



Plumas County

Negative Declaration Number 676

for

General Plan Amendment and Zone Change

Plumas County, CA

Filed: May 19, 2020

Review Period:

From: May 21, 2020 through June 19, 2020

APPROVED/CERTIFIED:

NEGATIVE DECLARATION

It is found, based on this Initial Study, that this project would not have a significant impact on the environment.

An attached copy of the Initial Study documents reasons supporting the finding.

Determination by: Timothy E. Evans

Title: Associate Planner

Date: March 31, 2020

Written by: Timothy E. Evans

Title: Associate Planner

Date: March 31, 2020

Initial Study

1. **Project Title:** General Plan Amendment GPA 8-19/20-01
2. **Date of Initial Study Preparation:** February, 2020
3. **Lead Agency Name and Address:** Plumas County Planning and Building Services
555 Main Street
Quincy, CA 95971
4. **Prepared By:** Timothy Evans, Associate Planner
(530) 283-6207
TimEvans@countyofplumas.com
5. **Project Location:** Assessor's Parcel Number 133-130-111-000; 533 River Run, Clio; Whitehawk Ranch Subdivision; unincorporated Plumas County; T21N/R13E/Section 5, MDM
6. **Project Sponsor:** Rhonda and Alec Dieter
7. **General Plan Designation:** Suburban Residential and Scenic Road
8. **Zoning:** S-1 (Suburban), F (Farm Animal Combining), and SP-ScR (Special Plan Scenic Road)
9. **Project Description:** The property located at 533 River Run, Clio, is zoned S-1 (Suburban), which permits residential uses. The property owners plan to use the property and existing steel building "as a secure place to store vehicles, equipment, and supplies for a yard maintenance business."

The General Plan Amendment and Zone Change will change the Suburban designation and S-1 (Suburban) zoning to the Commercial designation with C-2 (Periphery Commercial) zoning, retaining the Scenic Road designation and SP-ScR (Special Plan Scenic Road) zoning and the F (Farm Animal Combining) zoning.

10. **Surrounding Land Uses and Setting:** The project is located at 533 River Run, Clio, CA, and is in the Whitehawk Ranch Subdivision. Whitehawk Ranch is a Master Planned Community which contains commercial, residential, and recreational components.

The land uses surrounding the property include S-1 to the north, west, and south. To the east of the property is California State Highway 89, with the property on opposite side of the highway being zoned S-3 (Secondary Suburban).

11. **Relationship to Other Projects:** None
12. **Other public agencies whose approval is required:** None
13. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** California Native American tribes traditionally and culturally affiliated with the project area have not requested consultation pursuant to Public Resources Code section 21080.3.1.

Environmental Factors Potentially Affected: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” and subject to mitigation as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry 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 and 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:

On the basis of this initial evaluation:

- ☒ I find that, based on the initial study and the county and state regulations that govern the project approval, there will not be a significant effect on the environment. Therefore, a **NEGATIVE DECLARATION** will be prepared.

Timothy Evans

Timothy Evans
Associate Planner
March 31, 2020

INITIAL STUDY AND CHECKLIST

Purpose of Initial Study:

An initial study, after a project is determined not exempt from the California Environmental Quality Act (CEQA), is to be prepared and completed according to CEQA Guidelines Section 15063 to determine if the project will have a significant effect on the environment. All phases of project planning, implementation, and operation will be considered within this Initial Study. The information, analysis, and conclusions contained in this Initial Study will be utilized to determine whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration. If the Initial Study reveals that an EIR should be prepared, the information contained in the Initial Study will be used to focus the EIR on the effects determined to be potentially significant.

1. AESTHETICS.

Environmental Setting: Plumas County is located within the Sierra Nevada Mountain Range. The County consists of a variety of aesthetic characteristics; rural, natural, and historic characteristics are predominant throughout the County. The rural, natural, and historic character is due to the County's many valleys, ridgelines, varying types of vegetation, watercourses, travel routes, and historic residential neighborhoods. Scenic resources within the County include mountains, hills, geologic features and formations, rivers, streams, and natural vegetation. Historic and cultural resources also contribute to the aesthetics of the County. Historical and cultural resources are sites, structures, features, objects, and properties being of nationwide, statewide, or local significance and having architectural, engineering, scientific, economic, agricultural, educational, social, political, military, cultural, or other values. Examples of historical and cultural resources are ranch home sites, barns, historic residential neighborhoods, ceremonial and/or sacred sites, quarries, mills, and cemeteries.

The aesthetic character of the county is most often viewed from the County's roads and highways. There aren't any officially designated state or county scenic highways within Plumas County. However, the Plumas County General Plan does designate scenic roads and applies design standards to those county designated scenic roads.

State Route 89 is designated as a Scenic Road in the Plumas County General Plan. The Scenic Road policy applies standards for development, which includes a prohibition on off-premise advertising signs and a size limitation of 100 square feet for commercial signs. No amendment to the Scenic Road designation and the Special Plan Scenic Road (SP-ScR) zoning is proposed.

Scenic areas throughout the County play a major role in the rural, natural character of the County. The Plumas County General Plan specifically identifies scenic areas. The scenic areas identified by the General Plan are designed to maintain the natural, rural characteristics, preserve historic lifestyles, and attract tourists. In addition, the Plumas County General Plan also sets forth requirements to protect and preserve cultural and historic resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Discussion: The proposed project will not have a significant impact on a scenic vista. The space in which the yard maintenance business equipment and supplies would be stored is an existing permitted steel building. The construction of the building was under building permit #18-937.

The commercial area is visible from Whitehawk Road for approximately 250 feet along the property line contiguous to Highway 89. The property and existing steel building that will be used to store business equipment and supplies are screened from the highway view by trees along the Highway 89. It is anticipated that the high speed of the vehicles passing by on Highway 89 reduces the length of time that the site is visible. For example, a vehicle traveling at the speed limit of 55 miles per hour along the length of the property adjoining Highway 89, which is 250 feet in length, would mean for approximately one-third of a second the property will be visible.

Additionally, the Development Agreement for the Whitehawk Ranch Subdivision, which expired May 1, 2009, called for commercial uses for the property such as a storage facility. (Exhibit 1, Pages 25 and 28 of Development Agreement)

The current zoning designation is S-1 (Suburban), F (Farm Animal Combining), and SP-ScR (Special Plan Scenic Road). The SP-ScR and F Combining Zones will be retained while changing the S-1 zoning to C-2. The Special Plan Scenic Road zoning carries with it certain standards related to the development of property. The protection measures and development standards are set forth as the following:

Establish a 100 foot scenic corridor measured from the edge of the highway easement. The following development standards shall apply:

1. No off-premise advertising signs.
2. Signs, on-premise only, shall not exceed 6 square feet maximum for residential uses and 100 square feet maximum for commercial uses. Signs will not exceed the height of any on-site building roof line. No pennants or flashing lights shall be permitted.
3. Locate transmission and utility lines where they may be concealed by vegetation or topographical features.
4. Establish building exclusion areas within 50 feet from perennial streams or irrigation ditches, measured from the top of the bank.
5. Maintain natural topographical features within public road right-of-way, where it is not a clear and present danger to public health, safety and welfare.

