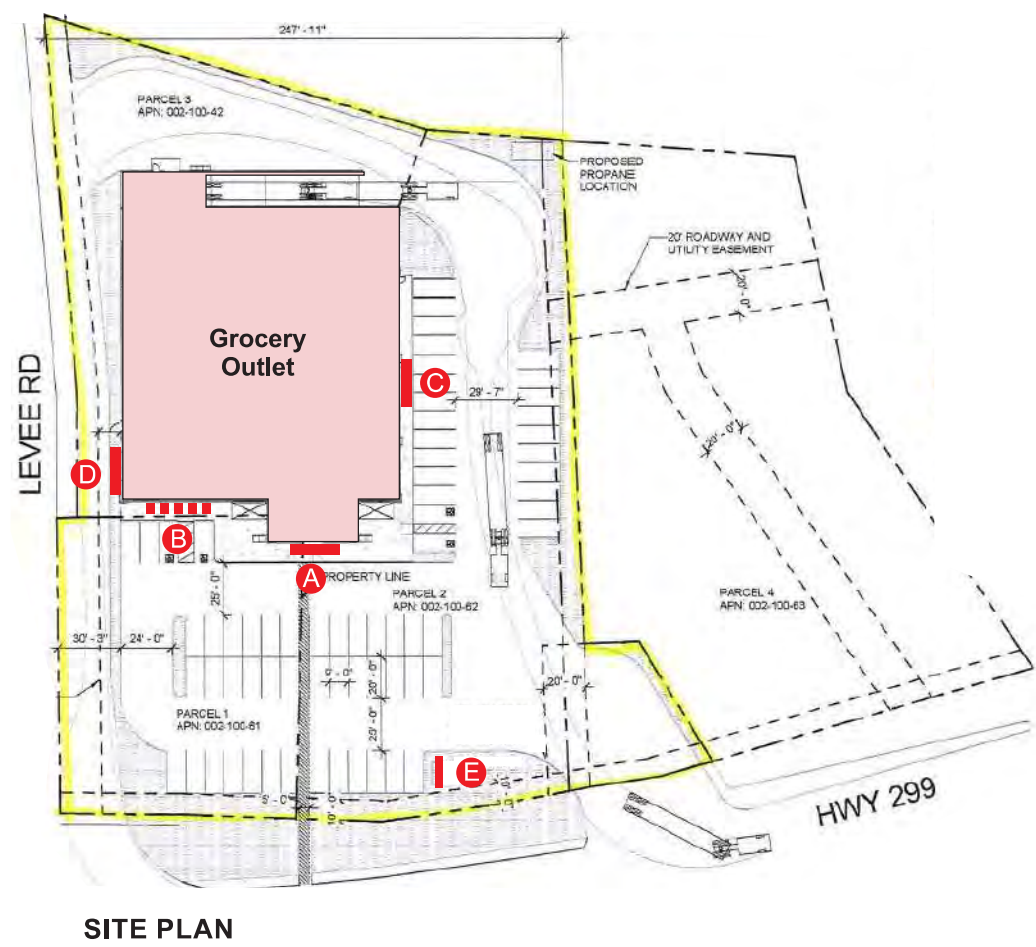
Other

one box above
MUST be checked
prior to any mfg.

SPECIFICATIONS

See Drawing for Specifications

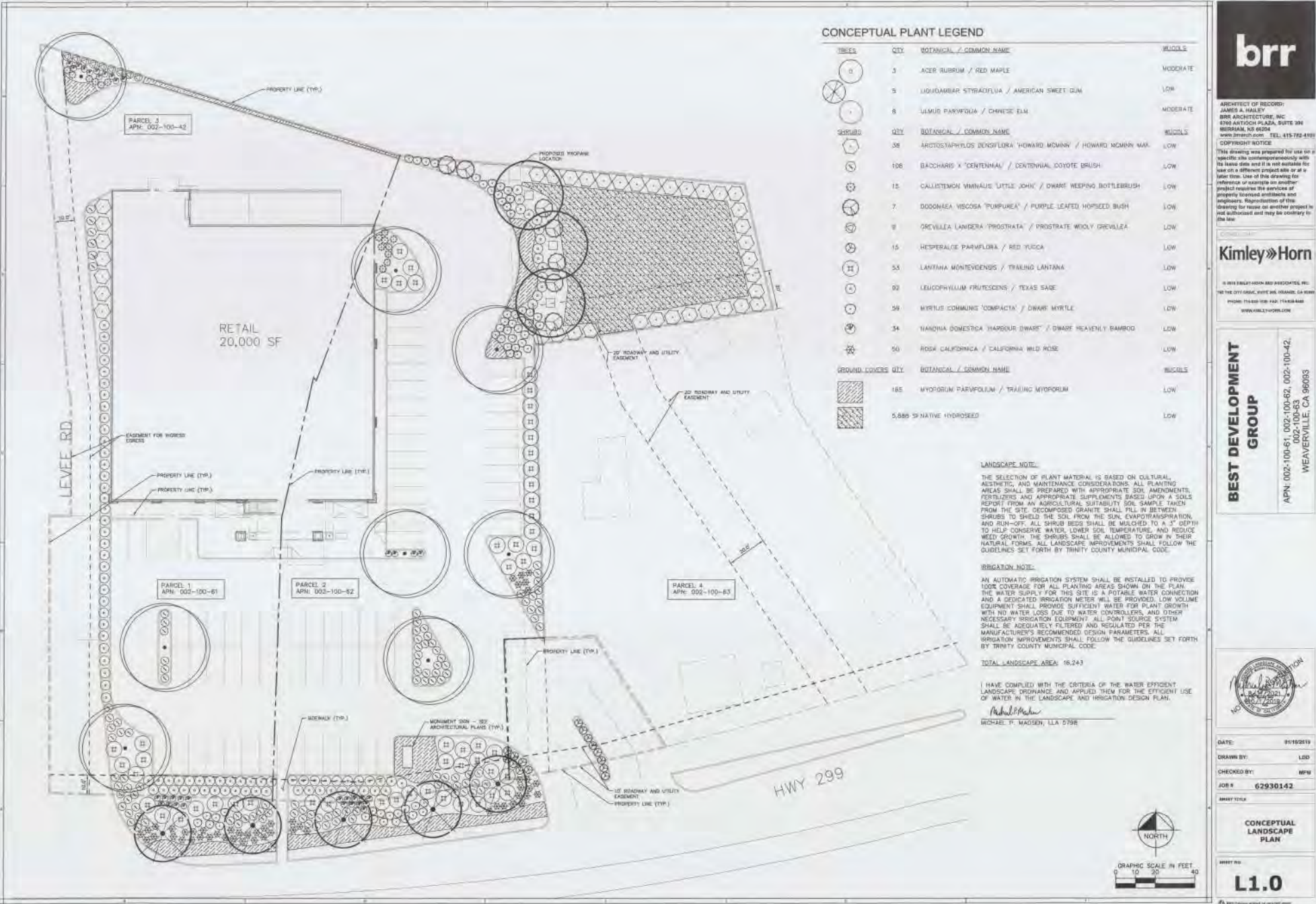
Figure 3: Project Plans



SITE PLAN

USS UNITED SIGN SYSTEMS C.S.C.L. # 718965 DESIGN MANUFACTURING INSTALLATION MAINTENANCE		5201 Pentecost Drive Modesto, Calif. 95356 1-800-481-SIGN FAX (209) 543-1326		JOB INFO JOB #: 00000 CLIENT: GROCERY OUTLET CONTACT: DATE: 12-20-17 PROJECT LOCATION: 185 MAIN ST RD WEAVERVILLE, CA		SALESPERSON: SEAN CAMPBELL DRAWN BY: bam PAGE 6 OF 7 CLIENT APPROVAL _____ DATE _____ LANDLORD APPROVAL _____ DATE _____		FILE REVISIONS: 11-15-18 bam 8-18-16 bam 3-22-17 bam SCALE: NOTED FILE NAME: GROCERY OUTLET-weaverville		ELECT. 120 Volt <input type="checkbox"/> 277 Volt <input type="checkbox"/> Other <input type="checkbox"/> one box above MUST be checked prior to any mfg.		SPECIFICATIONS See Drawing for Specifications	
--	--	---	--	---	--	--	--	--	--	--	--	---	--

Figure 3: Project Plans



SECTION 3.0

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

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.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> 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 will be prepared.
- ☒ I find that although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation 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 although the proposed project COULD have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

 _____  _____
Signature Date

 _____ Trinity County, Planning Department
Printed name For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less-than-significant with mitigation, or less-than-significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less-than-significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-than-significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from Section 21, “Earlier Analyses,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addresses. Identify which effects from the above checklist were within the scope of and adequately analyze in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less-than-significant with Mitigation Measures Incorporated,,” describe the mitigation measures which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plan, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats, however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue identify:
 - a) The significant criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less-than-significant.

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

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located along the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. The site is sparsely covered by trees and disturbed ground cover including shrubs and grasses. Existing outdoor lighting at the site includes streetlights along the property frontage. Views of the project site on December 31, 2019 are provided in Figures 4 – 7.

The project site is not located along an officially designated State scenic highway. The Weaverville Community Plan (Community Plan) notes that Glenison Gap, Rocky Point, Weaver Bally, Monument Peak, and the forested slopes below these peaks are significant focal points. To the west, Timber Ridge and Oregon Mountain dominate the view. To the south and east, the viewshed includes Musser Ridge, with Brown's Mountain looming above. The Community Plan proposes to support the continuation of past and current resource management activities, which recognize the importance of visual impacts within the basin. The Community Plan does not designate any scenic vistas in the Weaverville area.

Figure 4: Photo from Center of Project Site – Looking Southwest (Date: 12/31/19)

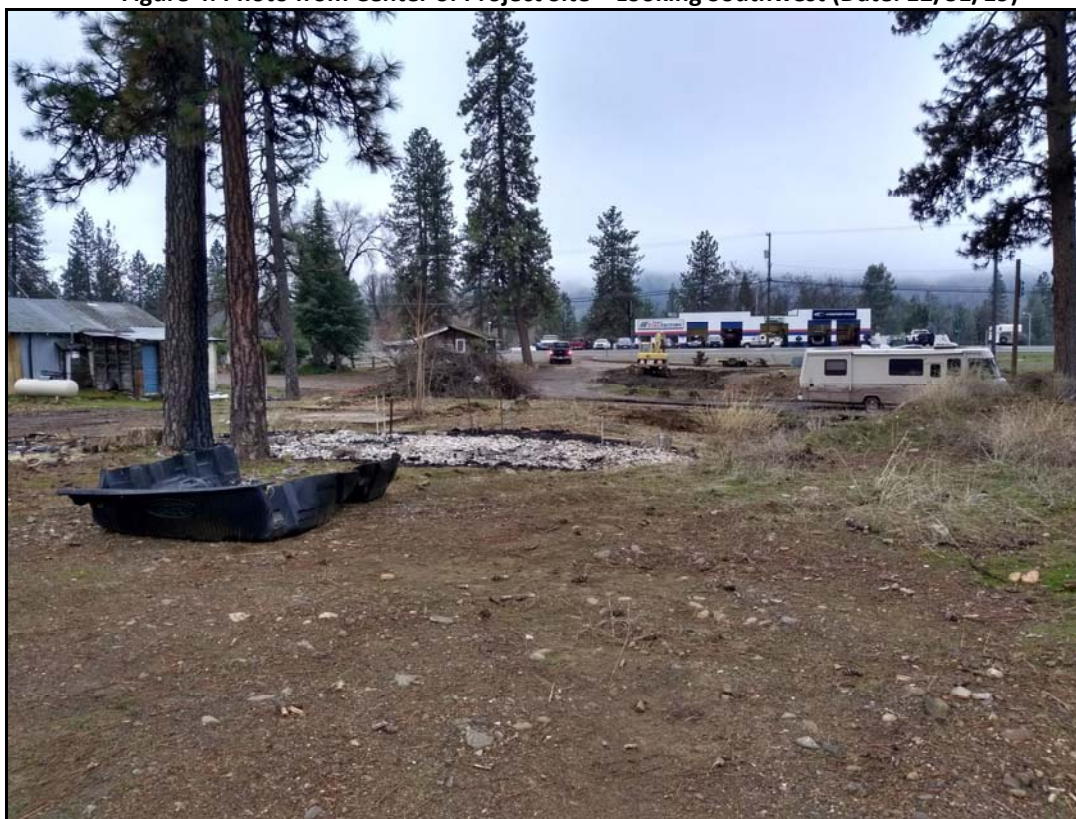


Figure 5: Photo from Center of Project Site – Looking East (Date: 12/31/19)



Figure 6: Photo from Center of Project Site – Looking Northwest (Date: 12/31/19)



Figure 7: Photo from Center of Project Site – Looking West (Date: 12/31/19)



Impact Analysis: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

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

Scenic vistas are defined as expansive views of highly-valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as topography, watercourses, outcrops, and natural vegetation, as well as man-made scenic structures. As noted in the Setting, there are no designated scenic vistas in the Weaverville area. Therefore, the proposed project would result in no impact on this resource category.

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

California's Scenic Highway Program was created by the State Legislature in 1963. According to Caltrans' California Scenic Highway Program, the project site is not located near an officially designated State scenic highway (Caltrans, 2017). The project will be visible from SR-299, but the proposed project will not impact visual scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within an officially designated State scenic highway. Therefore, the proposed project would result in no impact on this resource category.

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

The existing visual quality of the project site and surrounding area is characteristic of commercial and industrial areas. Existing public views of the project site from SR-299 and Levee Road consist of sparse vegetation, evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.), and paved and unpaved driveways. The project proposes a grocery store with off-street parking, landscaping, signage, and infrastructure improvements, consistent with surrounding land uses and public views along the SR-299 commercial corridor. Due to the existing visual character of the surrounding land uses and public views, the proposed project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* Less-than-significant with Mitigation Incorporated

Light pollution occurs when nighttime views are diminished by an over-abundance of ambient light. Proper light design and orientation, and landscaping are commonly used to reduce light pollution generated from lighting by blocking the distribution of light toward unintended areas.

As noted in the Setting, existing outdoor lighting at the site includes streetlights along the property frontage. The proposed project will include exterior lighting typical of commercial uses, including but not limited to, exterior lighting on the building, illuminated signage, parking lot lighting, security lighting, and pedestrian-scale lighting. As shown in the Architectural Renderings (Figure 3) the project does not propose building materials that would result in substantial glare. To ensure the project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, the Applicant shall implement **Mitigation Measure AES-1**, requiring all external lighting to be shielded and downcast to minimize lighting spillover. All external lighting shall be turned off from 11:00 p.m. to 6:00 a.m. Twenty-four-hour security lighting would be exempt from this time limitation but would be required to be shielded and downcast. The County shall condition the project to require a photometric lighting plan be submitted for review and approval before the issuance of the building permit.

With the adoption of **Mitigation Measure AES-1**, the project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Aesthetics*, the following mitigation measure shall be implemented:

AES-1: All external lighting to be shielded and downcast to minimize lighting spillover. All external lighting shall be turned off from 11:00 p.m. to 6:00 a.m. Twenty-four-hour security lighting would be exempt from this time limitation but would be required to be shielded and downcast. The County shall condition the project to require a photometric lighting plan be submitted for review and approval before the issuance of the building permit.

II. AGRICULTURE AND FORESTRY RESOURCES: <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural, Land Evaluation and Site Assessment Mode (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
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 PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. The site is sparsely covered by trees and disturbed ground cover including shrubs and grasses.

Prime Farmland within Trinity County has not yet been mapped by the California Department of Conservation's Important Farmland Series Mapping and Monitoring Program (DOC, 2019). The character and condition of the project site is not suitable for agricultural or timber production. The site is not subject to a Williamson Act or Timberland Production contract. According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, the project site contains Atter-Dumps, Dredge Tailing-Xerofluents Complex, 2 to 9 percent slopes (Prime Farmland if irrigated), and Urban Land – Xeralfs Complex, 5 to 30 percent slopes (Not Prime Farmland) (NRCS, 2019).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Convert Prime Farmland, Unique Farmland, or 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

Prime Farmland within Trinity County has not yet been mapped by the California Department of Conservation's Important Farmland Series Mapping and Monitoring Program. In addition, according to NRCS, soils contained within the project site are not considered Prime Farmland (NRCS, 2019). As such, the project will not convert Prime Farmland, Unique Farmland, or Statewide Importance (Farmland), to non-agricultural uses. Therefore, the proposed project would result in no impact on this resource category.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act Contract?* No Impact

The project site is not under a current Williamson Act contract and is not zoned for agricultural use. As noted in Section 2.0 (Project Description), the project site is designated and zoned for commercial development. As such, the proposed project would not create land use compatibility conflicts with an existing agricultural zone or property subject to a Williamson Act Contract. Therefore, the proposed project would result in no impact on this resource category.

- 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 PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?* No Impact.

The project site is not zoned forest land or timberland and is not under a current Timberland Production contract. The project site is located along the SR-299 commercial corridor and is surrounded by commercial and industrial uses. As noted in Section 2.0 (Project Description), the project site is designated and zoned for commercial development. As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would result in no impact on this resource category.

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

The site is sparsely covered by trees and disturbed ground cover including shrubs and grasses. The condition of the site and immediate surroundings (e.g., SR-299 and commercial and industrial development) is not typical of forest land and is not suitable for timber production. As such, the development of the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the proposed project would result in no impact on this resource category.

- 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?* No Impact

As noted in the Setting, the project site is located along the SR-299 commercial corridor in the community of Weaverville and is not located immediately adjacent to lands that are in agricultural or timber production. The project proposes the development of a grocery store along SR-299 on a property that has been planned to allow commercial development in the Weaverville Community Plan (Community Plan). Developing the property for uses consistent with the Community Plan would not result in the conversion of Farmland to non-agricultural use or forest land to a non-forest use. Therefore, the proposed project would result in no impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Agricultural and Forestry Resources*.

III. AIR QUALITY: Where available, the significant 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:	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. Trinity County is located within the North Coast Air Basin (NCAB). The NCAB extends for 250 miles from Sonoma County in the south to the Oregon border. The climate of NCAB is influenced by two major topographic units: the Klamath Mountains and the Coast Range provinces. The climate is moderate with the predominant weather factor being moist air masses from the ocean. The average annual rainfall in the area is approximately 50 to 60 inches with the majority falling between October and April. Typical gradient winds are from west to east.