The standards of the Scenic Road designation applied at the time the building permit for the existing steel building was obtained and will apply to future development in order to maintain and preserve the rural character, representative qualities of historic lifestyles, qualities that attract tourists, and to provide standards for scenic highways.

Furthermore, the Plumas County 2035 General Plan contains policies that are “mitigating policies” designed to minimize potential impacts. These include:

COS

7.2.14 *Natural Landscapes in Site Design*

The County shall encourage the integration of natural landscapes, such as rivers streams, lakes, ponds, wetlands, and riparian areas, into new development in such a way as to enhance the aesthetic and natural character of individual sites while avoiding the destruction, disturbance, and fragmentation of these natural landscapes.

COS

7.5.10 *Community Character*

The County shall promote the appropriate preservation and or achievement of community character building design, exterior modifications, and public space improvements in areas where the community has expressed the need for improved community design and enhancement. Proposed building designs shall be developed to preserve the unique historic nature of each individual community. Where community plans are developed, these plans shall include scenic resources to be protected or preserved.

COS

7.6.3 *Scenic Roadway Protection*

The County shall protect the scenic quality of roadways for the enjoyment of natural and scenic resources, landmarks, or points of historic and cultural interest.

The Scenic Road standards applied to the development of the property and will apply to any future development.

COS

7.6.4 *Community Design*

The County shall identify Design Review Areas where the community has expressed the need for improved community design and enhancement.

The area does not have a designated Design Review Area; however, the architectural review standards for the Whitehawk Ranch Subdivision would likely apply to any future development and likely applied to the development of the existing steel building.

COS

7.6.5 *Scenic Impacts of Off-premise Permanent Advertising Signs and Billboards*

The County shall prohibit the location of permanent off-premise advertising signs and billboards along all roadways. The County shall develop and implement policies and ordinances that allow localized business signage in existing downtown areas and in community plan areas that serves to facilitate business district economic development without causing adverse scenic impacts.

The Scenic Road standards that impose limitations on off-premise advertising signs and on-premise signs remain in effect for the future development of this property.

No new source of light or glare is anticipated due to the building that will be used for the storage of business equipment and supplies being an existing structure. Any future construction may include the addition of new light sources that would introduce additional nighttime lighting to the project site and vicinity. Although, the introduction of light from the existing or any new construction could be noticeable to viewers in the surrounding area, the impact is less-than-significant due to the nearest residential dwelling being approximately 900 feet from the property.

It is anticipated that the project would not have a significant impact on Scenic Resources; therefore, the project would result in a **less than significant** impact to **Aesthetic Resources**.

Mitigation Measures: No mitigation is required.

2. AGRICULTURE/FOREST RESOURCES.

Environmental Setting: Agriculture and forest resource lands comprise a major portion of Plumas County. The total acreage dedicated to agriculture and forest lands are approximately 159,200 acres and 1.4 million acres, respectively. Agriculture has been and is a significant part of the economy in Plumas County. Livestock-raising, hay production, and pasture uses comprise a majority of the agricultural land uses, with the remaining land being used for nurseries, apiary, seed, fruit, potatoes, and grains. Of the approximate 159,200 acres used for agriculture, approximately 109,658 acres are under Williamson Act contracts and Important Agriculture

Areas. Agricultural areas throughout the state, and those in Plumas County, may be studied by the California Department of Conservation to determine the land classification under the Farmland Mapping and Monitoring Program. Currently, Plumas County is not mapped under the Farmland Mapping and Monitoring program, with the exception of the Sierra Valley.

Agricultural lands are the second largest land use in the county, with forest resources being the first. The 1.4 million acres of forest lands in the county are comprised of private, State, and federal lands. Of those 1.4 million acres of forest land, approximately 1.0 million acres are National Forest System lands. Timber production is the primary forest product generated on private and public lands. Public lands include the National Forests, such as Plumas, Lassen, Toiyabe, and Tahoe.

The closest agriculturally designated land is located approximately three-quarters of a mile from the project site, within the Whitehawk Ranch Subdivision.

The property is forested along the portion of the property nearest Highway 89.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for , or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: Sierra Valley is the only area located within Plumas County that is mapped under the Farmland Mapping and Monitoring Program. Due to the Sierra Valley being the only area mapped under the Farmland Mapping and Monitoring Program, it is anticipated that the project would not cause a conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The project would not involve changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use.

The project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

The project would not conflict with existing zoning for, or cause rezoning of forestland, as defined by Public Resources Code 12220(g).

Tree removal to construct a building would undergo the regulatory processes of the California Department of Forestry and Fire Protection (CAL FIRE) due to state laws governing tree removal being under the jurisdiction of CAL FIRE.

The project would not involve changes in the existing environment which, due to their location or nature, could result in the conversion of forest land to non-forest use.

Therefore, the project would result in **no impact** to **Agriculture and Forest Resources**.

Mitigation Measures: No mitigation is required.

3. AIR QUALITY.

Environmental Setting: Plumas County's topography greatly influences its climate, which results in disproportionate levels of precipitation throughout the County. More commonly known as the rain shadow effect, this condition is created by the Sierra Nevada Crest which acts as a barrier to storm systems between the western and eastern portions of the County. Consequently, while the western side of the Sierra Nevada Range receives over 90 inches of rain annually, areas east of the Sierra Crest receive only 11 inches, with the majority occurring from October to April. Throughout the year, average temperatures, as measured at Portola, can range over 80 degrees Fahrenheit (°F) during the summer months to 18°F during the winter months.

Plumas County is located within the Mountain Counties Air Basin, which is a relatively large air basin located entirely within the Sierra Nevada Mountains. The Northern Sierra Air Quality Management District (NSAQMD) regulates air quality conditions within the Mountain Counties Air Basin. Plumas County is in attainment or unclassified for all federal Ambient Air Quality Standards (AAQS); however, the U.S. Environmental Protection Agency (EPA) is considering designating the Portola Valley as being in non-attainment for PM_{2.5}, which consists of dust/particulate matter 2.5 microns in diameter or smaller, based on federal standards. Plumas County is currently designated as non-attainment for PM_{2.5} and PM₁₀ based on state standards administered by the California Air Resources Board (CARB). Recorded trends are likely to continue because the primary causes of PM₁₀, such as road dust and wildfires, are not expected to decrease. These designations are based on annually collected data from three air quality monitoring stations located in the County. The County's largest sources of Particulate Matter are unpaved road dust, prescribed burning and residential fuel. Primary activities contributing to these pollutant emissions include wildfires, use of woodstoves, forestry management burns, residential open burning, vehicle traffic, and windblown dust. The varying topography of the air basin also contributes to localized air quality issues within the valley areas.

The Plumas County 2035 General Plan includes eight (8) policies regarding air quality. One of those policies, COS 7.9.4, *Vehicle Trip Reduction Measures*, "shall encourage new developments that reduce the length and frequency of vehicle trips through land use and transportation decisions that encourage mix-use developments and compact development patterns in areas served by public transit and alternative modes of travel."

The NSAQMD has adopted various rules to control air pollution. Among the rules that would apply to the project, two of the rules are Rule 226: Dust Control and Rule 205: Nuisance. Rule 226 is meant to reduce and control fugitive dust emissions to the atmosphere due to the operation of machines and equipment. Rule 205 is meant to prohibit the discharge of air contaminants from any source to any considerable amount of the public or which cause injury or damage to business or property.

Sensitive receptors are locations where individuals are more sensitive to the adverse effects of pollutants. The sensitivity to air pollution can be caused by health problems, prolonged exposure to air pollutants, or an increased susceptibility due to factors such as age. Sensitive receptors are considered residences, day care providers, hospitals, schools, elderly housing, and convalescent facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The project would not result in greenhouse gas emissions, either directly or indirectly, that would have a significant environmental impact, and would not conflict with any applicable plan, policy, or regulation to reduce greenhouse gas emissions. The storing of yard maintenance equipment and supplies and limited operation of the yard maintenance business' equipment and vehicles would produce greenhouse gas emissions due to vehicle traffic and limited operation of yard maintenance equipment during loading and unloading of equipment, and equipment maintenance. However, the vehicle traffic would reduce, as would Vehicle Miles Traveled (VMT), due to the equipment and supplies being more closely located to the areas served. Furthermore, the operation of business equipment is limited, contributing minimal emissions.

The dry, windy climate throughout the County during the summer months creates a potential generation of dust when soil is disturbed. The Northern Sierra Air Quality Management District (NSAQMD) has not adopted any attainment plans for PM_{2.5} or PM₁₀. Although, the proposed Portola Fine Particulate Matter (PM_{2.5}) Attainment Plan that the NSAQMD is considering for adoption considers fugitive dust insignificant and does not establish a budget for that pollutant. Long-term emissions impacts caused by vehicles for the operation of the landscaping business and limited operation of business equipment would be minimal.

After project information was reviewed by the NSAQMD, the following comment was provided by Sam Longmire, APCS, Northern Sierra Air Quality Management District on November 8, 2019 (Exhibit 2):

The Northern Sierra AQMD has No Comment on the Preliminary Review & Consultation for a General Plan Amendment for 533 River Run, Clio.

No buildings or improvements are proposed for the project; therefore, no violation of any air quality standard or substantial contribution to air quality violations will occur. The operation of the business would not violate any air quality standard or contribute substantially to air quality violations.

The project would not create substantial pollutant concentrations due to the limited operation of business equipment and vehicles and no property improvement(s) being proposed; therefore, the impact to air quality would be less than significant. However, if construction of a building or improvements occurred, it is not expected to result in a cumulatively considerable increase of any criteria pollutants due to construction being temporary. In any case, the rules adopted by the Northern Sierra Air Quality Management District would be in effect, such as Rule 226: Dust Control.

As mentioned previously, sensitive receptors are locations where individuals are more sensitive to the adverse effects of pollutants, such as residences, day care providers, hospitals, schools, elderly housing, and convalescent facilities. Pollutant concentrations would minimally increase during operation of the yard maintenance business; however, there are no sensitive receptors located within a close proximity to the project resulting in no impact to sensitive receptors.

Due to the nature of the yard maintenance business and project location, objectionable odors would not be emitted.

In addition to the information previously discussed regarding air quality, the following policies are “mitigating policies” in the 2035 General Plan for Air Quality impacts:

LU

1.1.1 Future Development

The County shall require future residential, commercial and industrial development to be located adjacent to or within existing Planning Areas; areas identified on Plumas County’s General Plan Land Use Maps as Towns, Communities, Rural Areas or Master Planned Communities (See Figures 9-15) in order to maintain Plumas County’s rural character with compact and walkable communities. Future development may also be approved within areas for which Community Plans or Specific Plans have been prepared. Small, isolated housing

tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult and costly to provide with services. Land division may be allowed outside of Planning Areas only when the resulting development complies with all applicable General Plan Policies and County Codes.

LU

1.1.2 *Infill Development*

The County shall plan to concentrate new growth both within and contiguous to existing Towns and Communities and require expansion of existing infrastructure as needed to efficiently and safely serve the new growth.

The project consists of a proposal for a General Plan Amendment and Zone Change to utilize a parcel in the Master Planned Community of Whitehawk Ranch which is a developed area with services and infrastructure readily available.

LU

1.1.5 *Community Plans*

In order to be responsive to the needs and opportunities of various areas within the County, specific Community Plans may be developed for designated commercial, residential, industrial or recreational areas within a Town, Community or Rural Place boundary. Adopted Plans such as the Genesee Valley Special Management Plan, community plans and specific plans become part of the County's General Plan, and thus, require an amendment to the General Plan to include the plan and any future amendments to a community or specific plan would also require a General Plan amendment. A Community Plan will develop standards that are equal to or superior to those of the County and, at a minimum, will address the following:

- Design Standards
- Circulation and Parking
- Density
- Public Spaces
- Infrastructure
- Land Uses
- Public Health and Safety

The original Planned Development Permit and Development Agreement for Whitehawk Ranch designated various areas, including commercial areas, as part of an overall master plan. The parcel being proposed for a General Plan Amendment and Zone Change was designated in the Development Agreement for "project storage" and "project maintenance". The "project" is defined in the Development Agreement as "the development approved by the County, namely a Planned Unit Development, consisting of 455 residential units with various recreation, limited commercial, and service facilities." Additionally, per page 25 and 28 of the Development Agreement, the area was also designated for "Golf Maintenance." "Golf Maintenance" as

defined on page 23 of the Development Agreement “shall be for a permanent golf course maintenance facility and other uses permitted by zoning or Exhibit G. Space for the temporary parking of landowners, motor homes, travel trailers, campers or other recreational vehicles may be incorporated in the maintenance facility complex.” Therefore, impacts due to commercial uses, such as a yard maintenance business, have been taken into consideration in Environmental Impact Report #38 for the Whitehawk Ranch Subdivision.

LU

1.5.1 *Use of Existing Infrastructure*

The County shall require the use of existing infrastructure for new development whenever feasible.

The project site is served by existing infrastructure.

LU

1.5.2 *Cost Effective Land Use Pattern*

The County shall develop a land use pattern that, to the maximum extent feasible, will facilitate the delivery of community services in the most cost-effective manner for water, sewer, flood control, public safety services, and road construction and maintenance.

ECON

5.9.2 *Land Use Density*

The County shall encourage compact residential and commercial uses that reduce travel, infrastructure and energy use.

The proposed Periphery Commercial uses are those that will reduce travel, infrastructure, and energy use. The location of the project site will reduce Vehicle Miles Traveled (VMT) and Average Daily Trips (ADT) due to equipment and supplies being located close to the areas being served by the yard maintenance business.

ECON

5.9.3 *Mixed-Use Development*

The County shall encourage commercial mixed-use development in town center areas and where appropriately designated to encourage energy efficiency.

The project consists of commercial mixed-use development in a Master Planned Community.

Therefore, the project would result in **no impact** to **Air Quality**.