Activities affecting air quality in Trinity County are subject to the authority of the North Coast Unified Air Quality Management District (NCUAQMD) and the California Air Resources Board (CARB). Trinity County is listed as "attainment" or "unclassified" for all the federal and state ambient air quality standards (CARB, 2018b). Due to the large size of the NCUAQMD, it is well understood that particulate matter can travel from other areas into Trinity County (such as from Humboldt County) and affect air quality. In the NCUAQMD, particulate matter has been determined to be primarily from vehicles, with the largest source of fugitive emissions from vehicular traffic on unpaved roads.

The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

Sensitive receptors (e.g., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effect of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, parks, childcare centers, hospitals, convalescent homes, and retirement homes. The nearest known potential sensitive receptor to the proposed project includes a residence across State Route 299 (SR-299) on Mountain View Street (158 ft.). Other sensitive receptors in the community of Weaverville include, but are not limited to, residences (>158 ft. from the project site), Lowden Park (1,425 ft.), Weaverville Elementary School (1,848 ft.), Shasta Head Start (2,640 ft.), Trinity Hospital (4,488 ft.), and Trinity High School (5,060 ft.). As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63), will be vacated prior to the beginning of construction activities. Under the existing condition, persons and residences along SR-299 are exposed to diesel particulate matter (DPM) emissions resulting from vehicular traffic.

Criteria air pollutants are regulated by the NCUAQMD, CARB, and the Environmental Protection Agency (EPA). Exposure to criteria air pollutants can cause a myriad of adverse health effects in humans. Human health effects of criteria air pollutants are summarized below in Table 2.

Table 2.
Criteria Air Pollutants Summary of Common Sources and Effects

Pollutant	Major Sources	Human Health Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust (CAPCOA, 2011).	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death (CAPCOA, 2011).

Pollutant	Major Sources	Human Health Effects
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel (CAPCOA, 2011).	A respiratory irritant; aggravates lung and heart problems. A precursor to ozone. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere (CAPCOA, 2011).
Ozone (O ₃)	A colorless or bluish gas (smog) formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (NO _x) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills (CAPCOA, 2011).	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield (CAPCOA, 2011).
Particulate Matter (PM ₁₀ & PM _{2.5})	Produced by power plants, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others (CAPCOA, 2011).	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; non-fatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (CAPCOA, 2011).
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships (CAPCOA, 2011).	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain (CAPCOA, 2011).
Hydrogen Sulfide (H ₂ S)	A colorless gas with the odor of rotten eggs. The most common sources of H ₂ S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. It is also formed during bacterial decomposition of human and animal wastes and is present in emissions from sewage treatment facilities and landfills. Industrial sources include petrochemical plants, coke oven plants, and kraft paper mills (CARB, 2020a).	Can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting. A few studies suggest that asthmatics may be at increased risk of exacerbation of their asthma symptoms (CARB, 2020a).
Lead	Metallic element emitted from metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries (CARB, 2020b).	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems (CARB, 2020b).
Sulfate	A sub-fraction of ambient particulate matter. Emissions of sulfur-containing compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. A small amount of sulfate is directly emitted from combustion of sulfur-containing fuels, but most ambient sulfate is formed in the atmosphere (CARB, 2020c).	Much like health effects of PM _{2.5} , sulfate can cause reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases (CARB, 2020c).
Vinyl Chloride	A colorless gas with a mild, sweet odor. Most vinyl chloride is used in the process of making polyvinyl chloride (PVC) plastic and vinyl products, thus may be emitted from industrial processes. Vinyl chloride has been detected near landfills, sewage treatment plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents (CARB, 2020d).	Short-term exposure to high levels (10 ppm or above) of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. The primary non-cancer health effect of long-term exposure to vinyl chloride through inhalation or oral exposure is liver damage. Inhalation exposure to vinyl chloride has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans

Pollutant	Major Sources	Human Health Effects
		(CARB, 2020d).
Visibility Reducing Particles	These particles vary greatly in shape, size and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment (CARB, 2020e).	Haze not only impacts visibility, but some haze-causing pollutants have been linked to serious health problems and environmental damage as well. Exposure to particles up to 2.5 (PM _{2.5}) and 10 microns (PM ₁₀) in diameter in the ambient air can contribute to a broad range of adverse health effects, including premature death, hospitalizations and emergency department visits for worsened heart and lung diseases (CARB, 2020e).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

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

The NCUAQMD prepared a Draft Particulate Matter Attainment Plan in May 1995, which is only applicable to portions of the District which are nonattainment for PM₁₀ (e.g., Humboldt County) (NCUAQMD, 1995). Since Trinity County is in attainment or unclassified for all federal and state ambient air quality standards, including the standards for particulate matter, the project is not subject to the NCUAQMD Attainment Plan. As such, the proposed project would not conflict or obstruct implementation of an applicable air quality plan. Therefore, the proposed project would result in no impact on this resource category.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? No Impact

As noted above, the proposed project is located in Trinity County, which is in attainment or unclassified for all federal and state ambient air quality standards, including the standards for particulate matter. As such, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, the proposed project would result in no impact on this resource category.

c) Expose sensitive receptors to substantial pollutant concentrations? Less-than-significant with Mitigation Incorporated

This discussion addresses whether the proposed project would expose sensitive receptors to substantial concentrations of criteria air pollutants or toxic air contaminants including asbestos, fugitive dust (PM₁₀ and PM_{2.5}) from construction activity, and diesel particulate matter (DPM) from construction equipment and vehicle traffic.

As noted in the Setting, high concentrations of criteria air pollutants and toxic air contaminants can result in adverse health effects to humans. Some population groups are considered more sensitive to air pollution than others; in particular, children, elderly, and acutely or chronically ill persons, especially those with cardio-respiratory diseases such as asthma and bronchitis. Land uses that generally house more sensitive people include residences, schools, parks, childcare centers, hospitals, convalescent homes, and retirement homes. The nearest known potential sensitive receptor to the proposed project includes a residence across State Route 299 (SR-299) on Mountain View Street (158 ft.). Other sensitive receptors in the community of Weaverville include, but are not limited to, residences (>158 ft. from the project site), Lowden Park (1,425 ft.), Weaverville Elementary School (1,848 ft.), Shasta Head Start (2,640 ft.), Trinity Hospital (4,488 ft.), and Trinity High School (5,060 ft.). As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63), will be vacated prior to the beginning of construction activities.

The NCUAQMD has not adopted guidance for health risk assessments or health risk significance thresholds. However, on the NCUAQMD's website, the District recommends the use of the California Air Pollution Control Officers Association (CAPCOA) guidance document entitled "Health Risk Assessment for Proposed Land Use Projects" to assist lead agencies with the requirements of CEQA when projects may involve exposure to toxic air contaminants. The document primarily focuses on addressing long-term public

health risk impacts from and to proposed land use projects. The document does not provide guidance on how risk assessments for construction projects should be addressed in CEQA (CAPCOA, 2009).

Air quality issues occur when sources of air pollutants and sensitive receptors are located near one another. As discussed in the CAPCOA guidance document (2009, Pg. 4), there are basically two types of land use projects that have the potential to cause long-term public health risk impacts:

- Land use projects with toxic emissions that impact receptors. Examples of these types of projects include combustion related power plants, gasoline dispensing facilities, asphalt batch plants, warehouse distribution centers, and quarry operations.
- Land use projects that will place receptors in the vicinity of existing toxic sources. This would occur when residential, commercial, or institutional developments are proposed to be located in the vicinity of existing toxic emission sources such as stationary sources, high traffic roads, freeways, rail yards, and ports.

The following analysis evaluates whether the project would result in construction or operational-related impacts to sensitive receptors.

Construction

Criteria Air Pollutants. Construction of the proposed grocery store includes site preparation, grading, building construction, paving, and architectural coating, all of which include activities and equipment which may result in the emission of criteria air pollutants. The Bay Area Air Quality Management District (BAAQMD) has developed project screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant impacts related to criteria air pollutant emissions. Projects below the applicable screening criteria would not exceed thresholds for criteria air pollutants established by the BAAQMD for land-use projects, other than permitted stationary sources. BAAQMD screening criteria include a “supermarket” category which is compared to the construction and operation of the proposed project for the purpose of this analysis. For construction-related criteria air pollutants, the BAAQMD screening project size for a supermarket is 277,000 s.f. (BAAQMD, 2017). Because the project proposes a 20,000 s.f. supermarket, which is significantly smaller in size than the BAAQMD screening project size for a supermarket (277,000 s.f.), construction of the proposed project would not expose sensitive receptors to substantial concentrations of criteria air pollutants.

Asbestos. The U.S. Geological Survey (USGS, 2011) has published mapping identifying areas that are known to contain naturally occurring asbestos (NOA). The California Department of Conservation (DOC, 2000) has also published mapping of area more likely to contain naturally occurring asbestos. These mapping sources indicate that there are several locations within Trinity County that are known to contain NOA. The project site is located along the SR-299 commercial corridor in the community of Weaverville and is not identified as an area that is known to contain or likely to contain NOA. The closest areas containing NOA are located over 1 mile from the project site (USGS, 2011 and DOC, 2000). As such, the project site does not contain NOA that could be released during construction activities such as site preparation, grading, and trenching.

Diesel PM. The use of diesel-powered equipment during construction activity would generate diesel particulate matter (DPM), which is a known carcinogen. The majority of heavy diesel equipment used during construction activity would occur during grading of the project site. Exhaust fumes from construction equipment will be isolated to areas immediately surrounding the sources and will dissipate rapidly. The applicant estimates that grading activity would occur over approximately a 6-day period. Residents and other sensitive receptors located within the vicinity of the project site would be exposed to construction contaminants only for the duration of construction activity. These brief exposure periods would substantially limit exposure to hazardous emissions.

In addition, any relevant vehicle or equipment use associated with construction of the project will be subject to CARB standards. The CARB In-Use-Off-Road Diesel Vehicle Regulation applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulations: 1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; 2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System, DOORS) and labeled; 3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and 4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies, VDECS (i.e., exhaust retrofits). The requirements and compliance dates of the Off-Road regulation vary by fleet size, as defined by the regulation.

Due to the short duration of construction activity requiring heavy diesel equipment, and in compliance with CARB regulations, construction of the proposed project would not expose sensitive receptors to substantial concentrations of diesel PM.

Fugitive Dust: Fugitive dust has the potential to be generated during construction from activities including site preparation, grading, and trenching. Fugitive dust generated from construction activity can result in nuisances and localized health impacts. The NCAUQMD Regulation 1 prohibits nuisance dust generation, such as that generated by construction activity. The following standard conditions for controlling dust emissions during construction will be required as **Mitigation Measure AQ-1** to reduce impacts from fugitive dust generation.

- All active construction areas (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered a minimum of two times per day during the dry season.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Dust-generating activities shall be limited during periods of high winds (over 15 mph).
- Suspend excavation and grading activity when winds exceed 25 mph.
- All haul trucks transporting soil, sand, or other loose material, likely to give rise to airborne dust, shall be covered.
- All vehicle speeds shall be limited to 15 miles per hour within the construction area.
- Promptly remove earth or other tracked out material from paved streets onto which earth, or other material has been transported by trucking or earth-moving equipment.
- Conduct digging, backfilling, and paving of utility trenches in such a manner as to minimize the creation of airborne dust.
- Pave the backfilled trenches as soon as practicable after backfilling of the trenches.

With the incorporation of **Mitigation Measure AQ-1**, the limited duration of construction activities, and the distance of the project site from known sensitive receptors, the proposed project will not expose sensitive receptors to substantial concentrations of fugitive dust. Therefore, the proposed project's construction activity would result in a less-than-significant impact with mitigation incorporated.

Operation

A grocery store is not a type of land use that would generally be considered to emit toxic emissions that would expose sensitive receptors to substantial pollutant concentrations. As noted in the Setting, these types of land uses typically include combustion related power plants, gasoline dispensing facilities, asphalt batch plants, warehouse distribution centers, and quarry operations. However, the proposed project does have the potential to result in the emissions of criteria air pollutants, which would be primarily from vehicle/truck traffic. In addition, as a commercial development, the project itself is a sensitive receptor.

Criteria Air Pollutants. As noted above, the Bay Area Air Quality Management District (BAAQMD) has developed project screening criteria to provide lead agencies and project applicants with a conservative indication of whether a project could result in potentially significant impacts related to criteria air pollutant emissions. For operational related criteria air pollutants, the BAAQMD screening project size for a supermarket is 42,000 s.f. (BAAQMD, 2017). Because the project proposes a 20,000 s.f. supermarket, which is significantly smaller in size than the BAAQMD screening project size for a supermarket (42,000s.f.), the proposed project would not expose sensitive receptors to substantial concentrations of criteria air pollutants.

Toxic Air Contaminants. As noted above, as a commercial development, the project itself is a sensitive receptor. There are no land uses within 1,000 feet of the project site that produce significant quantities of toxic air contaminants that would expose customers, employees, etc. to substantial pollutant concentrations (i.e., stationary sources, high traffic roads, freeways, rail yards, and ports). Vehicle traffic on Highway 299 is relatively low compared to the thresholds recommended by CAPCOA (2009) for siting of new sensitive land uses (e.g., rural roads with a traffic volume of 50,000 vehicles per day). The most recent data indicates that SR-299 carries an annual average daily traffic volume of 10,700 vehicles per day in the area of the project south of Washington Street. Trucks comprise 2%-3% of the daily volume (KD and Associates, 2019).

Therefore, operation of the proposed project would result in a less-than-significant impact.

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

The construction phase of the proposed project will include the paving of the parking lot surfaces and access routes, which will consist of the application of hot asphalt. Construction of the proposed grocery store will also involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. Odors from hot asphalt and exhaust fumes may be considered objectionable, however, these odors would be isolated to areas immediately surrounding their sources and would dissipate rapidly. The land uses surrounding the project site are primarily commercial and industrial, with few residents present in the immediate

vicinity. Therefore, a substantial number of people would not be adversely affected by construction of the proposed project. Furthermore, the generation of odors will be temporary and subside once project construction is concluded.

Operation of a grocery store is not a type of land use that would generally be considered to result in significant emissions, such as those leading to odors, that would affect a substantial number of people. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Air Quality*.

AQ-1: The following standard conditions for controlling dust emissions during construction will be required as to reduce impacts from fugitive dust generation.

- All active construction areas (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered a minimum of two times per day during the dry season.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Dust-generating activities shall be limited during periods of high winds (over 15 mph).
- Suspend excavation and grading activity when winds exceed 25 mph.
- All haul trucks transporting soil, sand, or other loose material, likely to give rise to airborne dust, shall be covered.
- All vehicle speeds shall be limited to 15 miles per hour within the construction area.
- Promptly remove earth or other tracked out material from paved streets onto which earth, or other material has been transported by trucking or earth-moving equipment.
- Conduct digging, backfilling, and paving of utility trenches in such a manner as to minimize the creation of airborne dust.
- Pave the backfilled trenches as soon as practicable after backfilling of the trenches.

IV. <u>BIOLOGICAL RESOURCES</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
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 Wildlife or U.S. Fish and Wildlife Service?			X	
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?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. The project site does not contain any water courses, drainages, or wetland features. The nearest riparian habitat to the project site is located along East Weaver Creek, which is approximately 160 ft. northwest of the project site.

The vegetation of the greater Weaverville region is characterized by an overstory of a mixed hardwood/conifer with locally dense understory of manzanita and chaparral and ground cover of native and introduced grasses/forbs. Vegetation is relatively sparse, as the site has undergone disturbances associated with commercial and residential activities over the last 150 years. The overstory of the project site consists of various species of conifers and hardwoods, notably Douglas-fir (*Pseudotsuga menziesii*), Ponderosa pine (*Pinus ponderosa*), Incense cedar (*Libocedrus decurrens*), White Fir (*Abies concolor*), black oak (*Quercus kelloggii*) and associated species, including California buckeye (*Aesculus californica*). The understory is composed of manzanita (*Arctostaphylos* sp.), deer brush (*Ceanothus integerrimus*), redbud (*Cercis occidentalis*), laurel (*Leucothoe davisiae*), and poison oak (*Rhus diversiloba*) (Genesis Society, 2019).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?* Less-than-significant with Mitigation Incorporated

Based on the Biological Review Report prepared by Wildland Resource Managers in July 2019, nine special status plant species have the potential to occur within the project area, with no observations recorded for any of them: Siskiyou daisy (*Erigeron cervinus*), English Peak Greenbrier (*Smilax jamesii*), Kern Ceanothus (*Ceanothus pinetorum*), Tracy's Collomia (*Collomia tracyi*), Thread-leaved Beardtongue (*Penstemon filiformis*), Mountain Lady's-slipper (*Cypripedium montanum*), Clustered Lady's-slipper (*Cypripedium fasciculatum*), Redwood Lilly (*Lilium rubescens*), Dudley's Rush (*Juncus dudleyi*). These species are known to occur within close proximity of the project area or in habitat types that occur in the project area. During a botanical survey conducted within the project area, no special status plant species were observed (Wildland Resource Managers, 2019).

Based on the Biological Review Report prepared by Wildland Resource Managers in July 2019, three special status animal species have the potential to occur within the project area, with no observations recorded for any of them: Golden Eagle (*Aquila chrysaetos*), Sharp-Shinned Hawk (*Accipiter striatus*), and pallid bat (*Antrozous pallidus*). Site visits were conducted during the height of the bird nesting season (June and July) and no birds were observed on site. A focused bat survey has not been conducted at the project site (Wildland Resource Managers, 2019).

In the Biological Review Report (July 2019), Wildland Resource Managers concluded that there are no species of listed plants or animals found within the project site and there are no wetland features within the project site. There are limited nesting and denning opportunities within the scattered trees, but no wildlife activity was observed other than signs (mounds) of pocket gophers (*Thomomys sp.*). The loss of this habitat from the proposed development will most likely not threaten the survival of the species (Wildland Resource Managers, 2019).

Construction

Due to the potential for nesting, roosting and denning activities at the project site, construction activities for the proposed project should occur outside of the typical nesting season for migratory birds (September through April). If project activities cannot occur outside the nesting bird season (generally Mar 1 – Aug 31), **Mitigation Measure BIO-1** shall be implemented, requiring a qualified biologist to conduct nesting bird surveys within the area of impact and establish a protective buffer for any active nests found. Consistent with **Mitigation Measure BIO-1**, the following steps shall be taken:

- A qualified biologist shall conduct surveys no more than 7 days prior to activities, covering the entire area of potential impact.
- If active nests are found, the qualified biologist shall establish protective buffers (no-disturbance area around the nest) of a distance determined by the biologist based on the nesting species, its sensitivity to disturbance, and type of and duration of disturbance expected. Protective buffers shall remain in place until young have fledged.
- Construction activities outside buffers may proceed while active nests are being monitored, at the discretion of the qualified biologist. In the event that active nests are found to be at risk due to construction activities, construction activities shall be delayed until the qualified biologist determines that the young have fledged.

The results of the aforementioned surveys shall be submitted to the Trinity County Planning Department for review and approval. As mentioned above, if nesting birds are observed, the qualified biologist shall design appropriate project activity buffer widths and operational restrictions. Project-related activities shall only commence when the Trinity County Planning Department has approved the report in writing, and the buffer widths and operational restrictions are applied.

With implementation of **Mitigation Measures BIO-1**, construction of the proposed project will not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Operation

During operation of the proposed project, the proposed stormwater detention basin will create new water features on the project site that have the potential to increase the population of insects such as mosquitoes (family *Culicidae*) and invasive aquatic species such as the American bullfrog (*Lithobates catesbeianus*). Some methods of insect control (larval insecticide) for the benefit of human health could have the potential to impact wildlife. To prevent potential impacts to wildlife from the use of larval insecticide, **Mitigation Measure BIO-2** shall be implemented as part of the project:

- If larval insecticide is deemed necessary for the control of mosquitoes in the detention and infiltration basin, products with active ingredient *Bacillus thuringiensis israelensis* (Bti) is recommended by the USEPA as it specifically targets mosquito and fly larvae and has limited acute and no chronic toxicity to mammals, birds, fish, or vascular plants.

The American bullfrog is known to eat other aquatic species including native special-status frogs and decimate their populations, though this invasive species requires a full year for metamorphosis from larvae to adult. The proposed stormwater detention and infiltration basin is expected to be designed with standard LID specifications for proper function that allows stormwater infiltration at a rate that will not hold water long enough for bullfrog metamorphosis. Therefore, the proposed detention and infiltration basin would not require mitigation measures or for bullfrog management.

With the implementation of **Mitigation Measure BIO-1** and **Mitigation Measure BIO-2**, construction and operation of the proposed project will not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

- 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 Wildlife or U.S. Fish and Wildlife Service?* Less-than-significant Impact

The nearest riparian habitat to the project site is located along East Weaver Creek, which is approximately 160 ft. northwest of the project site. The project does not propose any development that would impact riparian habitat along East Weaver Creek. According to the Biological Review Report prepared by Wildland Resource Managers in July 2019, there were no sensitive natural communities identified within the project area (Wildland Resource Managers, 2019). Based on this information, the proposed project will not 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 Wildlife or U.S. Fish and Wildlife Service. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* No Impact

According to the Biological Review Report prepared by Wildland Resource Managers in July 2019, there are no wetlands present on the project site (Wildland Resource Managers, 2019). In addition, the U.S. Fish & Wildlife Service National Wetlands Inventory mapping tool shows there are no wetlands expected to occur within the project site (USFWS, 2019). Based on this information the proposed project will not 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. Therefore, the proposed project would result in no impact on this resource category.

- 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?* Less-than-significant Impact

The Weaverville Community Plan recommends the protection of “Deer Winter Range” for the Weaverville herd of black-tailed deer (*Odocoileus hemionus columbianus*) (Trinity County, 1997). Critical Deer Winter Range is generally considered to be areas below 3,500 feet in elevation that deer are dependent upon during severe winter weather. The plan notes that critical deer winter range habitat is disrupted by residential development even in relatively low densities and contribute to the reduction of this winter range for migrating deer. Measures that help protect deer winter range include clustering of homesites, 40-acre minimum parcel sizes for corridor areas, habitat improvements and extensive setbacks from creeks, wildlife corridors, and critical habitat areas. The project site is located within the elevation range suitable for deer refugia during severe winter weather and is located within the boundary of deer winter range. However, due to the project sites proximity to SR-299, as well as the existing commercial and industrial development surrounding the project site, the proposed project is not suitable for deer habitation. Wildlife movement corridors are most often associated with water ways and the associated riparian vegetation that provides cover. There are no riparian corridors that exist on the project site. The partial fencing proposed for the project along the northern parcel boundary is not expected to impede any wildlife movement through or past the project area as no fencing is proposed to transect the riparian corridor of East Weaver Creek. Based on the existing conditions of the site and the absence of habitat, the proposed project will not 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. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* Less-than-significant Impact

The Weaverville Community Plan - Natural Resources Element discusses the need for protection of natural habitats for all species of wildlife, conservation of maintenance of streams and forest open spaces as a means of providing natural habitat for all species of wildlife, the conservation of resources of the county that are important to its character and economic wellbeing, and the maintenance of a high level of water quality for domestic use, fisheries, and wildlife in the basin (Trinity County, 1997). The proposed project is located on a parcel that has been disturbed and previously developed with several residential and commercial buildings and accompanying infrastructure. The project site is not characterized as open space, nor is there open space adjacent to the project site. Due to past disturbance of the site, it is not conducive to wildlife habitat. Although the project is within a riparian influence area, the riparian area surrounding East Weaver Creek is separated from the project site by a levee, Levee Road, and commercial development, and will have a less-than-significant impact on the conservation of the East Weaver creek riparian area.

As previously mentioned, the Weaverville Community Plan recommends protection of “Deer Winter Range” for the Weaverville herd of black-tailed deer (*Odocoileus hemionus columbianus*) (Trinity County, 1997). The proposed project site is located within the elevation range suitable for deer refugia during severe winter weather and is located within the boundary of deer winter range. However, due to the project sites proximity to SR-299, as well as the existing commercial and industrial development surrounding the project site, the proposed project is not suitable for deer habitation.

Based on the existing conditions of the site and the absence of habitat, the proposed project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- 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

No habitat conservation plans, or other similar plans have been adopted for the project site or project area. No Natural Communities were identified within the project area. The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the proposed project would result in no impact on this resource category.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Biological Resources*, the following mitigation measure shall be implemented:

BIO-1. If project activities cannot occur outside the bird nesting season (generally Mar 1 – Aug 31), a qualified biologist will conduct nesting bird surveys within the area of impact and establish a protective buffer for any active nests found.

- Conduct surveys no more than 7 days prior to activities, covering the entire area of potential impact.
- Establish protective buffers for active nests based on type of project activity to be conducted, habitat, and species of concern.
- Physical protective buffers should be in the form of high visibility fencing, inspected weekly by a biological monitor to ensure stability.
- If project activities are to be conducted while active nest buffers are in place, a biological monitor will be on site during project activities to ensure that no take of migratory birds occurs.

BIO-2. If larval insecticide is deemed necessary for the control of mosquitoes in the detention and infiltration basin, products with active ingredient *Bacillus thuringiensis israelensis* (Bti) is recommended by the USEPA as it specifically targets mosquito and fly larvae and has limited acute and no chronic toxicity to mammals, birds, fish, or vascular plants.

V. CULTURAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project area is located within the ancestral territory of the Wintu Native Americans. Closely related to the Nomlaki and Patwin to the south, the Chimariko to the west and the Hupa to the northwest, the Wintu people lived along the Trinity River, where plentiful natural resources supported their way of life. Bark from forest trees and rushes along the streams made good roofing materials for homes. Local sedges and willows were crafted into tightly woven baskets. Villages frequently contained a scattering of bark houses, ranging from four to five in smaller groups, or several dozen in larger villages. Each house was shared by a single family that ranged in numbers of three to about seven. Larger villages, those with 12 to 15 houses, typically had an earthen lodge.

Based on the results of previous survey work within the general region (e.g., Jensen 1993; Johnson and Theodoratus 1984), the range of potentially present Native American site types for the area included the following:

- Surface scatters of lithic artifacts and debitage, often but not always associated with dark brown to black “midden” deposits, resulting from village encampments. Typically, such sites are located adjacent or close to permanent surface water sources.
- Surface scatters of lithic artifacts and debitage without associated middens, resulting from short-term occupation and/or specialized economic activities
- Bedrock milling stations, including both mortar holes and metate slicks, located in areas where bedrock is exposed, particularly along stream channels.
- Petroglyphs, especially “pitted” or “cupped” bedrock outcrops.
- Isolated finds of aboriginal artifacts and flakes.

Weaverville, a center of early mining activity, became the county seat in 1850. Throughout the 1850’s mining was a major activity along the streams of the Weaver Basin, conducted using gold panning, rockers, long toms, and ground sluicing. A range of historic site types have potential to exist throughout the greater Weaverville area. The range of types considered most likely to be found in the region based on available background information include:

- Surface scatters of lithic artifacts and debitage, often but not always associated with dark brown to black “midden” deposits, resulting from village encampments. Typically, such sites are located adjacent or close to permanent surface water sources.
- Two-track trails/wagon roads, most of which are now paved roadways or no longer exist.
- Water distribution systems, including small and large ditch, canal and channel systems, and levees dating to historic time periods.
- Occupation sites and homesteads with associated features such as refuse disposal areas, privy pits, barns, sheds, etc.
- Historic cemeteries.
- Mining-related features, such as general landscape modifications including sluiced areas and tailings/waste rock piles, adits, shafts and in rare instances associated headworks (Genesis Society, 2019).

The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.), and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

Existing records at the Northeast Information Center (NEIC) document that portions of the project site have been subjected to previous archaeological investigations, and that no cultural resources have been documented within the project site. Additionally, a Cultural

Resources Report prepared by Genesis Society in June 2019 included an intensive-level pedestrian survey, which confirmed the presence of one historic-era site (1151 Main Street) within the project site. The site was recorded on DPR 523 forms, and the site was evaluated for significance, and recommended not eligible for inclusion in the California Register of Historical Resources, under any of the relevant criteria (Genesis Society, 2019).

A request for Tribal consultation pursuant to AB 52 was initiated on 9/26/19 with the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria. No comments were received from these Tribal entities in response to the request for consultation.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

a) *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?* Less-than-significant Impact

The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. Results from an intensive-level pedestrian survey and associated record search concluded that existing structures and features on the project site are not eligible for inclusion in the California Register of Historical Resources, under any of the relevant criteria (Genesis Society, 2019). As such, the proposed project will not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?* Less-than-significant with Mitigation Incorporated

The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. No evidence of prehistoric activity or occupation was observed during the pedestrian survey conducted in June 2019 (Genesis Society, 2019). The absence of archaeological resources may best be explained by more suitable habitation locales situated closer to East Weaver Creek, and to the level of ground disturbance to which all of the project site has been subjected. However, there is a possibility that cultural resources, including buried archaeological materials, could exist in the area and may be uncovered during project development. As such, if cultural or archaeological resources, such as chipped or ground stone, or bone are discovered during ground-disturbance activities, work shall be stopped within 50 feet of the discovery, as required by the California Environmental Quality Act (CEQA; January 1999 Revised Guidelines, Title 14 California Code of Regulations [CCR] 15064.5 (f)). Work near the cultural or archaeological find shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the material and offered recommendations for further action. For discoveries known or likely to be associated with Native American heritage (prehistoric sites and select historic period sites), the Tribal Historic Preservation Officer (THPO) for the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria shall be contacted immediately to evaluate the discovery and, in consultation with the project proponent, the County, and professional archaeologist, develop a treatment plan in any instance where significant impacts cannot be avoided.

To prevent potential impacts to unknown archaeological resources at the project site, an inadvertent discovery protocol is included as **Mitigation Measure CR-1**. With the proposed mitigation measure, the project will not disturb archaeological resources. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

c) *Disturb any human remains, including those interred outside of formal cemeteries?* Less-than-significant with Mitigation Incorporated

The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. No evidence of any human remains, including those interred outside of formal cemeteries were observed during the pedestrian survey conducted in June 2019 (Genesis Society, 2019). However, there is a possibility that human remains and historic burial sites could exist in the area and may be uncovered during project development. As such, if human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Trinity County Coroner will be contacted to determine if the cause of death must be investigated. If the Coroner determines that the remains are of Native American origin, it

will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). The Coroner will contact the NAHC. The descendants, or most likely descendants, of the deceased will be contacted and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant failed to make a recommendation.

To prevent potential impacts to unknown human remains at the project site, an inadvertent discovery protocol is included as **Mitigation Measure CR-2**. With the proposed mitigation measure, the project will not disturb any human remains, including those interred outside of formal cemeteries. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Cultural Resources*, the following mitigation measure shall be implemented:

CR-1. If cultural or archaeological resources, such as chipped or ground stone, or bone are discovered during ground-disturbance activities, work shall be stopped within 50 feet of the discovery, as required by the California Environmental Quality Act (CEQA; January 1999 Revised Guidelines, Title 14 California Code of Regulations [CCR] 15064.5 (f)). Work near the cultural or archaeological find shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the material and offered recommendations for further action. For discoveries known or likely to be associated with Native American heritage (prehistoric sites and select historic period sites), the Tribal Historic Preservation Officer (THPO) for the Tribal Historic Preservation Officer (THPO) for the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria shall be contacted immediately to evaluate the discovery and, in consultation with the project proponent, the County, and professional archaeologist, develop a treatment plan in any instance where significant impacts cannot be avoided.

CR-2. If human remains are discovered during project construction, work will stop at the discovery location, within 20 meters (66 feet), and any nearby area reasonably suspected to overlie human remains (Public Resources Code, Section 7050.5). The Trinity County Coroner will be contacted to determine if the cause of death must be investigated. If the Coroner determines that the remains are of Native American origin, it will be necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code, Section 5097). The Coroner will contact the NAHC. The descendants, or most likely descendants, of the deceased will be contacted and work will not resume until they have made a recommendation to the landowner or the person responsible for the excavation work for means of treatment and disposition, with appropriate dignity, of the human remains and any associated grave goods, as provided in Public Resources Code, Section 5097.98. Work may resume if the NAHC is unable to identify a descendant or the descendant failed to make a recommendation.

VI. ENERGY: Would the project:	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

In Trinity County, energy is used as a transportation fuel and as electrical and heat energy in homes, businesses, industries, and agriculture. Trinity Public Utilities District (TPUD) serves most of the customers in Trinity County with 100% renewable hydroelectric energy. The majority of TPUD's customers are supplied power that is generated at Trinity Dam. TPUD operates a substation on Mill Street in Weaverville and maintains approximately 2,948 meters in the greater Weaverville area. Properties surrounding the project site are currently served by existing overhead lines maintained and operated by TPUD.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

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

Construction

During construction of the proposed project, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel and delivery truck trips to and from the project site, and to operate generators to provide temporary power for lighting and electronic equipment. Construction would consist of site preparation, grading, building construction, trenching, paving, and architectural coating.

There are no unusual project characteristics that would need construction equipment or practices that would be less energy efficient than at comparable construction sites in the region or state. Construction activity would be temporary and fuel consumption would cease once construction ends. Further, various equipment would be supplied by onsite generators, and would not require permanent connections to or otherwise burden local utilities. Due to the temporary nature of construction activities, the fuel and energy needed during project construction would not be considered a wasteful or inefficient use of energy. Therefore, it is expected that construction energy consumption associated with the proposed project would be comparable to other similar construction projects, and would therefore not be inefficient, wasteful, or unnecessary.

Operation

Energy use during long term operation of the grocery store will relate primarily to interior and exterior lighting, ventilation and air conditioning, refrigeration, electronics systems, appliances, and security systems. During long-term operation, the proposed project will utilize electrical service provided by TPUD. TPUD serves most of the customers in Trinity County with 100% renewable hydroelectric energy. Water and structural heating will be provided by electricity and an onsite propane tank, which is common throughout Trinity County.

The project would be required to comply with Title 24 Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting.

Implementation of the Title 24 standards significantly reduces energy usage. It has generally been the presumption throughout the State of California that compliance with Title 24 (as well as compliance with the federal and state regulations) ensures that projects will not result in the inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?* Less-than-significant Impact

As described above, the proposed grocery store would be constructed in compliance with Title 24 Building Energy Efficiency Standards, which requires minimum efficiency standards related to various building features to reduce energy use. In addition, the proposed project would be provided 100% hydroelectric energy from the TPUD. In adherence to the State building efficiency standards and with the project being served by hydroelectric energy, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Energy*.

VII. GEOLOGY AND SOILS: <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?		 X	 X X X	
b) Result in substantial soil erosion or the loss of topsoil?		X		
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?		X		
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?			X	
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 waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas. The project site is 2.21 acres and existing development on the site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

The elevation of the site ranges between 2,018 and 2,037 feet above sea level. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. Vegetation cover on the site is sparse and is characterized by few trees and disturbed ground cover including shrubs and grasses. The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. There are no known paleontological resources present on the site.

Review of geologic mapping of the Weaverville region indicates the site is underlain by Holocene and Pleistocene-aged alluvium (including debris from placer mining and dredging for gold) (Irwin, 2009). Exploratory test pits reveal the soils of the site is composed of artificial fill soils and generally consistent with the soils mapped as alluvium and mining tailings (MPE, 2018). According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, the project site contains Atter-Dumps, Dredge Tailing-Xerofluvents Complex, 2 to 9 percent slopes, and Urban Land – Xeralfs Complex, 5 to 30 percent slopes (NRCS, 2019).

Trinity County has historically experienced very low levels of seismicity and has a relatively low seismic risk compared to the rest of California. Trinity County was not determined to be affected by existing Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act and does not have a relatively high potential for ground rupture (Trinity County, 2002b). Weaverville is in a region of low historical seismicity and little-known quaternary faulting. However, the region may be subjected to low to moderate levels of ground shaking from nearby or distant earthquakes.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

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? No Impact

There are no active faults mapped in the project vicinity and there are no Alquist-Priolo earthquake fault zones identified in close proximity to the project site (MPE, 2018). There is no supplemental geologic data to suggest unmapped active faults in the region. The potential of fault related surface rupture at the site is low (MPE, 2018). As such, the proposed project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. Therefore, the proposed project would result in no impact on this resource category.

ii. Strong seismic ground shaking? Less-than-significant with Mitigation Incorporated

Although there are no known earthquake faults in the project vicinity, the entire northern California region is subject to the potential for moderate to strong seismic shaking due to distant seismic sources. Seismic shaking can be generated on faults many miles from the project vicinity. The nearest faults are within approximately 55 miles of the site, and include Bartlett Springs fault, Battle Creek fault, Trinidad fault, McKinleyville fault, Mad River fault, and the Cascadia Subduction Zone (MPE, 2018). The subducting Gorda and Juan de Fuca Plates form the "Cascadia Subduction Zone," which in part runs offshore of Humboldt County and extends northward towards Oregon and Washington. Research shows that this system produced a series of great earthquakes (magnitude 8 to 9) over the last 20,000 years at intervals of 300–500 years. The last great earthquake occurred about 300 years ago. The above described seismic setting along the coast of Humboldt County has the potential to cause ground shaking that could affect the proposed project (Humboldt County, 2017).