Mitigation Measure: No mitigation is required.

4. BIOLOGICAL RESOURCES.

Environmental Setting: Plumas County encompasses a range of habitat types, many of which influence the water quality and quantity of the Feather River Watershed. These habitats, or vegetation communities, provide food, shelter, movement corridors, and breeding opportunities for a variety of wildlife species, many unique to the Feather River Watershed and the larger Sierra Mountain region. Conifer, including Mixed Conifer, habitat types comprise approximately 72% of land coverage in the County and are habitats commonly found at higher elevations. Plants characteristic of this habitat include a variety of pines and firs. The common pines and firs begin to disappear as distance is increased from the higher elevation Sierra region. The greater

distances from the higher elevation Sierra region gives rise to sagebrush, annual grasslands, and the freshwater emergent wetland habitat types more common at lower elevations.

Plumas County and the larger Feather River Watershed area contain aquatic habitats such as small alpine streams, natural ponds, lakes, reservoirs, and rivers. Two types of fisheries found within the County are cold water river/stream species and warm water lake/reservoir species.

Special-status species are plants or animals that are legally protected under the State and/or federal Endangered Species Acts (ESAs) or other regulations, and species that are considered by the scientific community to be sufficiently rare to qualify for such listing. The California Department of Fish and Game has documented habitat for over 90 different species of special concern in the County. These include several amphibians, such as the red-legged frog, bald eagles, osprey, several mammals, and plant/wildlife species associated with the wetland habitats.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: The project is located within a subdivision that has been developed for many years.

The project would not have a substantial adverse impact, directly or indirectly, on any species, habitat, or community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The following 2035 General Plan policies apply to the project:

COS

7.2.2 *Species and Habitat Avoidance*

The County shall require new development projects to avoid or minimize adverse impacts to threatened, rare, or endangered species and critical, sensitive habitat, as defined by appropriate local, state, and federal agencies, through proper project location and design. In the event that avoidance is not feasible, the County shall require a “no-net-loss” of these sensitive natural plant or habitat communities. Wildlife habitat will be preserved and managed in a manner that will not lead to the listing of additional species as threatened and endangered or negatively impact listed threatened or endangered species.

COS

7.2.3 *Land Use Management*

The County shall restrict the density and intensity of development in wildlife habitat areas to the extent needed to avoid significant interference with the habitat. These restrictions shall include, but not necessarily be limited to, maintenance of large parcel sizes, increasing building setback lines, limiting building and fencing, and designating open space corridors.

The project is not anticipated to have a substantial adverse effect on federally protected wetlands.

The project is not expected to interfere substantially with any migratory fish or wildlife species wildlife migration corridors, or native wildlife nursery sites due to the location and nature of the project.

The project does not conflict with any local policies or ordinances protecting biological resources, or with any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan due to none of those plans existing on or near the project site.

Therefore, the project would result in **no impact** to **Biological Resources**.

Mitigation Measure: No mitigation is required.

5. CULTURAL RESOURCES.

Environmental Setting: The cultural resources located throughout Plumas County can be attributed to the rich history of the county. The history of Plumas County begins from the time that the glaciers began to recede from the Sierra Nevada and Cascade Mountain ranges. Due to the glacial recession, for thousands of years, humans have been utilizing the Sierra and Cascade ranges.

The primary inhabitants of the county prior to European settlement were the Mountain Maidu. The Mountain Maidu people have lived in Plumas County from hundreds to thousands of years ago, and still live here. Other tribes, such as the Washoe and the Paiute most likely utilized the area while not settling permanently. It is likely that the Mountain Maidu people existed in small, scattered, familial groups in the valleys of Plumas County. While maintaining permanent villages in the lower elevations of the glacial valleys, during spring and fall, smaller groups traveled to the higher elevations, such as the to the ridge tops and valleys of the Sierras, setting up open brush shelters. During the winter months, villages remained occupied and relied mostly on stored and preserved food.

In the spring of 1850, gold-seeking miners poured into the region in search of the fabled “Gold” Lake. Mining camps throughout the County were quickly established. Rivers were turned from their beds, ditches were dug to bring water from distant sources to the diggings, and the land was turned upside down.

The Mountain Maidu adapted to the changing environment by living on portions of ranch properties. In some cases the Mountain Maidu adopted the name of the ranching family associated with the ranch on which they resided. European settlers brought illnesses the Maidu had never been exposed to, causing a significant decline of the Maidu population.

One of the larger groups to settle in Plumas County during the Gold Rush years were the Chinese. After the decline of the mining industry in Plumas County around the 1900s, most of the Chinese population left the area.

The North, Middle, and South forks of the Feather River were named in 1821 by Captain Luis Arguello as the Rio de las Plumas (“River of Feathers”) after the Spanish explorer saw what looked like bird feathers floating in the water. “Plumas”, the Spanish word for “feathers”, later became the name for the county. The river and its forks were the primary sites of early mining activity, with many smaller camps located on their tributaries. Over the next five decades, gold mining remained the main industry of the county.

Ranching operations in the area also began during the Gold Rush years, with several large ranches established in the valleys of Plumas County. Dairies provided milk, butter, and cheese to the gold fields and later provided dairy products to the silver mining operations in northern Nevada. Many of the Swiss and Italian families who settled and worked the local meadows and valleys have third and fourth generations living and ranching their agricultural lands in the county today.

In 1850, the famous mountain man James P. Beckwourth, discovered the lowest pass across the Sierra Nevada and the following year navigated a wagon trail for California-bound emigrants from western Nevada, through Plumas County, to the Sacramento Valley.

In March of 1854, Plumas County was formed from the eastern portion of Butte County. After a heated election, the town of Quincy was selected as the county seat. In 1864, a large part of northern Plumas County was split off to form Lassen County. Shortly after, a portion of Sierra County was annexed to Plumas County, which included the mining town of La Porte.

After the construction of the Western Pacific Railroad in 1910, the timber industry emerged as the primary economic force in the county. Before the railroad, lumber was milled for local use. The completion of the railroad gave the ability for local mills to distribute their lumber nationwide. In March, 1905, President Theodore Roosevelt established the Plumas National Forest, with boundaries roughly encompassing the branches of the Feather River.

Along with the railroad's construction, up the Feather River Canyon came some of the earliest tourists to the county. Resorts and lodges popped up at intervals along the "Feather River Route" to accommodate fishermen, hikers, and sightseers. The last passenger train ran in 1970, and the line is now devoted to freight traffic only. In 1937, the Feather River Highway, touted as an "all weather route," was completed through the Feather River Canyon from Oroville to Quincy, linking Plumas County year-round to the Sacramento Valley. The railroads that were once utilized as a main source of transportation in the county have left a legacy of notable bridges and other railway features throughout the county.