The Geotechnical Engineering Report prepared for the proposed project provides various recommendations relating to the design and construction of the proposed project. Based on the results of the Geotechnical Engineering Report, the project site is suitable for construction of the proposed project provided all recommendations are incorporated into the project design and construction (MPE, 2018). Therefore, adherence to the project specific recommendations of the Geotechnical Engineering Report shall be required as **Mitigation Measure GEO-1**. Furthermore, standard design and construction practices meeting current California Building Code will provide adequate protection for buildings anticipated for the proposed project.

With the proposed mitigation measure, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

iii. Seismic-related ground failure, including liquefaction: Less-than-significant Impact

Although located in a seismically active region (northern California), the project site is not likely to be subject to seismic shaking of adequate strength or duration to generate secondary seismic effects. Likely seismic sources are too far from the project site to generate sufficient long-duration strong shaking. Furthermore, the project site is not in an area subject to liquefaction. Based on the presence of relatively dense gravelly soils underlying the site, the potential for liquefaction occurring beneath the site is low (MPE, 2018). According to the Weaverville Community Plan, liquefaction of soil is not considered potentially significant in the Weaverville Plan Area (Trinity County, 1997). Construction standards that meet the current California Building Codes will provide adequate protection for buildings anticipated for the proposed project. The proposed project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

iv. *Landslides? No Impact*

The elevation of the site ranges between 2,018 and 2,037 feet above sea level. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. Soils throughout Trinity County are susceptible to erosion and landslide. However, the project site is not immediately surrounded by slopes that could potentially result in landslides affecting the proposed project. As such, the proposed project will not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, the proposed project would result in no impact on this resource category.

b) *Result in substantial soil erosion or the loss of topsoil? Less-than-significant with Mitigation Incorporated*

Construction of the proposed project would result in surface and subsurface disturbances of the project site. On-site fill soils may be susceptible to erosion by surface water runoff that occurs during intense rainfall. Erosion controls including placement of straw bale sediment barriers, silt filter fences, and other measures have been included as recommendations in the Geotechnical Engineering Report for the proposed project. Based on the results of the Geotechnical Engineering Report, the project site is suitable for construction of the proposed project provided all recommendations are incorporated into the project design and construction (MPE, 2018). Therefore, adherence to the project specific recommendations of the Geotechnical Engineering Report shall be required as **Mitigation Measure GEO-1**.

Furthermore, construction of the proposed project will require grading of approximately 2.2 acres and stockpiling of cut/fill material, necessitating compliance with the State Water Resource Control Board's Construction General Permit (CGP). The CGP requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) and incorporation of current BMPs for construction, including site housekeeping practices, erosion control, inspections, maintenance, worker training in pollution prevention measures.

With the proposed mitigation measure, the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

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

The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. Soils throughout Trinity County are susceptible to erosion and landslide. However, the project site is not immediately surrounded by slopes that could potentially result in landslides affecting the proposed project. According to the Weaverville Community Plan, liquefaction of soil is not considered potentially significant in the Weaverville Plan Area (Trinity County, 1997).

On-site fill soils contain debris and materials that are variable in composition, density, and support quality. Therefore, during construction activities, fill soils shall be removed and replaced with engineered fill to promote more uniform support for the proposed project. This recommendation has been included in the Geotechnical Engineering Report for the proposed project. Based on the results of the Geotechnical Engineering Report, the project site is suitable for construction of the proposed project provided all recommendations are incorporated into the project design and construction (MPE, 2018). Therefore, adherence to all project specific recommendations of the Geotechnical Engineering Report shall be required as **Mitigation Measure GEO-1**. Furthermore, construction standards that meet the current California Building Codes will provide adequate protection for the proposed commercial structure.

With the proposed mitigation measure, the proposed project would not 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. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

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? Less-than-significant Impact*

Expansive soils are those that undergo a change in volume when exposed to fluctuations in moisture, causing shrinking when dry and swelling when moist. Such a change in volume can distort structural elements and damage structures. Typically, soils with high clay contents are most susceptible to these processes. Based on the mapped geology and generally sandy/gravelly nature of soil conditions encountered during on-site investigation, the near-surface soils are not considered to be expansive (MPE, 2018). As such,

the proposed project will not 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. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?* No Impact

The proposed project will be served by Weaverville Sanitary District for wastewater collection and treatment. As such, the use of septic tanks or alternative wastewater disposal systems where sewers are not available is not relevant to the proposed project. Therefore, the proposed project would result in no impact on this resource category.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* Less-than-significant with Mitigation Incorporated

Paleontological resources are classified as nonrenewable scientific resources, such as vertebrate, invertebrate, and plant fossils. The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. Due to the surface and subsurface condition of the site, the presence of unique paleontological resources or unique geologic features is unlikely.

However, the Weaverville area is underlain by nonmarine (continental) sedimentary rock from the Oligocene epoch with the potential of containing paleontological resources (DOC, 2010). Ground-disturbing activities associated with the proposed project has the potential to result in the accidental damage of previously undiscovered paleontological resources if such exist at the project site. As such, if a paleontological discovery is made during construction, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery and shall immediately contact the County. A qualified paleontologist shall be retained to observe all subsequent grading and excavation activities in the area of the find and shall salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the County. The paleontologist shall determine appropriate actions, in cooperation with the applicant and the County, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a state-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. Otherwise, the finds shall be offered to the County for purposes of public education and interpretive displays. The paleontologist shall submit a follow-up report to the County that shall include the period of inspection, an analysis of the fossils found, and the present repository of fossils. To prevent potential impacts to unknown paleontological resources at the project site, an inadvertent discovery protocol is included as **Mitigation Measure GEO-2.**

With the proposed mitigation measure, the project will not disturb any unique paleontological resource or unique geologic feature. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Geology and Soils*, the following mitigation measure shall be implemented:

GEO-1: Adherence to all project specific recommendations of the Geotechnical Engineering Report shall be required during construction of the proposed project.

GEO-2. If a paleontological discovery is made during construction, the contractor shall immediately cease all work activities in the vicinity (within approximately 100 feet) of the discovery and shall immediately contact the County. A qualified paleontologist shall be retained to observe all subsequent grading and excavation activities in the area of the find and shall salvage fossils as necessary. The paleontologist shall establish procedures for paleontological resource surveillance and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of fossils. If major paleontological resources are discovered that require temporarily halting or redirecting of grading, the paleontologist shall report such findings to the County. The paleontologist shall determine appropriate actions, in cooperation with the applicant and the County, that ensure proper exploration and/or salvage. Excavated finds shall first be offered to a state-designated repository such as the Museum of Paleontology, University of California, Berkeley, or the California Academy of Sciences. Otherwise, the finds shall be offered to the County for purposes of public education and interpretive displays. The paleontologist shall submit a follow-up report to the County that shall include the period of inspection, an analysis of the fossils found, and the present repository of fossils.

VIII. GREENHOUSE GAS EMISSIONS: <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The section of SR-299 where the project site is located consists of commercial and industrial uses with adjacent residential areas.

Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of longwave (thermal) radiation, and GHGs in the upper atmosphere absorb and emit this longwave radiation into space and toward the Earth. This “trapping” of the longwave radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Other than water vapor, the primary GHGs contributing to global climate change include the following gases:

- Carbon dioxide (CO₂), primarily a byproduct of fossil fuel combustion in stationary and mobile sources.
- Nitrous oxide (N₂O), a byproduct of fuel combustion and also associated with agricultural operations such as the fertilization of crops;
- Methane (CH₄), commonly created by off-gassing from agricultural practices (e.g., livestock), wastewater treatment, and landfill operations;
- Chlorofluorocarbons (CFCs), which were used as refrigerants, propellants, and cleaning solvents, although their production has been mostly prohibited by international treaty;
- Hydrofluorocarbons (HFCs), which are now widely used as a substitute for chlorofluorocarbons in refrigeration and cooling;
- Perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆) emissions, which are commonly created by industries such as aluminum production and semiconductor manufacturing.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of GHG emissions from global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

California passed Assembly Bill 32 (Global Warming Solutions Act) in 2006, mandating a reduction in greenhouse gas (GHG) emissions and Senate Bill 97 in 2007, evaluating and addressing GHG under CEQA. On April 13, 2009, the Governor’s Office of Planning and Research (OPR) submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for GHG emissions, as required by Senate Bill 97 {Chapter 185, 2007} and they became effective March 18, 2010. As a result of these revisions to the CEQA Guidelines, lead agencies are obligated to determine whether a project’s GHG emissions significantly affect the environment and to impose feasible mitigation to eliminate or substantially lessen any such significant effects. A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is “less-than-significant” or, in the case of cumulative impacts, less than cumulatively considerable (SMAQMD, 2018).

The Global Warming Solutions Act (AB 32) also directed CARB to develop the Climate Change Scoping Plan (Scoping Plan), which outlines a set of actions to achieve the AB 32 goal of reducing GHG emissions to 1990 levels by 2020 (CARB 2008), and to maintain such reductions thereafter. CARB approved the Scoping Plan in 2008 and first updated it in May 2014. The second update in November 2017 also address the actions necessary to achieve the further GHG emissions reduction goal of reducing GHG emissions to 40 percent below 1990 levels by 2030, as described in Senate Bill 32 (SB 32). In addition, the 2017 Scoping Plan looks forward to the reduction goal of reducing emissions 80 percent under 1990 levels by 2050, as described in Executive Order S-3-05 (EO-S-3-05).

It is noted that the California Air Resources Board (CARB) announced in July 2018, that the State has already met the AB 32 goal of reducing emissions to 1990 levels by 2020 approximately four years early (CARB, 2018a). As stated in the Executive Summary of the 2018 Edition of the California Greenhouse Gas Emissions Inventory: 2000-2016:

“The inventory for 2016 shows that California’s GHG emissions continue to decrease, a trend observed since 2007. In 2016, emissions from routine GHG emitting activities statewide were 429 million metric tons of CO₂ equivalent (MMTCO₂e), 12 MMTCO₂e lower than 2015 levels. This puts total emissions just below the 2020 target of 431 million metric tons. Emissions vary from year-to-year depending on the weather and other factors, but California will continue to implement its greenhouse gas reductions program to ensure the state remains on track to meet its climate targets in 2020 and beyond.”

The project site is located in the North Coast Air Basin and is under the jurisdiction of the North Coast Unified Air Quality Management District (NCUAQMD). Neither Trinity County nor the NCUAQMD have adopted quantitative thresholds for determining the significance of greenhouse gas emissions. In addition, Trinity County does not have an adopted Climate Action Plan. In the absence of quantitative thresholds or a Climate Action Plan, the NCUAQMD recommends the use of thresholds and guidance provided by other air districts in the State.

In the North Coast Air Basin, the closest air district to the proposed project that has adopted GHG significance thresholds is the Mendocino Air Quality Management District (MCAQMD). MCAQMD has adopted an operational emissions threshold of 1,100 metric tons of CO₂e per year (MTCO₂e/yr) (MCAQMD, 2010). This threshold is also recommended for use by the Bay Area Air Quality Management District and the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD also recommends use of this threshold for analyzing GHG emissions from construction activity. This threshold was developed to ensure at least 90 percent of new GHG emissions would be reviewed and assessed for mitigation, thereby contributing to GHG emissions reduction goals of AB 32, SB 32, the Scoping Plan, and Executive Orders (SMAQMD, 2018). As such, this threshold has been adopted for use in the North Coast Air Basin and is one of the most used thresholds in the State for analyzing the potential impacts of construction and operational GHG emissions. For the reasons noted above, the threshold of 1,100 MTCO₂e/yr is used to evaluate the proposed project’s construction and operational GHG emissions. If the threshold is exceeded, then the project would have a cumulatively considerable contribution to a significant cumulative environmental impact and would conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less-than-significant with Mitigation Incorporated.*

The project proposes the construction and operation of a 20,000 s.f. commercial retail facility (grocery store) along the SR-299 commercial corridor in the community of Weaverville. The proposed project would generate both direct and indirect GHG emissions. Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Indirect GHG emissions include emissions from energy consumption, solid waste, and water demand.

Both construction and operational GHG emissions for the proposed project were estimated by Environmental Permitting Specialists using the California Emissions Estimator Model (CalEEMod), which is a statewide land-use emissions computer model designed to provide a uniform platform for government agencies to quantify potential criteria air pollutants and greenhouse gas emissions associated with both construction and operations from a variety of land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be manually inputted into the model. Table 3 presents the estimates of unmitigated GHG emissions from the proposed project and compares project related GHG emissions to the 1,100 MTCO₂e/yr threshold of significance.

Construction Emissions. Project construction activities would result in a temporary increase in GHG emissions, including exhaust emissions from on-road haul trucks, worker commute vehicles, and off-road heavy-duty equipment. The applicant estimates that construction activity for the proposed project would occur over approximately one year. As noted in Table 3, the proposed project would generate approximately 249 MTCO₂e of GHG emissions without mitigation during the construction period (Environmental Permitting Specialists, 2019).

Operational Emissions. Project operation would result in an increase in GHG, including exhaust emissions from worker, customer, and delivery trips, as well as from energy consumption, solid waste, and water demand. As noted in Table 3, the proposed project would generate approximately 1,482 MTCO₂e/yr of operational GHG emissions without mitigation (Environmental Permitting Specialists, 2019).

Table 3
Unmitigated GHG Emissions (Annual Metric Tons Per Year)

Phase	GHG Emissions (MTCO ₂ e/yr)	Threshold of Significance (MTCO ₂ e/yr)	Significant Impact
Construction	249	1,100	No
Operation	1,482	1,100	Yes

As shown in Table 3, the construction GHG emissions from the proposed project are below the threshold of significance. As such, construction emissions from the proposed project would be less-than-significant. However, the proposed project will emit approximately 1,482 MTCO₂e/yr during operation, which exceeds the threshold of significance by approximately 382 MTCO₂e/yr. Therefore, without the incorporation of mitigation measures, operation of the proposed project would generate GHG emissions that would result in a cumulatively considerable contribution to a significant cumulative environmental impact.

As described elsewhere in this document, the proposed project would be provided 100% hydroelectric energy from the Trinity Public Utilities District (TPUD). This would significantly reduce the GHG emissions generated by energy consumption during operation of the proposed grocery store. Additionally, the development of an affordable grocery store in Weaverville could introduce additional commercial shopping opportunities in a rural community. Trinity County residents who typically commute to more urban communities (i.e. Redding [44 mi. east] or Eureka [135 mi. west] for shopping opportunities may be motivated to shop at the proposed project, thereby reducing VMT and associated GHG emissions. Due to the limitations of the CalEEMod model, these reductions in GHG emissions during operation of the proposed project were not factored into the estimates of unmitigated emissions.

The CARB Scoping Plan identifies the purchase of carbon offsets as a viable method to reduce or eliminate the impact of GHG emissions, as long as the offsets represent real reductions in GHG emissions (CARB, 2017). To mitigate the estimated emissions from operation of the proposed project, the applicant will purchase carbon offsets to reduce the projects operational GHG emissions below the 1,100 MTCO₂e/yr threshold of significance. This requirement has been included as **Mitigation Measure GHG-1** for the proposed project. To ensure carbon offsets are purchased to reduce operational GHG emissions below the 1,100 MTCO₂e/yr threshold, it is estimated that the applicant would need to offset approximately 400 metric tons of GHG emissions annually. This would reduce the annual operational emissions from the proposed project from 1,482 MTCO₂e/yr to 1,082 MTCO₂e/yr (see Table 4). For the purpose of purchasing carbon offsets, the “project life” time frame is assumed to be 30 years. This methodology is consistent with the 30-year “project life” time frame used by the South Coast Air Quality Management District’s GHG guidance (SCAQMD, 2008). As such, to reduce the GHG emissions from the proposed project below the threshold over a 30-year period, the applicant would be required to purchase 12,000 metric tons of carbon offsets.

Table 4
Mitigated GHG Emissions (Annual Metric Tons Per Year)

Phase	GHG Emissions (CO ₂ e MT/yr)	Threshold of Significance (CO ₂ e MT/yr)	Significant Impact
Construction	249	1,100	No
Operation	1,082	1,100	No

With the implementation of **Mitigation Measure GHG-1**, operation of the proposed project would not generate GHG emissions that would result in a cumulatively considerable contribution to a significant cumulative environmental impact. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less-than-significant Impact with Mitigation Incorporated**

The project proposes the construction and operation of a 20,000 s.f. commercial retail facility (grocery store) along the SR-299 commercial corridor in the community of Weaverville. As a result, the proposed project would generate both direct and indirect GHG emissions.

A GHG impact would be significant if GHG emissions from the proposed project would conflict with an applicable plan, policy, or regulation for the purpose of reducing GHG emissions. As noted in the Setting, a Climate Action Plan has not been adopted by Trinity County. For the proposed project, it is analyzed whether the emissions obstruct compliance with the GHG emission reduction goals in Assembly Bill (AB 32), Senate Bill 32 (SB 32), Executive Order S-3-05 (EO S-3-05), and the Trinity County 2016 Regional Transportation Plan (RTP). As stated in the Setting, to the extent that the proposed project does not exceed the threshold of significance of 1,100 MTCO₂e/yr, it would not result in a conflict with GHG reduction plans.

The proposed project is subject to a myriad of state regulations applicable to project design, construction, and operation that would reduce GHG emissions, increase energy efficiency, and provide compliance with the California Air Resources Board (CARB) Climate Change Scoping Plan (CARB, 2017). The State of California has the most comprehensive GHG regulatory requirements in the United States, with laws and regulations requiring reductions that affect project emissions. Legal mandates to reduce GHG emissions from vehicles, for example, reduce project-related vehicular emissions. Legal mandates to reduce GHG emissions from the energy production sector that will serve the proposed project would also reduce project-related GHG emissions from electricity consumption. Legal mandates to reduce per capita water consumption and impose waste management standards to reduce methane and other GHGs from solid wastes are all examples of mandates that reduce GHGs.

As discussed above, GHG emissions from the proposed project's construction activity are below the threshold of significance of 1,100 MTCO₂e/yr. As such, construction emissions from the proposed project would be less-than-significant. Operational emissions for the proposed project would be mitigated through the implementation of **Mitigation Measure GHG-1**, which requires the purchase of carbon offsets to reduce the operational emissions to below the 1,100 MTCO₂e/yr threshold. With the implementation of **Mitigation Measure GHG-1**, GHG emissions from operation of the proposed project would be less-than-significant.

As described elsewhere in this document, the proposed project would be provided 100% hydroelectric energy from the TPUD. This would significantly reduce the GHG emissions generated by energy consumption during operation of the proposed grocery store. Additionally, the development of a grocery store in Weaverville will introduce additional commercial shopping opportunities in a rural community. Therefore, Trinity County residents who typically commute to more urban communities (i.e. Redding [44 mi. east] or Eureka [135 mi. west] for shopping opportunities may be motivated to shop at the proposed project, thereby reducing VMT and associated GHG emissions. Due to the limitations of the CalEEMod model, these reductions in GHG emissions during operation of the proposed project were not factored into the estimates of unmitigated emissions.

In addition, the proposed project is consistent with the Trinity County 2016 Regional Transportation Plan (RTP), which promotes integrating transportation and land use to reduce GHG emissions from the regional transportation system (Trinity County, 2017). As a centrally-located infill development project, the proposed grocery store is consistent with the goals and objectives in the RTP, which encourage a mixture of land uses to reduce vehicle miles traveled and GHG emissions.

With the implementation of **Mitigation Measure GHG-1**, and in compliance with existing regulatory requirements, the proposed project would not generate GHG emissions that would conflict with an applicable plan, policy, or regulation for the purpose of reducing GHG emissions. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated on this resource category.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Greenhouse Gas Emissions*, the following mitigation measure shall be implemented:

GHG-1. Prior to the start of construction activities, the applicant shall purchase and retire carbon offsets for the estimated 12,000 MTCO₂e of operational GHG emissions that will be generated over the "project life" time frame for the proposed project. The purchase of carbon offsets for the proposed project shall occur according to the following criteria:

- "Carbon Offset" shall mean an instrument issued by any of the following: CARB, Climate Action Reserve, California Air Pollution Control Officers Association, the APCD, or any other equivalent or verifiable registry.
- Any carbon offset that is used to reduce the project's GHG emissions shall meet the requirements of CEQA Guidelines Section 15126.4(C)(3) and meet the following criteria:
 - Real – They represent reductions actually achieved (not based on maximum permit levels).
 - Additional/surplus – They are not already planned or required by regulations or policy (i.e., not double counted).

- Quantifiable – They are readily accounted for through process information and other reliable data.
 - Enforceable – They are acquired through legally binding commitments/agreements.
 - Validated – They are verified through the accurate means by a reliable third party.
 - Permanent – They will remain as GHG reductions in perpetuity
- For the purpose of purchasing carbon offsets, the “project life” time frame is assumed to be 30 years. This methodology is consistent with the 30-year “project life” time frame used by the South Coast Air Quality Management District’s GHG guidance (SCAQMD, 2008).

IX. <u>HAZARDS AND HAZARDOUS MATERIALS:</u> <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?			X	
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?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) in the community of Weaverville. The project site is located adjacent to the State Route 299 (SR-299) commercial corridor. The site is surrounded by lands zoned for Heavy Industrial/ Manufacturing (I) and General Commercial (C-2) and developed with industrial and commercial uses.

Land uses that are considered sensitive receptors typically include residences, schools, parks, childcare centers, hospitals, convalescent homes, and retirement homes. The nearest known potential sensitive receptor to the proposed project includes a residence across State Route 299 (SR-299) on Mountain View Street (158 ft.). Other sensitive receptors in the community of Weaverville include, but are not limited to, residences (>158 ft. from the project site), First Baptist Church (238 ft.), Lowden Park (1,425 ft.), Weaverville Elementary School (1,848 ft.), Shasta Head Start (2,640 ft.), Trinity Hospital (4,488 ft.), and Trinity High School (5,060 ft.). As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63), will be vacated prior to the beginning of construction activities.

Hazards are those physical safety factors that can cause injury or death, and while by themselves in isolation may not pose a significant safety hazard to the public, when combined with the development of projects can exacerbate hazardous conditions. Hazardous materials are typically chemicals or processes that are used or generated by a project that could pose harm to people, working at the site or on adjacent areas. Many of these chemicals can cause hazardous conditions to occur should they be improperly disposed of or accidentally spilled as part of project development or operations. Hazardous materials are also those listed as hazardous pursuant to Government Code Section 65962.5.

The State of California Department of Toxic Substances Control (DTSC) maintains a list of hazardous substances and contaminated sites as part of its Envirostor database, as well as other hazardous and waste sites being overseen by the State Water Resources Control Board (SWRCB) which are inventoried in their Geotracker database. These databases are available to the public for review. According to DTSC, the project site is not identified as containing hazardous materials contamination or the storage of hazardous materials (DTSC, 2019). However, according to SWRCB, several leaking underground storage tank (LUST) sites are located within the project vicinity (SWRCB, 2019a).

Trinity County operates five general aviation airports (Hayfork, Hyampom, Ruth, Trinity Center, and Weaverville). The Weaverville Airport is located approximately 1.2 miles from the project site. The Weaverville airport provides for recreational access and business and

government transport, including law enforcement agencies. Emergency uses at the airport include medical evacuation and fire suppression. The airport is bounded by State Highway 3 to the east, the community of Weaverville to the south, and the East Weaver Creek residential area to the north. The Weaverville Airport is included in the Trinity County Airport Land Use Compatibility Plan. The project site is located within Compatibility Zone D (Primary Traffic Pattern), which generally contains the common aircraft flight path and poses a relatively low risk to uses within the zone (Trinity County, 2009).

The project site is also located within the boundaries of the Weaverville Fire Protection District, which provides fire, medical, rescue, and safety services to the community of Weaverville and surrounding areas. The community of Weaverville does not have an adopted emergency response plan or emergency evacuation plan. The community of Weaverville is also recognized as a State Responsibility Area (SRA), in which the California Department of Forestry and Fire Protection (CALFIRE) provides fire suppression and prevention services (CALFIRE, 2019b). CALFIRE designates lands in three general classifications, "Moderate", "High" and "Very High" Fire Hazard Severity Zones (FHSZ). CALFIRE designates the project site as part of a designated "High" FHSZ (CALFIRE, 2019a).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

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

Construction

The project proposes the construction and operation of a grocery store with 20,000 s.f. of commercial retail space. Construction of the project would require the temporary use and transport of paints, fuels, oils, solvents, and other chemicals used during construction activities. Improper use and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. These activities are controlled by County code provisions and state regulations. Throughout the transport, use, or disposal of potentially hazardous materials, the contractor is required to employ standard cleanup and safety procedures to minimize the potential for public exposure from accidental releases of such substances into the environment.

Operation

During the operation of the proposed project, cleaning and landscaping products may be used at the project site that contain toxic substances. However, these products are typically low in concentration and used in small quantities that would not pose a significant risk to humans or the environment during transport to and from and use at the project site. In addition, small quantities of commercially available hazardous materials such as petrochemical cleaning products, herbicides, and pesticides may be sold at the grocery store facility. Because the products are commercially available and will be sold in small quantities, the risk of the proposed project to cause a significant hazard to the public or the environment is negligible. As such, the proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* Less-than-significant Impact

Construction

As noted above, construction of the project would require the temporary use and transport of paints, fuels, oils, solvents, and other chemicals used during construction activities. Improper use and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. These activities are controlled by County code provisions and state regulations. The contractor is required to employ standard cleanup and safety procedures to minimize the potential for public exposure from upset and accident conditions involving the release of hazardous materials into the environment. Additionally, construction activities at the project site would require implementation of a Storm Water Pollution Prevention Plan (SWPPP) that would incorporate current best management practices (BMPs) for construction, including site housekeeping practices, hazardous material storage, inspections, maintenance, worker training in pollution prevention measures, and secondary containment of releases to prevent pollutants from being carried off-site via runoff.

Operation

During the operation of the proposed project, cleaning and landscaping products may be used at the project site that contain toxic substances. However, these products are typically low in concentration and used in small quantities that would not pose a significant

risk to humans or the environment during transport to and from and use at the project site. In addition, small quantities of commercially available hazardous materials such as petrochemical cleaning products, herbicides, and pesticides may be sold at the grocery store facility. The retail and distribution of such products are not expected to create upset and accident conditions. Standard precautionary and housekeeping measures will be practiced throughout the delivery, handling, and stocking of such products. As such, the proposed project will not 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. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* No Impact

Schools located in the project area include Weaverville Elementary School (0.35 miles), Shasta Head Start (0.5 miles), and Trinity High School (0.96 miles). The proposed project would include the construction and operation of a grocery store and would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. In addition, the project is not located within one-quarter mile of an existing or proposed school. Therefore, the proposed project would result in no impact on this resource category.

- 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 Impact

According to the DTSC Envirostor database, the project site is not identified as containing hazardous materials contamination or the storage of hazardous materials (DTSC, 2019). However, according to SWRCB Geotracker database, several contaminated storage tank sites are located within the project vicinity (SWRCB, 2019a).

On February 21, 1989, the SWRCB opened a case related to potential gasoline contamination from a leaking storage tank associated with Contel, Weaverville (RB Case #: 1TTR017). No cleanup actions were reported. In 1991, a closure letter or other formal closure decision document was issued for the site, and the case was deemed closed (SWRCB, 2019b). Based on the available information related to this case, it is not anticipated that this site will impact the project site.

On December 12, 1989, the SWRCB opened a case related to potential diesel and gasoline contamination from an aboveground storage tank (AST) associated with North-State Petroleum/Chevron (RB Case #: 1NTR019). The former North-State Petroleum/Chevron site included two 15,000-gallon ASTs, one 20,000-gallon diesel AST, and one 20,000-gallon gasoline/heating oil AST. In addition, one 250-gallon heating oil underground storage tank (UST) was located at the site. The ASTs, UST, and associated piping were reportedly removed in 1995, eliminating the potential for further significant petroleum releases to the environment (GHD, 2017). The status of the site is currently identified as "Open – Site Assessment (SWRCB, 2019c). Assessment activities under the direction of the NCRWQCB have been conducted at the site since contamination was identified in 1989, and periodic sampling of 12 groundwater monitoring wells (MW) has been reported since 1994. Samples at the site have been analyzed for total petroleum hydrocarbons (TPH) as diesel (TPHd) and TPH as gasoline (TPHg), benzene, toluene, ethylbenzene, total xylenes (BTEX), and methyl tertiary butyl ether (MTBE), and total Lead (GHD, 2017). The two MWs nearest to the project site property boundary are MW-6 (approx. 130 ft.) and MW-10 (approx. 160 ft.), which are located southeast of the project site. Recent sampling results from MW-6 and MW-10 indicate contaminants of concern have not been detected (SWRCB, 2019c). Additionally, the direction of groundwater flow at the MW locations has been observed to trend in the opposite direction of the project site (i.e., east and southeast) (Arcadis, 2019). Therefore, the risk of contaminants originating from the North-State Petroleum/Chevron site entering the project site and creating a significant hazard to the public or the environment is minimal.

Based on the above analysis, the proposed project will not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- 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 Impact

The project site is located approximately 1.2 miles from the Weaverville Airport. According to the Trinity County Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The plan states Zone D poses a relatively low risk to uses within the zone and doesn't typically create high noise levels (Trinity County, 2009). Therefore, for a project located within an airport

land use plan, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* Less-than-significant Impact

The community of Weaverville does not have an adopted emergency response plan or emergency evacuation plan. However, the proposed project is not of the nature to physically interfere with emergency response or emergency evacuation. Furthermore, the project site's proximity to SR-299 provides adequate access and response to the site in an emergency situation. The project has been reviewed by the Fire District and Sheriff's office for compatibility with emergency access requirements, and neither department expressed concerns with the proposed project. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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

The project site is located along the SR-299 commercial corridor and is surrounded by commercial and industrial development. As noted in the Setting, CALFIRE designates the project site as a "High" FHSZ (CALFIRE, 2019a). However, the project site does not exhibit topography, vegetation patterns, or other factors (e.g. fuels, aspect, etc.) that would expose people or structures to a significant risk of wildland fires. The project site's proximity to SR-299 provides adequate access and response to the site in an emergency situation. Furthermore, the proposed project is consistent with the surrounding land uses and would not introduce or exacerbate wildfire risks. The Weaverville Fire Protection District reviewed the proposed project and did not express any concerns with the proposed project design.

Due to the site characteristics, the nature of the proposed project, existing development surrounding the project site, and site accessibility in an emergency situation, the proposed project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Hazards and Hazardous Materials*.

X. <u>HYDROLOGY AND WATER QUALITY:</u> <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, 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 or- or off-site? iii. Create or contribute runoff 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?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. The project site exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition.

The District provides water to the communities of Weaverville, Douglas City, and Union Hill located in Trinity County west of the City of Redding, in northern California. WCDSD sources its water from the East Weaver and West Weaver Creeks in Weaverville and the Trinity River in Douglas City (WCDSD, 2019). The Weaverville Sanitary District (WSD) provides wastewater collection and treatment services to the community of Weaverville.

The project site is located approximately 160 ft. southeast of East Weaver Creek, in the Middle Trinity Hydrologic Area, Trinity River Hydrologic Unit, Klamath River Basin, North Coast Region. The North Coast Regional Water Quality Control Board (NCRWQCB) adopts and implements the Water Quality Control Plan (Basin Plan) for the North Coast Region, which identifies beneficial uses and recognizes water quality problems unique to the region. The Middle Trinity River has been listed as impaired for sedimentation and siltation (SWRCB, 2016).

Groundwater basins identified by the Department of Water Resources (DWR) in the Trinity River hydrologic unit are Hayfork Valley, Hoopa Valley, Hyampom Valley, and Wilson Point Area. The aforementioned groundwater basins are not identified as being at risk of overdraft or requiring the implementation of sustainable groundwater management (DWR, 2019). Furthermore, the project site is not located in one of the aforementioned groundwater basins.

Flood zones are geographic areas that the Federal Emergency Management Agency (FEMA) has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM). Each flood zone reflects the anticipated type of flooding in the area. The project site is located approximately 160 ft. southeast of East Weaver Creek, a tributary to the Trinity River. The project site has been protected from flood hazards since the construction of the East Weaver Creek – Left Bank Levee (Segment ID 5305000011) since 1966. According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM) Panel

06105C1035F, the majority of the project site is located outside of a regulated flood hazard zone, with the exception of the northern portion of the project site, which is located in Zone X; an area with reduced flood risk due to a levee (FEMA, 2019). The East Weaver Creek – Left Bank Levee had been accredited by FEMA in the past but was recently designated as a “Provisionally Accredited Levee”. This is a designation for a levee system that FEMA has previously accredited with reducing the flood hazards associated with a 1-percent-annual-chance flood, and for which FEMA is awaiting data and/or documentation that will demonstrate the levee system’s compliance with the National Flood Insurance Program regulatory criteria of 44CFR§ 65.10 (USACE, 2019). Under the Levee Analysis and Mapping Procedure (LAMP) Discovery project for East Weaver Creek, the Strategic Alliance for Risk Reduction (STARR II) was tasked with analyzing the condition of the levees along the creek. According to the report prepared by STARR II (dated May 30, 2019), the downstream portion of the Left Bank Levee for East Weaver Creek has insufficient freeboard. For this reason, a Natural Valley Approach (without levee) was used for developing draft mapping of flood zones. The proposed flood zones based on the Natural Valley Approach shows the project site as being within a special flood hazard area and identifies the base flood elevation (BFE) for the 100-year flood as 2,026 ft. on the project site (STARR II, 2019). The draft flood zone mapping in the report prepared by STARR II is subject to change as further study occurs through the FEMA flood risk analysis process.

The community of Weaverville is located approximately 69 miles from the Pacific Ocean. The community of Weaverville is not an area that is subject to tsunamis or seiches.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?* Less-than-significant Impact

Construction of the project would require the temporary use and transport of paints, fuels, oils, solvents, and other chemicals used during construction activities. Additionally, the construction of the proposed project would require grading of approximately 2.21 acres and stockpiling of cut/fill material. Because the proposed project requires the disturbance of more than one-acre, proposed construction activities will require compliance with the SWRCB Construction General Permit (CGP). The Construction General Permit (CGP) requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD) and incorporate current best management practices (BMPs) for construction, including site housekeeping practices, erosion control, hazardous material storage, inspections, maintenance, worker training in pollution prevention measures, and secondary containment of paints, fuels, oils, solvents to prevent pollutants from being carried off site via runoff.

Wastewater services are provided to the immediate Weaverville area by the WSD. The WSD has indicated that they have adequate wastewater capacity to serve the proposed project in addition to their existing entitlements. WSD will require an application for sewer service be made and additional fees be paid before construction of the proposed project begins.

The operation of the proposed project will result in an increase in impervious surfaces with the addition of a building and paved surfaces, which has the potential to increase stormwater runoff from the site. The proposed parking lot includes the addition of numerous drainage inlets that will capture and convey stormwater runoff to a proposed onsite stormwater detention and infiltration basin with a capacity of approximately 24,000 ft³ (179,532 gallons). As described in the Preliminary Drainage Report, the capacity of proposed detention basin was designed to keep post-project runoff below the pre-project condition (DKM, 2019).

In compliance with the CGP, implementation of a SWPPP and BMPs, and construction of the proposed onsite stormwater detention and infiltration basin, the proposed project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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

The operation of the proposed project will result in an increase in impervious surfaces with the addition of a building and paved surfaces, which has the potential to alter existing groundwater recharge patterns. As shown on the Site Plan, the proposed parking lot includes the addition of numerous drainage inlets that will capture and convey stormwater runoff to a proposed onsite stormwater detention and infiltration basin with a capacity of approximately 24,000 ft³ (179,532 gallons) (DKM, 2019).