Specific to the Whitehawk Ranch Subdivision are several prehistoric sites, which were identified in Environmental Impact Report #38 (EIR). The prehistoric sites identified in the EIR were mitigated. The prehistoric sites throughout the Subdivision include various old roadway beds and evidence of other disturbance resulting in previous grading and drainage improvements that have impacted the site over the many years the project site has been utilized for various ranching and other development activities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: It is not anticipated that any significant impacts to historical, archaeological, or paleontological resources will result due to the storage of equipment and supplies for a yard maintenance business. The steel building that would be utilized to store the equipment and supplies is completely constructed; therefore, no ground disturbance will occur. Additionally, the

project does not entail any future or proposed improvements that would impact historical, archaeological, or paleontological resources.

However, if any construction were to occur, any unanticipated cultural resources (historic or prehistoric) exposed during ground excavation or ground disturbing activities would cause construction to be terminated immediately until a qualified cultural resources specialist evaluates the resource(s). Any discovered resources that merit long-term consideration will be collected and reported in accordance with standard archaeological management requirements.

Due to the steel building being proposed as storage for equipment and supplies for a yard maintenance already existing, and no improvements being proposed for the future, the disturbance of human remains is unlikely as it is unlikely that human remains are located within the proposed project area. However, if future improvements are to occur and human remains are encountered during construction, per Health and Safety Code 7050.5, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code 5097.98. The Coroner must be notified within 24 hours. If the Coroner determines that the remains are not historic, but are pre-historic, the Native American Heritage Commission (NAHC) must be contacted to determine the most likely descendent for this area. Once the most likely descendent is determined, treatment of the Native American human remains will proceed pursuant to Public Resources Code 5097.98. The Native American Heritage Commission may become involved with decisions concerning the disposition of the remains.

Therefore, there would be **no impact** to **Cultural Resources**.

Mitigation Measure: No mitigation is required.

6. ENERGY

Environmental Setting: The main source of energy production and use in Plumas County is for electricity. Depending upon the location in Plumas County, electricity may be provided by Pacific Gas & Electric (PG&E), Plumas Sierra Rural Electric Cooperative, Liberty Utilities, or Sierra-Pacific Power.

Located within Plumas County are thirteen power plants, which produce about 666 megawatts (MW) of electricity as of September 2009. The facilities include one biomass plant, one oil/gas plant, and eleven hydroelectric plants. Energy consumption in Plumas County is almost entirely electricity use because there are no natural gas service lines within the County although some residents and businesses use propane tank services. In 2007, the total non-residential consumption was 109 megawatt hours (MWhs) and residential consumption equaled 105 MWhs for a total of 214 MWhs. This is a decrease from 2006 when the total electricity consumption in the County was 224 MWhs. The lower consumption in 2007 was driven by a fall in nonresidential consumption. Therefore, in Plumas County the total supply of electricity produced in the County exceeds the demand for electricity. Potential for additional hydroelectric power generation in Plumas County may be limited because of the 30 megawatt capacity limit for “small” hydroelectric plants and the requirement that the water travel through existing man-made conduits. The County does have potential for additional solar energy production. According to the California Energy Commission staff paper California Solar Resources, the photovoltaic potential of Plumas County is estimated to be 71,626 megawatts.

A report from the Center for Economic Development indicates that Plumas County has very little potential for large scale geothermal production. Plumas County’s greatest asset for renewable energy production lies in the County’s forests, where bio-fuels proliferate and where vegetation

management for forest fire hazard reduction has potential to create an ongoing source of fuel for power generation plants.

Other types of energy consumption in Plumas County are through the use of propane, heating oils, and other petroleum fuels. Propane and heating oils are used as a significant source of heat and are provided by companies such as Suburban Propane, High Sierra Propane, and Hunt & Sons, Inc. Other petroleum fuels include gasoline and diesel used for the operation of equipment and vehicles.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The proposed project entails the operation of a yard maintenance business, with the yard maintenance business' equipment and supplies being stored in an existing permitted steel building. The project will locate the equipment and supplies closer to the areas served by the yard maintenance business; therefore, vehicle traffic would reduce, as would Vehicle Miles Traveled (VMT), due to the equipment and supplies being more closely located and further reducing the consumption of petroleum fuels. Additionally, no additional development of the property is proposed. The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

Due to the project being the being for a yard maintenance business to store equipment and supplies in an existing permitted building, conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would not occur.

Therefore, there would be **no impact** impact to **Energy**.

Mitigation Measure: No mitigation is required.

7. GEOLOGY AND SOILS

Environmental Setting: Geologic hazards pose a potential danger to property and human safety, and are present due to the risk of naturally occurring geologic events and processes affecting human development. The Lake Almanor Fault, Butt Creek Fault Zone, Indian Valley Fault, and the Mohawk Valley Fault are four of the several faults mapped by the California Geologic Survey in Plumas County. In addition, the County is surrounded by faults; two of the closer,

more active faults are the Honey Lake and Fort Sage Faults. Although the County is surrounded by and contains faults, the County is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Although the faults located within and around the county have the potential to result in seismic activity causing an impact on County residents and property, seismic hazard mapping indicates a low seismic hazard potential for Plumas County.

While Plumas County contains varying soils types, the majority of the County consists of denser granular soils and bedrock at shallow depths; therefore, liquefaction potential is considered low.

The County is located in an area with varying topography and slopes. Areas with steep slopes in the County could be prone to landslides, mud slides, and avalanches. Landslides are dependent on slope, geology, rainfall, excavation, or seismic activity. Mud slides are often caused by heavy rainfall. Areas that have recently been subject to wildfire are susceptible to mudslides. Avalanches consist of a rapid flow of snow down a slope. They often reoccur in the same areas and can be triggered by varying weather patterns and human activity. The volcanic soils in the eastern portion of the Plumas National Forest and the areas along the North and Middle Forks of the Feather River are susceptible to landslides.

The rate of erosion is influenced by a myriad of variables, such as rainfall, runoff, slope gradient, vegetation, physical soil characteristics, and human activity. Human activities, such as timber harvesting, water diversion, irrigation practices, road and railroad construction, grazing, and mining have all contributed to in-stream water quality issues, such as sediment transport, that impact aquatic life and riparian vegetation. Approximately 70% of the County is considered as having a moderate potential for soil erosion, while less than 1% is considered a high potential for soil erosion. The remaining portion of the county is either considered low erosion potential or is not mapped. High erosion potential occurs at higher elevations in the County.

Expansive soils change due to the moisture content within the soil. Expansive soils shrink when dry and expand or swell when wet. The swelling and shrinking can cause damage to homes, foundations, roads, utilities, and other structures. The California Building Code and Uniform Building Code (1994) Table 18-1-B both set forth the classifications of expansive soils. The expansion index ranges from 0 to 130, with 0-20 being a very low potential expansion, 91-130 being a high expansion potential, and greater than 130 being a very high expansion potential. Highly expansive soils are undesirable for use as engineered fill or subgrade directly underneath foundations or pavement, and must be replaced with non-expansive engineered fill or require treatment to mitigate their expansion potential.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The proposed project entailing the storage of equipment and supplies for a yard maintenance business would not expose people or structures to substantial adverse effects due to earthquakes or seismic shaking. The existing steel building would be used to store the equipment and supplies. No additional property improvements beyond the existing building are proposed. The existing steel building was constructed under building permit number 18-937 and was designed, installed, and subject to the requirements of the California Building Code's seismic requirements. If any future improvements were to occur, they would be designed, installed, and subject to the requirements of the California Building Code's seismic requirements. The project is located in an area where the probability of significant ground shaking is low, and because the project does not propose the addition of structures that would be at risk to seismic activity, potential geologic impacts would be less than significant.