DWR has not identified groundwater basins in the vicinity of the proposed project as being at risk of overdraft or requiring the implementation of sustainable groundwater management (DWR, 2019). Furthermore, water service will be provided to the proposed project by WCSD. Sources of water include East Weaver and West Weaver Creek in Weaverville and Trinity River in Douglas City. WCSD does not withdraw water from groundwater sources. In summary, the proposed project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, the proposed project would result in no impact on this resource category.

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

i. *Result in substantial erosion or siltation on- or off-site? Less-than-significant Impact*

The proposed project does not propose an alteration of the course of a stream or river. Construction of the proposed project would require grading of approximately 2.21 acres and stockpiling of cut/fill material. Because the proposed project requires the ground disturbance of more than one-acre, proposed construction activities will require compliance with the SWRCB CGP. The CGP the development of a SWPPP by a certified QSD and incorporate current BMPs for construction and erosion control. In compliance with the CGP and implementation of a SWPPP and BMPs, the proposed project will not substantially alter the existing drainage pattern of the site in a manner that would result in substantial erosion or siltation on- or off-site, during construction or operation. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding or- or off-site? Less-than-significant Impact*

The proposed project does not propose an alteration of the course of a stream or river. The operation of the proposed project will result in an increase in impervious surfaces with the addition of a building and paved surfaces, which has the potential to increase the rate or amount of surface runoff. As shown on the Site Plan, the proposed parking lot includes the addition of numerous drainage inlets that will capture and convey stormwater runoff to a proposed onsite stormwater detention and infiltration basin with a capacity of approximately 24,000 ft³ (179,532 gallons). As described in the Preliminary Drainage Report, the capacity of the proposed detention basin was designed to keep post-project runoff below the pre-project condition (DKM, 2019). With the construction of the proposed onsite stormwater detention and infiltration basin, the rate of post-project runoff will be below the pre-project condition (DKM, 2019). As such, the proposed project will not substantially alter the existing drainage pattern of the site in a manner that would result in flooding or- or off-site. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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? Less-than-significant Impact*

The project does not propose an alteration of the course of a stream or river. The operation of the proposed project will result in an increase in impervious surfaces with the addition of a building and paved surfaces, which has the potential to increase the rate or amount of surface runoff. As shown on the Site Plan, the proposed parking lot includes the addition of numerous drainage inlets that will capture and convey stormwater runoff to a proposed onsite stormwater detention and infiltration basin with a capacity of approximately 24,000 ft³ (179,532 gallons). As described in the Preliminary Drainage Report, the capacity of the proposed detention basin was designed to keep post-project runoff below the pre-project condition (DKM, 2019). All stormwater runoff from the site will be directed to the proposed stormwater detention and infiltration basin. Therefore, the project does not propose connections to existing stormwater drainage systems. As such, the proposed project will not substantially alter the existing drainage pattern of the site in a manner that would create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

iv. *Impede or redirect flood flows? Less-than-significant Impact*

The proposed project does not propose an alteration of the course of a stream or river. The project site is located approximately 160 ft. southeast of East Weaver Creek, a tributary to the Trinity River. The project site has been protected from flood hazards in East Weaver Creek since the construction of the East Weaver Creek – Left Bank Levee (Segment ID 5305000011) in 1966. According to the currently adopted FEMA flood mapping (FIRM Panel 06105C1035F), the majority of the project site is located outside of a regulated flood hazard zone, with the exception of the northern portion of the project site, which is located in Zone X; an area with reduced flood risk due to a levee (FEMA, 2019). Although the East Weaver Creek – Left Bank Levee had been accredited by FEMA in

the past, FEMA recently designated the levee a “Provisionally Accredited Levee.” This is a designation for a levee system that FEMA has previously accredited with reducing the flood hazards associated with a 1-percent-annual-chance flood, and for which FEMA is awaiting data and/or documentation that will demonstrate the levee system’s compliance with the National Flood Insurance Program regulatory criteria of 44CFR§ 65.10 (USACE, 2019).

As noted in the Setting, under the Levee Analysis and Mapping Procedure (LAMP) Discovery project for East Weaver Creek, the Strategic Alliance for Risk Reduction (STARR II) was tasked with analyzing the condition of the levees along the creek. According to the report prepared by STARR II (dated May 30, 2019), the downstream portion of the Left Bank Levee for East Weaver Creek has insufficient freeboard. For this reason, a Natural Valley Approach (without levee) was used for developing draft mapping of flood zones. The proposed flood zones based on the Natural Valley Approach shows the project site as being within a special flood hazard area and identifies the base flood elevation (BFE) for the 100-year flood as 2,026 ft. on the project site (STARR II, 2019). It should be noted that the draft flood zone mapping in the STARR II report is subject to change as further study occurs through the FEMA flood risk analysis process. Although not required based on the currently adopted FEMA mapping (FIRM Panel 06105C1035F), the applicant’s engineering consultant has designed the finished floor elevation for the proposed commercial structure to be 2,028 ft., which complies with Section 17.29B.130(C) of the Trinity County Floodplain Regulations. Based on the limited volume of fill material that will be required to raise the site above the draft BFE identified in the STARR II report (approximately 2,500 cubic yards), it is not anticipated that the project would substantially alter the existing drainage pattern of the site or area in a manner which would will impede or redirect flood flows. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?* Less-than-significant Impact

The proposed project does not propose an alteration of the course of a stream or river. The project site is located approximately 160 ft. southeast of East Weaver Creek, a tributary to the Trinity River. The project site has been protected from flood hazards in East Weaver Creek since the construction of the East Weaver Creek – Left Bank Levee (Segment ID 5305000011) in 1966. According to the currently adopted FEMA flood mapping (FIRM Panel 06105C1035F), the majority of the project site is located outside of a regulated flood hazard zone, with the exception of the northern portion of the project site, which is located in Zone X; an area with reduced flood risk due to a levee (FEMA, 2019). Although the East Weaver Creek – Left Bank Levee had been accredited by FEMA in the past, FEMA recently designated the levee a “Provisionally Accredited Levee.” This is a designation for a levee system that FEMA has previously accredited with reducing the flood hazards associated with a 1-percent-annual-chance flood, and for which FEMA is awaiting data and/or documentation that will demonstrate the levee system’s compliance with the National Flood Insurance Program regulatory criteria of 44CFR§ 65.10 (USACE, 2019).

As noted in the Setting, under the Levee Analysis and Mapping Procedure (LAMP) Discovery project for East Weaver Creek, the Strategic Alliance for Risk Reduction (STARR II) was tasked with analyzing the condition of the levees along the creek. According to the report prepared by STARR II (dated May 30, 2019), the downstream portion of the Left Bank Levee for East Weaver Creek has insufficient freeboard. For this reason, a Natural Valley Approach (without levee) was used for developing draft mapping of flood zones. The proposed flood zones based on the Natural Valley Approach shows the project site as being within a special flood hazard area and identifies the base flood elevation (BFE) for the 100-year flood as 2,026 ft. on the project site (STARR II, 2019). It should be noted that the draft flood zone mapping in the STARR II report is subject to change as further study occurs through the FEMA flood risk analysis process. Although not required based on the currently adopted FEMA mapping (FIRM Panel 06105C1035F), the applicant’s engineering consultant has designed the finished floor elevation for the proposed commercial structure to be 2,028 ft., which complies with Section 17.29B.130(C) of the Trinity County Floodplain Ordinance. Since the finished floor elevation will be 2 ft. above the BFE for the 100-year flood, the proposed project will not pose a significant risk of releasing pollutants due to project inundation.

As noted in the Setting, the community of Weaverville is located approximately 69 miles from the Pacific Ocean and is not an area that is subject to tsunamis or seiches. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?* Less-than-significant Impact

The project site is located approximately 160 ft. southeast of East Weaver Creek, in the Middle Trinity Hydrologic Area. The Middle Trinity River has been listed as impaired for sedimentation and siltation. Construction of the proposed project would require grading of approximately 2.21 acres and stockpiling of cut/fill material. Because the proposed project requires the ground disturbance of more than one-acre, proposed construction activities will require compliance with the SWRCB CGP. The CGP requires the

development of a SWPPP by a certified QSD and incorporates current BMPs for construction, including site housekeeping practices, erosion control, hazardous material storage, inspections, maintenance, worker training in pollution prevention measures, and secondary containment of paints, fuels, oils, and solvents. Implementation of the SWPPP will prevent pollutants from being carried off site toward East Weaver Creek via stormwater runoff.

During the operation of the proposed project, there is the potential for sediment, silt, and hydrocarbons to be tracked onto paved parking and access road surfaces. Runoff from these surfaces will be directed to drainage inlets and conveyed to a proposed onsite stormwater detention and infiltration basin. The proposed basin was designed with a capacity of approximately 24,000 ft³ (179,532 gallons). As described in the Preliminary Drainage Report, the capacity of proposed detention basin was designed to keep post-project runoff below the pre-project condition (DKM, 2019). With the construction of the proposed onsite stormwater detention and infiltration basin, pollutants will be prevented from entering East Weaver Creek and contributing to sedimentation and siltation impairments in the Middle Trinity Hydrologic Area. As such, construction and operation of the proposed project will not conflict with or obstruct the implementation of a water quality control plan.

Groundwater basins identified by DWR in the Trinity River hydrologic unit are located in Hayfork Valley, Hoopa Valley, Hyampom Valley, and Wilson Point Area. The project site is not located within one of the aforementioned groundwater basins. Furthermore, water service will be provided to the proposed project by the WCSD. Sources of water include East Weaver and West Weaver Creek in Weaverville and Trinity River in Douglas City (WCSD, 2019). WCSD does not withdraw water from groundwater sources. As such, the proposed project will not conflict with or obstruct the implementation of a sustainable groundwater management plan.

In summary, the proposed project will neither conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Hydrology and Water Quality*.

XI. <u>LAND USE AND PLANNING</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?				X
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?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. The project site is 2.21 acres and designated Commercial (C) and zoned General Commercial (C-2). Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. The project site is located adjacent to various commercial and industrial uses.

The Weaverville Community Plan (Community Plan) provides detailed land use designations (consistent with the General Plan) and zoning for the Weaverville planning area, which includes the project site. In relation to the project's location, The Land Use and Community Design Element of the Community Plan states the following:

"Commercial designations are intended for highway frontage, tourist-oriented business development, and for more general commercial uses, such as wholesale storage, lumber yard, bulk plants, etc., which require more space than is available in Central Business District (CBD), or which would be inappropriate in a CBD area. High traffic volumes could be expected; therefore, safe highway ingress and egress should be incorporated. Adequate off-road parking is also essential in this area"
(Trinity County, 1997).

The Community Plan also recommends the protection of "Deer Winter Range" for the Weaverville herd of black-tailed deer (*Odocoileus hemionus columbianus*) (Trinity County, 1997). Critical Deer Winter Range is generally considered to be areas below 3,500 feet in elevation that deer are dependent upon during severe winter weather. The Community Plan notes that critical deer winter range habitat is disrupted by residential development even in relatively low densities and contributes to the reduction of winter range for migrating deer. Measures that help protect deer winter range include clustering of homesites, 40-acre minimum parcel sizes for corridor areas, habitat improvements and extensive setbacks from creeks, wildlife corridors, and critical habitat areas. The project site is located within the elevation range suitable for deer refugia during severe winter weather and is located within the boundary of the "Deer Winter Range".

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

a) Physically divide an established community? No impact

The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the SR-299 commercial corridor in the community of Weaverville. The project site is designated and zoned for commercial development. As such, the project is not of the nature to physically divide an established community. Therefore, the proposed project would result in no impact on this resource category.

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? Less-than-significant Impact

The project proposes the construction and operation of a commercial retail facility (grocery store). The project site has a general plan land use designation of Commercial (C) and is zoned General Commercial (C-2). Retail sales and services (commercial retail) is principally permitted in the C-2 zoning district and the proposed project is consistent with this principally permitted use. The proposed monument signage and landscape plans are consistent with the objectives of the Community Plan to protect and enhance the appearance of the community along SR-299.

As noted above, the Community Plan recommends the protection of “Deer Winter Range” for the Weaverville herd of black-tailed deer. Critical Deer Winter Range is generally considered to be areas below 3,500 feet in elevation that deer are dependent upon during severe winter weather (Trinity County, 1997). The proposed project site is located within the elevation range suitable for deer refugia during severe winter weather and is located within the boundary of deer winter range. However, due to the project site's proximity to the SR-299 commercial corridor, as well as existing commercial and industrial development surrounding the project site, the proposed project is not suitable for deer habitation. Wildlife movement corridors are most often associated with waterways and the associated riparian vegetation that provides cover. There are no riparian corridors that exist on the project site. The portion of East Weaver Creek in the project area has been modified to include a levee on the right and left banks, which reduces the function as a wildlife corridor for deer. Based on the existing conditions of the site and the absence of habitat, the proposed project would not 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. Therefore, the proposed project would result in a less-than-significant impact to this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Land Use and Planning*.

XII. MINERAL RESOURCES: <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?				X
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?				X

Setting: The proposed project is located in the community of Weaverville. Historically, mining has played a major role in the development and economy of Weaverville and the greater Trinity County region. Extensive remnants and examples of early mining activity, principally gold mining, occur throughout the region. Ditches, pits, tunnels, cabins, trails, equipment, and other artifacts can be readily seen outside of developed areas. To this day, mining activities continue throughout the County. Current mining activity in the area consists of commercial gravel extraction and recreational gold mining.

A mineral resource is a land on which known deposits of commercially viable mineral or aggregate deposits exist. The designation is applied to sites determined by the California Geological Survey as being a resource of regional significance and is intended to help maintain any quarrying operations and protect them from the encroachment of incompatible uses.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?* No Impact

The proposed project is located in the community of Weaverville along the State Route 299 (SR-299) commercial corridor. There are no known deposits of commercially viable mineral or aggregate on the project site. As such, the proposed project will not 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 and would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, the proposed project would result in no impact on this resource category.

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 proposed project is located in the community of Weaverville along the SR-299 commercial corridor. The project site is designated Commercial (C) and zoned General Commercial (C-2). There are no known deposits of commercially viable mineral or aggregate on the project site. The Trinity County General Plan does not identify the project site as a locally important mineral resource recovery site. As such, the proposed project will not 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. Therefore, the proposed project would result in no impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures require implementation for the project to result in a less-than-significant impact on *Mineral Resources*.

XIII. NOISE: <i>Would the project result in:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
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?			X	

Setting: Noise impacts are those that exceed general plan or other local ordinances developed to provide reasonable control of noise to residences, parks, open spaces, and other specific designated sites. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations.

The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. Ambient noise sources in the vicinity of the proposed project vary and primarily consist of vehicle traffic along SR-299 and industrial activities at the lumber mill bordering the project site to the north. These sources contribute to an elevated noise environment in the project area. The Weaverville Airport is located approximately 1.2 miles from the project site. In the Trinity County Airport Land Use Compatibility Plan, the project site is within Compatibility Zone D (Primary Traffic Pattern), which generally contains the common aircraft flight path and poses a relatively low risk to uses within the zone. Zone D is not typically impacted by high noise levels (Trinity County, 2009).

Trinity County has not adopted a Noise Ordinance. However, the Trinity County General Plan Noise Element provides guidelines and direction for noise sources and attenuation requirements for various uses (Trinity County, 2003). Projects proposed for development within the County will be evaluated to determine potential conformance with the Noise Element and as necessary, specific conditions of approval will be placed on projects. The Noise Element refers to the A-Weighted Sound Level (dBA). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects.

The Noise Element identifies all residential uses, schools, medical facilities, churches, and libraries to be noise-sensitive land uses (i.e., sensitive receptors) (Trinity County, 2003). Sensitive noise conditions are typically at night and measured as indoor levels in decibels (dB). The nearest known potential sensitive receptor to the proposed project includes a residence across State Route 299 (SR-299) on Mountain View Street (158 ft.). Other sensitive receptors in the community of Weaverville include, but are not limited to, residences (>158 ft. from the project site), First Baptist Church (238 ft.), Lowden Park (1,425 ft.), Weaverville Elementary School (1,848 ft.), Shasta Head Start (2,640 ft.), Trinity Hospital (4,488 ft.), and Trinity High School (5,060 ft.). As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63) will be vacated prior to the beginning of construction activities.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* Less-than-significant with Mitigation Incorporated

As noted in the Setting, the Noise Element of the Trinity County General Plan identifies all residential uses, schools, medical facilities, churches, and libraries to be noise-sensitive land uses (i.e., sensitive receptors) (Trinity County, 2003). The nearest known sensitive receptor

is a residence located across SR-299 from the project site on Mountain View Street (158 ft.). Other sensitive receptors in the community of Weaverville include, but are not limited to, residences (>158 ft. from the project site), First Baptist Church (238 ft.), Lowden Park (1,425 ft.), Weaverville Elementary School (1,848 ft.), Shasta Head Start (2,640 ft.), Trinity Hospital (4,488 ft.), and Trinity High School (5,060 ft.). As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63) will be vacated prior to the beginning of construction activities.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would occur over approximately one year and would include site preparation, grading, building construction, paving, trenching, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the demolition and grading construction phases. These phases of construction have the potential to create the highest levels of noise. Activities and equipment involved in the construction of the proposed project would generate maximum noise levels, ranging from 85 to 89 dBA at a distance of 50 ft. (FHWA, 2006). These noise levels have the potential to cause significant impacts to sensitive receptors surrounding the project site without mitigation.

As noted above, the project site is in an elevated noise environment due to the proximity to SR-299 and adjacent industrial operations. Given its temporary nature, construction activities would result in a short-term noise impact in the vicinity of the project site. To mitigate the noise impacts from short-term construction activities, **Mitigation Measure NOISE-1** will limit construction activities to the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays. Construction activity will not occur on Sundays or holidays. With implementation of **Mitigation Measure NOISE-1**, impacts to nearby sensitive receptors from construction activities will be less-than-significant.

Operation

Noise impacts during operation of the proposed project will primarily originate from project-related traffic. Customer and worker trips could result in a minor increase in on site noise above levels existing without the project; however, the greatest source of increased on site noise would derive from delivery trucks serving the project. Delivery trucks will enter the project site by way of Levee Road at the northwestern corner of the site (see Figure 3 [Project Plans]). After entering the site, delivery trucks will temporarily park within the docking bay at the rear of the proposed grocery store and exit the site onto SR-299 by way of an interior access road along the eastern property boundary. The typical noise level of delivery trucks is 88 dBA at 50 ft. (FHWA, 2006). The nearest known sensitive receptor (i.e., residence) to the proposed project is located across SR-299 (158 ft.) and is subject to existing ambient noise levels originating from traffic along the SR-299 commercial corridor. Delivery trucks serving the proposed project would occur intermittently, would consist of only approximately 0.5 percent of all traffic generated by the project, and would be similar to the delivery trucks currently serving the Weaverville area or traveling through the Weaverville area to other destinations, such as the nearby timber processing operation, by way of SR-299. Therefore, operational noise from the proposed project would be similar to the existing noise environment and is not expected to significantly exceed either the existing ambient noise levels (e.g., traffic on SR-299) or applicable County noise standards.

With implementation of **Mitigation Measure NOISE-1**, the proposed project will not lead to the 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. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

b) *Generation of excessive groundborne vibration or groundborne noise levels?* Less-than-significant with Mitigation Incorporated

The proposed project's construction activity has the potential to result in minor groundborne vibration and noise. The closest land uses potentially impacted by groundborne vibration and noise are surrounding commercial and industrial uses directly adjacent to the project site. Ground vibrations from construction activities do not often reach the levels that can damage structures. Pile-driving generates the highest levels of vibration; however, pile-driving will not occur during construction of the proposed project. As discussed above, construction activity must comply with the requirements in **Mitigation Measure NOISE-1**, which place limitations on the days and hours of construction activity, to ensure that nearby land uses are not disturbed by early morning or late-night construction activity. In addition to reducing construction noise levels, compliance with these requirements also minimizes the potential impacts of vibration on uses adjacent to the project site. Construction activities will occur for a short duration and during daytime hours and will not result in groundborne noise levels that are excessive. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

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 Impact

The project site is located approximately 1.2 miles from the Weaverville Airport. According to the Trinity County Airport Land Use Compatibility Plan, the project site is located within Compatibility Zone D. The plan states Zone D poses a relatively low risk to uses within the zone and doesn't typically create high noise levels (Trinity County, 2009). Additionally, the proposed project is not located within the vicinity of a private airstrip. As such, the project would not expose people residing or working in the project area to excessive noise levels due to the proximity to a private or public airport. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Noise*, the following mitigation measure shall be implemented:

NOISE-1: The following measure will be implemented during construction activities to reduce noise levels:

- Construction activities shall be restricted to the hours between 8:00 a.m. and 5:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 5:00 p.m. on Saturdays.
- Construction activity will not occur on Sundays or holidays.

XIV. POPULATION AND HOUSING: <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. The project site is 2.21 acres and is designated Commercial (C) and zoned General Commercial (C-2). Existing development on the site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

According to the 2010 U.S. Census, Weaverville has a population of approximately 3,600 persons and approximately 8,681 housing units (U.S. Census, 2010). Housing is located throughout the area in both typical residential subdivisions as well as rural residential on larger lots and parcels of land. The Weaverville Community Plan states that in 1989 Weaverville had an estimated 17 percent of the year-round population in Trinity County and there is no indication that this has changed.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- 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)? Less-than-significant Impact*

The project proposes the development of a commercial retail facility (grocery store) that will provide employment opportunities to 15-20 individuals. The proposed project does not include the development of housing and will not result in an increase in population. Operation of a commercial retail facility (grocery store) is not of the nature to result in substantial population growth. Infrastructure and utilities services extended to the site will be designed to serve the proposed project and will not result in additional capacity that would be growth inducing. As such, the proposed project would not directly or indirectly induce substantial unplanned population growth in an area. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? Less-Than-Significant Impact*

The project site is zoned for commercial development and the project proposes the development of a commercial retail facility (grocery store). Existing development on the site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. As noted in Section 2.0 (Project Description), the three residences currently located on the adjacent parcel involved in the lot line adjustment with the project site (APN 002-100-63), will be vacated prior to the beginning of construction activities. Based on the average household size of 2.59 persons per household for renter occupied units in Weaverville, this would result in the displacement of approximately 8 persons, which would not be considered a substantial number of people (U.S. Census, 2017). Furthermore, it is anticipated that there is enough housing elsewhere in the community to accommodate the limited number of people who would be displaced. Therefore, the proposed project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Population and Housing*.

XV. PUBLIC SERVICES: <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Fire Protection?			X	
b) Police Protection?			X	
c) Schools?			X	
d) Parks?				X
e) Other public facilities?				X

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. Weaverville has public services available to accommodate residential, commercial, and industrial development. Fire protection in Weaverville is provided by the Weaverville Fire Protection District and the California Department of Forestry and Fire Protection (CALFIRE). Law enforcement services in Weaverville are provided by the Trinity County Sheriff's Department. The proposed project is located within the Trinity Alps Unified School District. There are two public K-12 schools (Weaverville Elementary and Trinity High) and one major adult education center (Shasta College – Trinity Campus) located in Weaverville.. Parks and recreational facilities within Weaverville include Lowden Park, Lee Fong Park, and the Weaverville Joss House - State Historic Park. Medical services are available at the Trinity Hospital and Trinity Community Health Clinic in Weaverville.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- 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 fire protection?* Less-than-significant Impact

The proposed project is located in the community of Weaverville and is accessed by way of SR-299 or Levee Road. Fire protection in Weaverville is provided by the Weaverville Fire Protection District and CALFIRE. The project proposes the development of a commercial retail facility (grocery store) and would employ approximately 15-20 individuals. The proposed project will be developed with appropriate fire suppression systems. While the proposed project may require fire protection response in the case of an emergency, the project is not expected to significantly increase the demand for fire protection services. The project will not result in an increase in population and would have a limited impact on the provision of fire protection services. As such, the proposed project does not require new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- b) *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 police protection?* Less-than-significant Impact

The proposed project is located in the community of Weaverville and is accessed by way of SR-299 or Levee Road. Law enforcement services in Weaverville are provided by the Trinity County Sheriff's Department. The project proposes the development of a commercial retail facility (grocery store) and would employ approximately 15-20 individuals. While the proposed project may require police response in the case of an emergency, the project is not expected to significantly increase the demand for police protection services. The project will not result in an increase in population and would have a limited impact on the provision of police protection services. As such, the proposed project does not require new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- c) *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 schools?* Less-than-significant Impact

The proposed project is located within the Trinity Alps Unified School District. There are two public K-12 schools (Weaverville Elementary and Trinity High) and one major adult education center (Shasta College – Trinity Campus) located in Weaverville. . The project proposes the development of a commercial retail facility (grocery store) in the community of Weaverville and would employ approximately 15-20 individuals. The project will not result in an increase in population and would have a limited impact on the provision of public education services. The proposed project is not expected to result in a significant increase in the number of school-age children within the school district. As such, the proposed project does not require new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for schools. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- d) *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 parks?* No Impact

Parks and recreational facilities within Weaverville include Lowden Park, Lee Fong Park, and the Weaverville Joss House - State Historic Park. The project proposes the development of a commercial retail facility (grocery store) and would employ approximately 15-20 individuals. The project will not result in an increase in population and would have a limited impact on the provision of parks and recreational services. As such, the proposed project does not require new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for parks. Therefore, the proposed project will have no impact on this resource category.

- e) *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 other public facilities?* No Impact

The project proposes the development of a commercial retail facility (grocery store) and would employ approximately 15-20 individuals will be employed at the proposed project. The project will not result in an increase in population and would have a limited impact on the provision of public facilities. Therefore, the proposed project will have no impact on this resource category.

Findings: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Public Services*.

XVI. <u>RECREATION</u> :	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Setting: The project site is located in the community of Weaverville along the State Route 299 (SR-299) commercial corridor. Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road. Parks and recreational facilities within Weaverville include Lowden Park, Lee Fong Park, and the Weaverville Joss House - State Historic Park.

The Weaverville Community Plan states that fishing is an important recreational and economic activity in Trinity County. The project site is not located near a suitable fishing area. The plan also identifies the East Weaver Creek as a desirable area to expand future recreational uses of alternative modes of transportation (e.g. pedestrian and biking trails). The project site is located approximately 160 ft. southeast of East Weaver Creek.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?* No Impact

The project proposes the development of a commercial retail facility (grocery store). The project does not propose the development of housing and would not result in an increase in population growth. As such, the proposed project is not of the nature to increase the use of recreational facilities in the Weaverville area such that substantial physical deterioration of these facilities would occur or be accelerated. Therefore, the proposed project will have no impact on this resource category.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* No Impact

The project proposes the development of a commercial retail facility (grocery store). The proposed project would not include the development of recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, the proposed project will have no impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Recreation*.

XVII. <u>TRANSPORTATION</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Setting: The project site is located in the community of Weaverville along the State Route 299 (SR-299) commercial corridor. Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g. foundations, utilities, debris, etc.) and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

SR-299: SR-299 runs east-west through the central portion of Trinity County, entering over Buckhorn Summit from Redding to the east and crossing into Humboldt County near Salyer and Willow Creek on the west. SR-299 links the communities of Lewiston, Douglas City, Weaverville, Junction City, Big Bar, Burnt Ranch, and Salyer, as well as several smaller communities. SR-299 carries a variety of traffic including local (intra-regional), recreational, commuter, and commercial traffic. SR-299 has been classified as a Forest Service National Scenic Byway and is heavily utilized for access to and along the Trinity River. It is also an important inter-regional route (for both auto and truck traffic) between the Sacramento Valley and the North Coast (KD and Associates, 2019).

SR-299 also serves as the major roadway within Weaverville, connecting the more established commercial and government centers on the west with newer commercial and employment centers on the east. Due to the limited roadway network, virtually all trips in Weaverville use SR-299 (KD and Associates, 2019).

Caltrans collects and publishes traffic volume data for its facilities. The most recent data indicates that SR-299 carries an annual average daily traffic (AADT) volume of 10,700 vehicles per day (vpd) in the area of the project south of Washington Street. Trucks comprise 2%-3% of the daily volume (KD and Associates, 2019).

Levee Road: Levee Road is a two-lane street that intersects SR-299 approximately 800 feet east from Washington Street. Levee Road extends northerly to Browns Ranch Road and State Route 3. Levee Road is generally a two-lane road with pavement width of 16 to 24 feet. Based on the peak hour traffic volume observed at the SR-299 / Levee Road intersection, the daily volume on Levee Road is estimated to be about 500 vehicles per day (KD and Associates, 2019).

County LOS standards: Trinity County has identified criteria for determining the significance of vehicular traffic impacts. A traffic impact is considered to be significant under Trinity County guidelines if the project causes an intersection to change from Level of Service (LOS) D to LOS E.

Transit Service: Public transit services are provided by the County Department of Transportation through Trinity Transit, which provides daily bus service between destinations such as Arcata, Willow Creek, Hayfork, and Weaverville. The closest bust stop is located across SR-299 from the project site on the corner of SR-299 and Mountain View Street. Furthermore, the installation of an additional bus stop in closer proximity to the project site is proposed in the near future.

Pedestrian Facilities: There are sidewalks in some locations around the project on the north side of SR 299. There are currently no sidewalks present on Levee Road (KD and Associates, 2019).

Bicycle Facilities: The *Trinity County General Plan (2002)* outlines the location and nature of existing bicycle facilities in Trinity County. Bicycle facilities are categorized within three classifications:

- Class I Bikeway: trails or paths that are separated from automobile traffic,

- Class II Bikeway: bicycle lanes that are on street but delineated by striping, and
- Class III Bikeway: bicycle routes where bicycles and automobiles share the road.

There are currently striped bicycle lanes on the east and west side of SR 299 that extend 1.8 miles between North Miner Street and Cox Road. A striped bicycle lane also extends 0.5 miles along Washington Street between SR 3 and SR 299. The County General Plan proposes a bike path that will traverse the entirety of Levee Road. The 2015 Trinity County Bikeways Master Plan suggests that the County complete a 0.75-mile long Class I bike route from the East Weaver Levee south, along the levee to the confluence of West Weaver Creek. This route would serve the Timber Ridge, Mill Street, and Masonic Lane neighborhoods (KD and Associates, 2019).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?* Less-than-significant Impact

The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the SR-299 commercial corridor in the community of Weaverville. The proposed project will include the development of 67 parking spaces. Access to the site will be provided via driveways on SR-299 and Levee Road. The SR-299 driveway is about 245 feet from the SR-299 and Levee Road intersection (measured centerline to centerline), and the Levee Road driveway is about 355 feet to the north of the intersection. The SR-299 site frontage currently contains some sidewalk, with no sidewalk on Levee Road. Frontage improvements are planned with the project along SR-299.

The Applicants consultant, KD & Associates, conducted a traffic impact analysis to determine whether the project would result in traffic conditions in excess of adopted General Plan minimum LOS standards. The analysis identifies both current and future background conditions at the following key intersections in the vicinity of the site.

- SR-299/ Washington Street
- SR-299/ Levee Rd/ Masonic Lane
- SR-299/ Mountain View Street
- SR-299/ Project Driveway
- Project Driveway/ Levee Road

Construction

Construction traffic for the proposed project would result in a short-term increase in construction-related vehicle trips on SR-299, Levee Road, and other local roadways and Highways in the town and County. Construction would result in vehicle trips by construction workers, haul-truck trips for delivery, and disposal of construction materials and spoils to and from construction areas. Construction of utilities and traffic improvements to serve the proposed development would also require temporary encroachments within the California Department of Transportation (Caltrans) right-of-way. An encroachment permit would be required for any work completed within the Caltrans road right-of-way. The encroachment permit applications for Caltrans require preparation of traffic control plans for work that would block the right-of-way, and plans for re-routing of vehicles, bicycles, and pedestrians, as needed. Implementation of traffic controls would be required in accordance with Caltrans standards, and contractors would be required to comply with the general conditions of the encroachment permits, including restoration of any damage to right-of-way improvements. Through compliance with Caltrans requirements, construction activities would not result in substantial adverse effects or conflicts with the local roadway system.

Operation

The peak hour trip volumes for the proposed project, as projected by KD and Associates, are 132 “primary” trips during Saturday peak hour and 121 during the P.M. peak hour. On a daily basis, the proposed project could generate 2,136 trips (½ inbound and ½ outbound). After a discount for “pass-by trips”, the proposed project may generate 1,367 new daily trips (½ inbound and ½ outbound) (KD and Associates, 2019).

Trinity County has identified criteria for determining the significance of traffic impacts. A traffic impact is considered to be significant under Trinity County guidelines if the project causes an intersection to change from LOS D to LOS E. KD and Associates estimated the LOS for surrounding intersections in Table 5 and concluded that there was no change in intersection LOS resulting in a rating lower than C, which is well above the minimum criteria for LOS. As a result, intersections within the vicinity of the proposed project will continue to operate at an acceptable LOS (KD and Associates, 2019).

(KD & Associates, 2019)

Table 5
Existing Plus Project Intersection Level of Service

Intersection	Control	Saturday Midday Peak Hour				Weekday PM Peak Hour			
		Existing		Existing Plus Project		Existing		Existing Plus Project	
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
Washington Street / SR-299 NB approach SB approach EB left turn WB left turn	NB/SB Stop	B C A A	12.7 15.7 8.2 8.0	B C A A	13.2 17.5 8.3 8.0	B C A A	17.4 17.1 8.3 8.6	C C A A	18.6 19.8 8.4 8.7
Mason Lane / Levee Road / SR-299 NB approach SB approach EB left turn WB left turn	NB/SB Stop	B B A A	13.1 13.8 8.2 8.0	B B A A	13.8 14.9 8.2 8.2	B B A A	13.1 15.8 8.3 8.3	B C A A	13.6 16.9 8.4 8.4
Mountain View Street / SR-299 WB left NB approach	NB Stop	A B	8.1 12.2	A B	8.1 12.5	A B	8.3 12.7	A B	8.4 13.1
Project Access / SR-299 EB left SB approach	SB Stop	-- --	-- --	A B	8.5 13.6	A B	-- --	A B	8.6 14.1
Project Access / SR-299 SB left WB approach	WB Stop	-- --	-- --	A A	7.3 8.5	A A	-- --	A A	7.3 8.6
Bold indicates conditions in excess of adopted standard = N/A Highlighted values are a significant impact = N/A									

Development of the proposed Grocery Outlet may incrementally contribute to the demand for facilities to serve pedestrians, cyclists and transit riders in this area of Trinity County, but this demand is expected to be relatively minor. It is possible employees or customers of this project will elect to walk in appreciable numbers to and from the site, as there is residential or commercial development near the site. Sidewalk exists on SR 299 in the area of the project and the project will complete sidewalk along its highway frontage. The use of bicycles may be an option for employees or customers to the site. Typically, grocery stores do not attract large numbers of cyclists due to the need to carry goods purchased. The number of cyclists associated with this project is not likely to create any appreciable safety impacts on SR 299 where the striped bike lane is already available to provide access to the project. Project employees or customers will be able to use Trinity Transit service, with multiple routes available throughout Trinity County (KD and Associates, 2019). As noted in the Setting, the closest bust stop is located across SR-299 from the project site on the corner of SR-299 and Mountain View Street. Furthermore, the installation of an additional bus stop in closer proximity to the project site is proposed in the near future.

As such, the proposed project will not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?* Less-than-significant Impact

Updates to the CEQA Guidelines section 15064.3 codified a switch from LOS to Vehicle Miles Traveled (VMT) as the metric for transportation impact analysis. Section 15064.3, subdivision (b)(1) states that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less-than-significant transportation impact. Section 15064.3, subdivision (b)(3) states that in the absence of existing models or methods to estimate the vehicle miles traveled (VMT) for the particular project, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

The proposed project is located adjacent to SR-299, within one-half mile of several bus stops operated by Trinity Transit, which is the primary transit corridor in Trinity County. A network of pedestrian paths and bicycle lanes in the vicinity of the project and throughout downtown Weaverville will provide alternative modes of transportation to and from the project site. Trinity Transit, which operates throughout the project area will provide public transportation opportunities to and from the project site. Furthermore, the development of an affordable grocery store in Weaverville will introduce additional commercial shopping opportunities in a rural community. Therefore, Trinity County residents who typically commute to more urban communities (i.e., Redding [44 mi. east] or Eureka [135 mi. west] for shopping opportunities may be motivated to shop at the proposed project, thereby reducing VMT.