According to the Alquist-Priolo Earthquake Fault Zoning Map, the project is not located near active faults.

Although Plumas County is considered to have a low seismic and liquefaction hazard potential, which renders geologic impacts a less than significant risk to people and structures, the existing structure was constructed subject to the California Building Code. Furthermore, although no buildings or improvements are proposed, any future building or improvement constructed would be subject to the California Building Code. The enforcement and subjection of structures to the California Building Code reduces potential impacts due to liquefaction to less than significant.

The proposed project would not expose people or structures to significant risk due to landslides. There is no evidence of landslides in the project area, nor are there steep slopes located in the project area. The project is not susceptible to seismically-induced landslides or mudflows due to the granular soils and bedrock at the site. No impacts resulting from landslides are anticipated.

The property currently contains an existing steel building that was constructed under building permit number 18-937, and construction activities are not being proposed; therefore substantial soil erosion and loss of topsoil is not anticipated.

The property is served by the Whitehawk Ranch Mutual Water Company, which provides sewage disposal and community water services to the parcel, existing steel building, and any buildings constructed on the property in the future; therefore, the installation of septic systems or alternative wastewater disposal systems would not be installed.

As discussed in the **Cultural Resources** section, it is not anticipated that any significant impacts to historical, archaeological, or paleontological resources will result due to the storage of equipment and supplies for a yard maintenance business. The steel building that would be utilized to store the equipment and supplies is completely constructed; therefore, no ground disturbance will occur. Additionally, the project does not entail any future or proposed improvements that would impact historical, archaeological, or paleontological resources.

Therefore, there would be **no impact** to **Geology and Soils**.

Mitigation Measure: No mitigation is required.

8. GREENHOUSE GAS EMISSIONS.

Environmental Setting: Greenhouse gases (GHGs) are comprised of a variety of gases. Greenhouse gases are: carbon dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and fluorinated gases. According to the Environmental Protection Agency (EPA), the greenhouse

gases emitted are approximately 81% carbon dioxide, 10% methane, 6% nitrous oxide, and 3% fluorinated gases. Greenhouse gases, along with other naturally occurring processes, have been shown to have a significant impact on the warming of the Earth. The rise in temperature is due to the greenhouse gases being similar to an adiabatic process or blanket around the Earth. Some of the solar radiation reflected from Earth's surface is absorbed by the gases causing the rate at which radiation is emitted from Earth to decrease.

Greenhouse gases are expelled from a variety of sources. The three largest sources are electricity generation, transportation, and industrial processes. The main process that electricity generation, transportation, and industrial processes emit greenhouse gases, such as CO₂, is through the combustion of fossil fuels. According to the EPA, CO₂ emissions, which are the largest portion of greenhouse gases, is emitted by transportation processes and contributes approximately 34% of the carbon dioxide emissions.

To combat greater increases in greenhouse gases, various forms of legislation have been implemented. Some of the major legislative changes were Executive Orders S-3-05 and B-30-15, AB 32, and SB 32. The first major piece of legislation that set emissions reduction targets was Executive Order (EO) S-3-05 signed by Governor Arnold Schwarzenegger. EO S-3-05 established the target to reduce greenhouse gas emissions to below 2000 levels by 2010, 1990 levels by 2020, and 80% below 1990 levels by 2050. On September 27, 2006, Governor Arnold Schwarzenegger signed into law Assembly Bill (AB) 32, also known as the California Global Warming Solutions Act. AB 32 gave authority to the California Air Resources Board (CARB) to implement and enforce the targets set forth in EO S-3-05. More recently, in 2015, Governor Brown signed EO B-30-15, which was an expansion of AB 32. The expansion set the goal to have a 40% reduction in greenhouse gases by 2030. On September 8, 2016, to further empower CARB to institute regulations to meet the aggressive target set by EO B-30-15, SB 32, also known as the California Global Warming Solutions Act of 2006: emissions limit, was signed into law. To ensure the goals of EO S-3-05 and EO B-30-15 are met, AB 32 established mandatory greenhouse gas emissions reporting, verification, and other requirements for operators of certain facilities that directly emit greenhouse gases.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The project would not result in greenhouse gas emissions, either directly or indirectly, that would have a significant environmental impact, and would not conflict with any

applicable plan, policy, or regulation to reduce greenhouse gas emissions. The storing of yard maintenance equipment and supplies and limited operation of the yard maintenance business' equipment and vehicles would produce greenhouse gas emissions due to vehicle traffic and limited operation of yard maintenance equipment during loading and unloading of equipment, and equipment maintenance. However, the vehicle traffic would reduce, as would Vehicle Miles Traveled (VMT), due to the equipment and supplies being more closely located to the areas served. Furthermore, the operation of business equipment is limited, contributing minimal emissions.

Therefore, the project would result in a **less than significant impact** to **Greenhouse Gas Emissions**.

Mitigation Measure: No mitigation is required.

9. HAZARDS AND HAZARDOUS MATERIALS.

Environmental Setting: Throughout Plumas County, a variety of hazardous wastes may exist and can be transported in a variety of ways. Hazardous wastes can be liquids, solids, or gases. The Environmental Protection Agency (EPA) defines hazardous wastes as hazardous materials that are discarded, abandoned, or recycled. The EPA groups hazardous wastes in three categories: Listed Wastes, Characteristic Wastes, and Mixed Radiological and Hazardous Wastes. Examples of the most common types of hazardous materials that are routinely transported and used throughout the County are diesel, gasoline, oils, cleaning materials, and propane.

Transportation-related public health and safety issues have the potential to occur along the major thoroughfares of the County. The highest potential for transportation-related incidents exists along the County's main east-west thoroughfare, State Route 70, and along State Routes 36 and 89. The majority of hazardous materials shipped through and within the County consists primarily of petroleum products, such as heating fuels, gasoline, diesel, and propane. The County's railroad corridors, both Union Pacific Railroad and Burlington Northern Santa Fe Railway, are an additional public safety concern since freight trains also carry bulk containers of hazardous materials such as petroleum.

Locally, the Plumas County Environmental Health Division (EHD) manages the County's hazardous materials management program. The EHD maintains the Hazardous Materials Business Plan and Inventory Program. The program enforces the State "right-to-know" laws passed in 1984 and requires local businesses to provide public access to information about the types and amounts of chemicals being used on their property. Businesses must plan and prepare for a chemical emergency through the preparation of a Hazardous Materials Inventory that is certified annually and an inventory of hazardous updates annually. EHD also regulates the use, storage, and treatment of hazardous wastes and above-ground storage tanks.

Wildland fires are a major hazard in Plumas County. Wind, steepness of terrain, and naturally volatile or hot-burning vegetation contribute to wildland fire hazard potential. The principal ingredients of wildland fires - fuel, topography, and weather - combine to make highly hazardous fire conditions throughout much of the county. Fire protection is categorized in three ways, Local Responsibility Areas (LRA), State Responsibility Areas (SRA), or Wildland Urban Interface Fire Areas (WUIFA). Applicable building standards serve to address potential health and safety impacts within the LRA. Wildland Urban Interface Building Standards (WUIBS) serve to

address potential health and safety impacts within a SRA, Local Agency Very-High Fire Hazard Severity Zone, or WUIFA.

Located within Plumas County are three public-use airports: Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Airport in Quincy. The airports serve approximately 44,000 operations (takeoffs plus landings) annually. Potential safety issues associated with airports include aircraft accidents and noise impacts to surrounding land uses. Airport operation hazards include the development of incompatible land uses, power transmission lines, wildlife hazards, such as bird strikes, existing obstructions such as timbered hillsides, and tall structures in the vicinity of these airports. Airport safety zones are established to minimize the number of people subjected to noise and potential aircraft accidents through limitations on the type of development allowed around airports. Local Airport Land Use Compatibility Plan zoning regulations provide specific details for the established airport safety zones.

In addition to the airports, the Plumas District Hospital in Quincy, the Indian Valley Health Care District in Greenville, and the Eastern Plumas Hospital in Portola have heliports. The closest commercial airport is Reno/Tahoe International Airport in Reno, Nevada.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- | | | | | |
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| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: The operation of the yard maintenance business will entail the storage of petroleum powered vehicles and/or equipment on the property and in the existing steel building. Maintenance of the equipment and vehicles may also occur on the property. Any fuel or oils associated with the vehicles and equipment would be stored in conformance with the manufacturer's instructions and local, state, and federal laws and regulations. Transport of fuel for the equipment may occur; however, fuel being transported would be in state law compliant gas cans. Routine transport, disposal, or use of hazardous materials is not expected, nor is the operation of a yard maintenance business expected to cause a reasonable foreseeable upset or accident releasing hazardous materials.

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

This project is not located within the Airport Land Use Compatibility Plan or in the vicinity of any known private airstrips.

The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The project site is located in the Graeagle Fire Protection District, which provides structural fire protection. The project site is designated as a State Responsibility Area for wildland fire protection. The State's requirements for building construction and vegetation management within the SRA are applicable to the project. Wildland fire protection is provided by the United States Forest Service through contract with CALFIRE.

Therefore, the project would result in **no impact**.

Mitigation Measure: No mitigation is required.

10. HYDROLOGY AND WATER QUALITY.

Environmental Setting: Water quality may be impacted by a variety of factors; one factor is erosion of the earth's soil by natural, physical forces. Erosion is due to, and may be accelerated by, precipitation, running water, and wind. The rate of erosion is influenced by a myriad of variables, such as rainfall, runoff, slope gradient, vegetation, physical soil characteristics, and human activity. Human activities, such as timber harvesting, water diversion, irrigation practices, road and railroad construction, grazing, and mining have all contributed to in-stream water quality issues, such as sediment transport, that impact aquatic life and riparian vegetation. Approximately 70% of the County is considered as having a moderate potential for soil erosion, while less than 1% is considered a high potential for soil erosion. The remaining portion of the county is either considered low erosion potential or is not mapped. High erosion potential occurs at higher elevations in the County.

Flooding can occur in two fashions, the first being naturally due to excessive amounts of water in flood zones and the second is due to inundation by water due to dam or levee failure. Plumas County has been mapped by the Federal Emergency Management Agency (FEMA) to determine the locations of the Special Flood Hazard Areas, such as the 100-year flood hazard area. FEMA has identified the seven areas located in, or in the vicinity of, Chester, Greenville, Crescent Mills, Taylorsville, Quincy, Vinton, and the City of Portola as being in the 100-year flood hazard area.

The second means of flooding can occur due to a partial or complete failure of a levee or dam, causing an inundation of water to flood the adjoining regions. There are approximately 28 dams with the smallest being 50 acre-feet and the largest being 1,208,000 acre feet. The dams located within Plumas County that FEMA has identified as having inundation areas are along the North and Middle Forks of the Feather River, Indian Creek between Taylorsville and Antelope Lake, Sierra Valley, and Indian Valley. The inundation areas also closely coincide with the flood zones identified by FEMA.

The property, per the FEMA Flood Map in Exhibit 3, is partially located within the Zone A Special Flood Hazard Area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i. Result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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; or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: The project is not anticipated to violate any water quality standards or waste discharge requirements as the project does not entail any further development beyond the existing structure on the property. The existing structure was built under building permit number

18-937 and in compliance with all applicable California building codes. If future development occurs, construction buffers and appropriate Best Management Practices (BMPs) would serve to address possible impacts.

The project would not deplete groundwater supplies or interfere with groundwater due to the property being located within the Whitehawk Ranch Community Services District.

No further development beyond the existing building is proposed; therefore, would be no impacts due to substantial flooding or erosion on or off-site as a result of the alteration of drainage on the property. In addition, the existing structure was constructed under a building permit and in compliance with all applicable California Building Code requirements and construction buffers. If future development occurs, construction buffers and appropriate Best Management Practices (BMPs) would serve to address possible impacts.

The proposed project would not cause the construction of or place housing within the 100-year flood hazard area.

The property is located partially within the Zone A Special Flood Hazard Area. Neither the project nor the existing steel structure impede or redirect flows in the 100-year flood hazard area due to the existing structure being constructed outside the Zone A Special Flood Hazard Area. If further development occurs and is located within the Zone A Special Flood Hazard Area and requires a building permit, the development would be subject to the applicable floodplain standards for construction as set forth in Plumas County Code.

Due to the project location, the project would not expose people or structures within the area of a levee or dam.

Due to the location of the property, the project would not be inundated by a tsunami or mudflow. Seiche is a possibility for any body of water; a commercial structure or operation of a yard maintenance business would not increase the possibility of a seiche.

Due to the location and nature of the project, pollutants are not at risk of release due to inundation of the project and the project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Therefore, the project would result in **no impact** to **Hydrology and Water Quality**.

Mitigation Measure: No mitigation is required.

11. LAND USE AND PLANNING.

Environmental Setting: The predominate land use within Plumas County consists of open space use with a majority of land, approximately 94% of the total County area, dedicated to timberland or other managed resource uses. Consequently, many of these lands are managed for a combination of resource values, including, but not limited to recreation, mining, timber production, agriculture production, and cultural and historic resources. That leaves approximately 6% of the land area for uses such as residential, commercial, industrial, and public service.

Resources, history, and people have all had a significant role in defining Plumas County. Communities originally developed and evolved on the landscape based on proximity to the resources that provided a livelihood. The Mountain Maid established villages in the valleys of the County where there was shelter from winter storms and access to good hunting and planting gathering sites. Upon arrival and settlement of Europeans in the mid-1800s, towns first grew up around mining activities, then log mills and later around transportation such as stagecoach and railroad.

The land use pattern across the County today reflects this historical approach to settlement in a time before the automobile. Today many counties and cities across California and the United States are trying to institute smart growth, transient-oriented design, form-based development, and to re-focus their communities into walkable places. Plumas County has, with a few exceptions, maintained its rural character with its compact and walkable communities.