In summary, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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 Impact

The proposed project will increase traffic volumes and the number of trips on local roadways. The project has been reviewed by Caltrans and Trinity County Department of Transportation (County DOT), and conditioned to ensure it will comply with County road standards and will not increase hazards due to a geometric design feature. The County will require that the Levee Road meets the Category 4 road standards to ensure it is adequate for delivery truck traffic. The proposed project does not include geometric design features that will substantially increase hazards. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

d) *Result in inadequate emergency access?* Less-than-significant Impact

The proposed project will be accessed by way of SR-299 and Levee Road during construction and operation. Construction of the project would temporarily generate additional traffic on the existing area roadway network. These vehicle trips would include construction workers traveling to the site and delivery trips associated with construction equipment and materials. Delivery of construction materials to the site would likely require oversize vehicles that may travel at slower speeds than existing traffic.

As the proposed project includes improvements within the Caltrans right-of-way (along SR-299), the proposed project will require an encroachment permit from Caltrans. The encroachment permit applications for Caltrans requires preparation of traffic control plans for work that would block the public right-of-way, and plans for re-routing of vehicles, bicycles, and pedestrians, as needed. Implementation of traffic controls would be required in accordance with State standards, and contractors would be required to

adhere to approved traffic control plans, which would minimize conflicts related to emergency access and circulation. Contractors would be required to have ready at all times the means necessary to accommodate access by emergency vehicles, such as plating over excavations, and travel lane closures would be managed such as keeping one travel lane open at all times to allow alternating traffic flow in both directions along affected roadways. Through compliance with State requirements, construction activities would not result in inadequate emergency access.

The project has been reviewed by Caltrans, County DOT, and the Weaverville Fire Protection District, and will be designed to meet emergency access standards. As such, all proposed drive aisles onsite have been designed consistent with County and Fire Code design standards for emergency access and would adequately accommodate the onsite maneuvering of emergency vehicles. In compliance with State and local standards, the project site will be designed for adequate emergency access. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Transportation*.

<u>XVIII. TRIBAL CULTURAL RESOURCES:</u> <i>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>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Setting: The project site is located in the community of Weaverville along the State Route 299 (SR-299) commercial corridor. The project area is located within the ancestral territory of the Wintu Native Americans. Closely related to the Nomlaki and Patwin to the south, the Chimariko to the west and the Hupa to the northwest, the Wintu people lived along the Trinity River, where plentiful natural resources supported their way of life. Bark from forest trees and rushes along the streams made good roofing materials for homes. Local sedges and willows were crafted into tightly woven baskets. Villages frequently contained a scattering of bark houses, ranging from four to five in smaller groups, or several dozen in larger villages. Each house was shared by a single family that ranged in numbers of three to about seven. Larger villages, those with 12 to 15 houses, typically had an earthen lodge.

Based on the results of previous survey work within the general region (e.g., Jensen 1993; Johnson and Theodoratus 1984), the range of potentially present Native American site types for the area included the following:

- Surface scatters of lithic artifacts and debitage, often but not always associated with dark brown to black “midden” deposits, resulting from village encampments. Typically, such sites are located adjacent or close to permanent surface water sources.
- Surface scatters of lithic artifacts and debitage without associated middens, resulting from short-term occupation and/or specialized economic activities.
- Bedrock milling stations, including both mortar holes and metate slicks, located in areas where bedrock is exposed, particularly along stream channels.
- Petroglyphs, especially “pitted” or “cupped” bedrock outcrops.
- Isolated finds of aboriginal artifacts and flakes.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

The entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. No evidence of any tribal cultural resources was observed during the pedestrian survey conducted in June 2019 by the Genesis Society. The absence of resources may best be explained by more suitable habitation locales situated closer to East Weaver Creek, and to the level of ground disturbance to which the project site has been subjected (Genesis Society, 2019).

Consultation was undertaken with the Native American Heritage Commission (NAHC) regarding sacred tribal lands listings for the project site. An information request letter was delivered to the NAHC on 6/15/19. The NAHC responded with a letter dated 6/18/19, indicating that a search of their Sacred Lands files returned negative results. A request for tribal consultation, pursuant to AB 52, was initiated by the County on 9/26/19 with the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley

Reservation/ Covelo Indian Tribe, and the Redding Rancheria. No responses were received from these entities requesting consultation under the provisions of AB 52.

However, there remains the possibility that tribal cultural resources could exist in the area and may be uncovered during project development. Therefore, if cultural or archaeological resources, such as chipped or ground stone, or bone are discovered during ground-disturbance activities, work shall be stopped within 50 feet of the discovery, as required by the California Environmental Quality Act (CEQA; January 1999 Revised Guidelines, Title 14 California Code of Regulations [CCR] 15064.5 (f)). Work near the cultural or archaeological find shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the material and offered recommendations for further action. For discoveries known or likely to be associated with Native American heritage (prehistoric sites and select historic period sites), the Tribal Historic Preservation Officer (THPO) for the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria shall be contacted immediately to evaluate the discovery and, in consultation with the project proponent, the County, and professional archaeologist, develop a treatment plan in any instance where significant impacts cannot be avoided.

To prevent potential impacts to unknown tribal cultural resources at the project site, an inadvertent discovery protocol is included as **Mitigation Measure CR-1**. With the proposed mitigation measure, the project will not cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

- b) *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 a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

As discussed above, the entire property exhibits evidence of ground disturbance from past grading, residential and commercial construction, and demolition. No evidence of any tribal cultural resource was observed during the pedestrian survey conducted in June 2019 by the Genesis Society. The absence of resources may best be explained by more suitable habitation locales situated closer to East Weaver Creek, and to the level of ground disturbance to which all the project site has been subjected (Genesis Society, 2019).

As noted above, an information request letter was delivered to the NAHC on 6/15/19. The NAHC responded with a letter dated 6/18/19, indicating that a search of their Sacred Lands files returned negative results. As such, the proposed project would not cause a substantial adverse change in a significant of a tribal cultural resource. A request for tribal consultation, pursuant to AB 52, was initiated on 9/26/19 with the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria. No responses were received from these entities requesting consultation under the provisions of AB 52. As such, the proposed project would not cause a substantial adverse change in a significance of a known tribal cultural resource.

However, there remains the possibility that tribal cultural resources could exist in the area and may be uncovered during project development. Therefore, if cultural or archaeological resources, such as chipped or ground stone, or bone are discovered during ground-disturbance activities, work shall be stopped within 50 feet of the discovery, as required by the California Environmental Quality Act (CEQA; January 1999 Revised Guidelines, Title 14 California Code of Regulations [CCR] 15064.5 (f)). Work near the cultural or archaeological find shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the material and offered recommendations for further action. For discoveries known or likely to be associated with Native American heritage (prehistoric sites and select historic period sites), the Tribal Historic Preservation Officer (THPO) for the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria shall be contacted immediately to evaluate the discovery and, in consultation with the project proponent, the County, and professional archaeologist, develop a treatment plan in any instance where significant impacts cannot be avoided.

To prevent potential impacts to unknown tribal cultural resources at the project site, an inadvertent discovery protocol is included as **Mitigation Measure CR-1**. With the proposed mitigation measure, the project will not cause a substantial adverse change in the significance of a known tribal cultural resource. Therefore, the proposed project would result in a less-than-significant impact with mitigation incorporated.

Mitigation Measures: Based on the above evaluation, in order for the proposed project to result in a less-than-significant impact on *Tribal Cultural Resources*, **Mitigation Measure CR-1** (identified in Section IV- Cultural Resources) shall be implemented:

CR-1. If cultural or archaeological resources, such as chipped or ground stone, or bone are discovered during ground-disturbance activities, work shall be stopped within 50 feet of the discovery, as required by the California Environmental Quality Act (CEQA; January 1999 Revised Guidelines, Title 14 California Code of Regulations [CCR] 15064.5 (f)). Work near the cultural or archaeological find shall not resume until a professional archaeologist, who meets the Secretary of the Interior's Standards and Guidelines, has evaluated the material and offered recommendations for further action. For discoveries known or likely to be associated with Native American heritage (prehistoric sites and select historic period sites), the Tribal Historic Preservation Officer (THPO) for the Nor-Rel-Muk Nation, the Wintu Educational and Cultural Council, the Round Valley Reservation/ Covelo Indian Tribe, and the Redding Rancheria tribes shall be contacted immediately to evaluate the discovery and, in consultation with the project proponent, the County, and professional archaeologist, develop a treatment plan in any instance where significant impacts cannot be avoided.

XIX. <u>UTILITIES AND SERVICE SYSTEMS</u> : <i>Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and or reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Setting: The project proposes the development of a commercial retail facility (grocery store) in the community of Weaverville along the State Route 299 (SR-299) commercial corridor. Existing development on the project site is limited to evidence of prior residential and commercial structures (e.g., foundations, utilities, debris, etc.), and paved and unpaved driveways providing vehicular access from SR-299 and Levee Road.

The Weaverville Sanitary District (WSD) provides wastewater collection and treatment services for users within the service boundary in the community of Weaverville. The Weaverville Community Service District (WCSD) provides water for users within the service boundary in the community of Weaverville. Electricity to the Weaverville area is provided by the Trinity Public Utility District (TPUD). Solid waste services in Weaverville are provided by the Trinity County Solid Waste Department (TCSWD) and private waste haulers. Waste generated by members of the Weaverville community and surrounding lands are taken to the Weaverville Transfer Station – approximately 1.5 miles from the project site. According to the Trinity County Solid Waste Department, solid waste is then transferred to the Anderson Landfill located in Shasta County. Natural gas services are unavailable throughout Trinity County, necessitating the use of onsite sources (e.g. propane tanks).

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, and observations made on the project site and in the vicinity, the following findings can be made:

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?* No Impact

The project site is within the vicinity of existing water, wastewater, stormwater, electrical, and telecommunication facilities available to service the project. The proposed project would require minor improvements in the form of connections to the existing utility infrastructure. Furthermore, the proposed project includes the placement and use of a propane tank in the northwestern corner of the property. The connection and installation of utilities, as proposed by the project, would result in physical impacts to the surface and subsurface of the project site. These impacts are considered to be part of the project's construction phase and are evaluated in other sections of this document. In instances where significant impacts have been identified, mitigation measures are included to reduce these impacts to less-than-significant levels. No additional mitigation measures beyond those already identified would be required.

As such, the proposed project will not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of

which could cause significant environmental effects. Therefore, the proposed project would result in no impact on this resource category.

- b)** *Have sufficient water supplies available to serve the project and or reasonably foreseeable future development during normal, dry and multiple dry years?* Less-than-significant Impact

Water service will be provided to the proposed project by WCSD, which has indicated that there is sufficient capacity to serve the proposed project. As such, there is sufficient water supplies for the proposed project into the reasonably foreseeable future while maintaining water supply and service for existing customers. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- 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?* Less-than-significant Impact

Wastewater service will be provided to the proposed project by WSD, which has indicated that there is sufficient capacity to serve the proposed project. As such, there is sufficient wastewater treatment capacity for the proposed project while maintaining wastewater treatment capacity for existing customers. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

- d)** *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?* Less-than-significant Impact

Solid waste produced by the project will be taken to the Weaverville Transfer Station before being transported to the Anderson Landfill, Inc., a solid waste landfill facility in Shasta County. The Anderson Landfill has the existing capacity of 10,409,132 cubic yards and is permitted to receive a maximum of 1,850 tons of solid waste per day (CalRecycle, 2019). The Weaverville Transfer Station and the Anderson Landfill have sufficient capacity to accommodate the solid waste generated by the proposed project.

State law (SB 1018) mandates recycling for all businesses that generate four or more cubic yards. The proposed project would be required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and installed before permits are issued by the County Building Department.

In compliance with State or local regulations, the proposed project would not 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. Based on the above description, the proposed project would result in a less-than-significant impact to this resource category.

- e)** *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?* Less-than-significant Impact

The project would generate solid waste during construction and operational activities, requiring the implementation of waste reduction and recycling measures. The County regulates and operates programs that promote the proper disposal of solid waste, including those created by the proposed project. As noted above, the proposed project would be required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected, pursuant to SB 1018. Trinity County Department of Environmental Health has indicated that the proposed project will be required to prepare waste facilities and separate waste facilities storage for organic waste to meet mandatory organic waste diversion criteria.

In compliance with State or local regulations, the proposed project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Utilities and Service Systems*.

XX. WILDFIRE: <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:</i>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
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?			X	
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?			X	
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?			X	

Setting: The project proposes the development of a 20,000 s.f. commercial retail facility (grocery store) along the State Route 299 (SR-299) commercial corridor in the community of Weaverville. The project site is zoned General Commercial (C-2) and is surrounded by lands zoned for Heavy Industrial/ Manufacturing (I) and General Commercial (C-2) and developed with industrial and commercial uses. The elevation of the site ranges between 2,018 and 2,037 feet above sea level. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary.

The project site is located within the boundaries of the Weaverville Fire Protection District, which provides fire, medical, rescue, and safety services to the community of Weaverville and surrounding areas. The Fire District has one Type I engine, one Type II engine, and one water tender (CALFIRE, 2018).

The community of Weaverville is also recognized as a State Responsibility Area (SRA), in which the California Department of Forestry and Fire Protection (CALFIRE) Shasta-Trinity Battalion 6 provides fire suppression and prevention services. Battalion 6 consists of three Schedule B stations, one conservation camp, and one lookout. Weaverville Station 60 has one Type III Schedule B engine (CALFIRE, 2018). CALFIRE designates lands in three general classifications, “Moderate”, “High” and “Very High” Fire Hazard Severity Zones (FHSZ). CALFIRE assigns FHSZ based on existing vegetation, topography, weather, crown fire potential, ember production and movement, and the likelihood of a site to burn over a 30 - 50 year time period. CALFIRE delineates the project site as part of a designated “High” FHSZ (CALFIRE, 2019a).

Weather throughout the greater Trinity County region is generally warm and dry with occasional thunderstorms occurring in the summer. Average daily high temperatures in the region during the summer range between 85 to 93 degrees with highs above 100. Average relative humidity daily minimums are 19% to 12% with single-digit relative humidity a couple of days most summers. Typical gradient winds are west to east. Diurnal winds upslope and up-canyon occur during the afternoon hours with downslope winds occurring during the night. Precipitation during the summer averages less than two inches for the months of June, July, and August combined (CALFIRE, 2018).

The Trinity County Fire Safe Ordinance requires the design and construction of structures, subdivisions, and other developments in Trinity County to provide for basic emergency access, signing and building numbering, private water supply reserves for emergency use, vegetation modification, and perimeter wildfire protection measures. The community of Weaverville does not have an adopted emergency response plan or emergency evacuation plan.

Discussion: Based on a field review by the Planning Department and other agency staff, information provided by the applicant, existing information available to the Planning Department, comment from the responsible and trustee agencies, and observations made on the project site and in the vicinity, the following findings can be made:

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?* Less-than-significant Impact

The community of Weaverville does not have an adopted emergency response plan or emergency evacuation plan. However, the proposed project is not of the nature to physically interfere with emergency response nor emergency evacuation. Furthermore, the project site's proximity to SR-299 provides access and response to the site in an emergency situation. The project has been reviewed by Caltrans, County DOT, and the Weaverville Fire Protection District, and will be designed to meet emergency access standards. As such, all proposed drive aisles onsite have been designed consistent with County and Fire Code design standards for emergency access and would adequately accommodate the onsite maneuvering of emergency vehicles. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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 Impact

CALFIRE delineates the project site as part of a designated "High" FHSZ (CALFIRE, 2019a). The project site is located along the SR-299 commercial corridor in the community of Weaverville, contains minimal vegetation, and is surrounded by commercial and industrial uses. The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. During the construction of the proposed project, the project site will be regraded to a more uniform elevation with minimal slopes across the site. Therefore, the project site does not exhibit topography, vegetation patterns, or other factors (e.g. fuels, aspect, etc.) that would expose people or structures to a significant risk of wildland fires. Furthermore, the proposed project is consistent with the surrounding land uses and would not introduce incompatible uses that would exacerbate wildfire risks. Therefore, the project would not, 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. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

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 Impact

The project site is located along the SR-299 commercial corridor in the community of Weaverville and is within the vicinity of existing water, wastewater, stormwater, electrical, and telecommunication facilities available to service the project. The proposed project would require minor improvements in the form of connections to the existing utility infrastructure. The proposed project does not 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. Therefore, the proposed project would result in a less-than-significant impact on this resource category.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* No Impact

The project site is relatively flat along the southwest boundary and rises in elevation towards the center of the site and along the northeast boundary. During the construction of the proposed project, the project site will be regraded to a more uniform elevation with minimal slopes across the site. Therefore, the project site will not exhibit slopes that have the potential to result in significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed project would result in no impact on this resource category.

Mitigation Measures: Based on the above evaluation, no mitigation measures are required for the project to result in a less-than-significant impact on *Wildfire*.

XXI. <u>MANDATORY FINDINGS OF SIGNIFICANCE:</u>	Potentially Significant Impact	Less-than-significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?		X		
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 to the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have potential environmental effects that may cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion: Based on the analysis undertaken as part of this Initial Study the, following findings can be made:

- 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 Incorporated

The proposed project has the potential to result in significant impacts related to Aesthetics (Section I), Air Quality (Section III), Biological Resources (Section IV), Cultural Resources (Section V), Geology and Soils (Section VII), Greenhouse Gas Emissions (Section VIII), Noise (Section XIII), and Tribal Cultural Resources (Section XVIII). However, mitigation measures have been identified and incorporated in the aforementioned sections which serve to reduce those potential impacts to a less-than-significant level. With the incorporation and implementation of mitigation measures provided in the document, the project will not have the potential to degrade the quality of the environment, substantially reduce habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, the impacts of the proposed project are less-than-significant with mitigation incorporated.

- 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 to the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* Less-than-significant with Mitigation Incorporated

Based on the discussion and findings in all Sections above, there is no evidence to suggest that the proposed project would have impacts that are cumulatively considerable. This is a finite project and impacts are limited in scope and duration and are not linked with future projects that may have an impact.

- c) *Does the project have potential environmental effects that may cause substantial adverse effects on human beings, either directly or indirectly?* Less-than-significant with Mitigation Incorporated

Based on the discussion and findings in Section III (Air Quality) and Section XIII (Noise), the project does have the potential to cause adverse effects on human beings in the vicinity of the project during construction. However, mitigation measures have been identified and incorporated in the aforementioned sections which serve to reduce those potential impacts to a less-than-significant level.

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