The Land Use Element of the Plumas County 2035 General Plan defines the goals, policies, and implementation measures that will facilitate appropriate growth and development. Between the years of 1981 and 2012, Plumas County encountered an approximate 13% increase in population. In recent years, between 2000 and 2010, Plumas County experienced a 4% decline in population. Although, the California Department of Finance predicts that Plumas County's population growth will be approximately 1% per decade between 2010 and 2050.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The project is for a General Plan Amendment and Zone Change from Suburban Residential designation and Suburban (S-1) zoning to a Commercial designation and Periphery Commercial (C-2) zoning to allow for the storage of a yard maintenance business' equipment and supplies in an existing structure located in the developed Master Planned Community of Whitehawk Ranch.

Due to the nature of the project, it would not physically divide an established community.

The Plumas County 2035 General Plan defines commercial uses as follows:

Commercial Uses: A land use classification that permits facilities for the buying and selling of commodities and services. Commercial uses include businesses or activities at

a scale greater than home business involving retail or wholesale marketing of goods and services.

The Plumas County 2035 General Plan contains a variety of policies related to commercial development. Two specific policies and implementation measures address commercial development being located adjacent to or within existing planning areas. The following two policies and implementation measures address commercial development being located adjacent to or within commercial areas:

LU

1.1.1 *Future Development*

The County shall require future residential, commercial and industrial development to be located adjacent to or within existing Planning Areas; areas identified on Plumas County's General Plan Land Use Maps as Towns, Communities, Rural Areas or Master Planned Communities (see Figures 9-15) in order to maintain Plumas County's rural character with compact and walkable communities. Future development may also be approved within areas for which Community Plans or Specific Plans have been prepared. Small, isolated housing tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult and costly to provide with services. Land division may be allowed outside of Planning Areas only when the resulting development complies with all applicable General Plan Policies and County Codes.

Land Use Implementation Measure #1 implementing LU 1.1.1: Encourage all new residential development projects to be located within or adjacent to mapped Planning Areas where basic infrastructure, services, and adequate response times for such services as water, wastewater disposal, utilities, fire protection, police and emergency medical, and commercial services typical for the planning area type, exist or require that the project provide its own internal infrastructure and services that are bonded for long term maintenance.

LU

1.1.2 *Infill Development*

The County shall plan to concentrate new growth both within and contiguous to existing Towns and Communities and require expansion of existing infrastructure as needed to efficiently and safely serve the new growth.

Land Use Implementation Measure #2 implementing LU 1.1.2: Establish a database which identifies vacant and underutilized parcels within existing developed areas. Make this information available to the public. The permitting process shall be streamlined for projects meeting in-fill goals.

The project is consistent with General Plan Policy LU 1.1.1, *Future Development*, and LU 1.1.2, *Infill Development*, due to the project being located within an existing Planning Area and within the developed community of Whitehawk Ranch. Although, the project is located with the Master Planned Community of Whitehawk Ranch, which has a Planned Development Permit and Development Agreement, the Development Agreement expired on May 1, 2009, causing the general plan designation and zoning to revert back to the original residential zoning.

In addition to LU 1.1.1, *Future Development*, and LU 1.1.2, *Infill Development*, the Plumas County 2035 General Plan also contains two goals, three policies, and three implementation measures related to commercial development. The goals, policies, and implementation measures

are set forth as follows:

GOAL 1.6 Commercial and Industrial Development

To designate lands for commercial and industrial development appropriate for these uses and facilitate business and industrial opportunities. Encourage compact development contiguous to existing urban centers, active transportation corridors, or resource production areas. Discourage linear and leapfrog development patterns. Facilitate the re-use of abandoned industrial sites as appropriate.

Policies

LU

1.6.1 Land for Commercial and Industrial Uses

The County shall provide adequate amounts of land in and adjacent to identified Towns and Communities and within Rural Places to be designated and zoned to allow for and support commercial and industrial development.

GOAL 1.8 Land Use Pattern that Minimizes Travel

To develop land use patterns which minimize travel to jobs and services.

Policies

LU

1.8.1 Land for Large-scale Commercial and Industrial Uses

The County shall require that sites for moderate-to large-scale industrial and commercial development be located within or near the Town and Community areas; within areas for which Specific Plans or Master Plans have been prepared; or within areas that contain, or are capable of containing, infrastructure adequate to support the use of the property for more intensive non-residential purposes, such as abandoned mill sites. Additionally, the County shall consider the location of such land uses where appropriate to reduce travel and commute times.

Land Use Implementation Measure #16 implementing LU 1.8.1: Incorporate within the Land Use and Zoning Map appropriate industrial and commercial uses within proximity to residential uses to minimize travel times and trip lengths.

Although LU 1.8.1, *Land for Large-Scale Commercial and Industrial Uses*, is specific to large-scale commercial uses and the project is more of a small-scale commercial use, the project is still consistent with the intent of the Implementation Measure #16 for LU 1.8.1 as the project will reduce travel time for the yard maintenance business to provide services to the areas served due to having their equipment and supplies centrally located.

LU

1.8.2 Land for Small-scale Commercial and Industrial Uses

The County shall provide for opportunities for small scale businesses and industrial uses through appropriate zoning.

Land Use Implementation Measure #17 implementing LU 1.8.2: Undertake necessary and appropriate zoning code and zoning map changes to promote and encourage small-scale business and industrial land use growth.

Overall, when compared to the applicable goals, policies, and implementations measures of the Plumas County 2035 General Plan, the project is consistent with all of the goals, policies and implementation measures.

The purpose of the Periphery Commercial (C-2) zone is defined in Plumas County Code Sec. 9-2.2001, *Purpose*, as the following:

The purpose of the Periphery Commercial Zone (C-2) is to provide for major commercial uses near large population centers with provisions for adequate access and parking.

Per Sec. 9-2.2002, *Uses*, of Plumas County Code, Periphery Commercial zoning permits the following uses by right and with a special use permit:

Sec. 9-2.2002. - Uses. (C-2).

(a) The following uses shall be permitted in the Periphery Commercial Zone (C-2):

- (1) Building supply, business offices, child day care homes, limited child day care homes, child day care facilities, gas stations, health services, heavy equipment sales, heavy equipment services, lodging facilities, personal services, places of assembly, postal services, prefabricated building sales, recreation facilities, restaurants, retail stores, self-service facilities, taverns, vehicle sales, vehicle services, wholesale commercial supply, and parking lots;
- (2) One dwelling unit, including additional quarters, where the residential use does not exceed the floor area of the commercial use or one dwelling unit, including additional quarters, on the rear fifty (50%) percent of the parcel; and
- (3) Dwelling units on the second floor if the entire first floor is in commercial use.

(b) The following uses shall be permitted subject to the issuance of a special use permit:

- (1) Alcohol and drug recovery facilities, animal breeding and boarding, camp grounds, community care facilities, limited electric generation, mining, public service facilities, public utility facilities, recycling facilities, schools, indoor shooting ranges, storage, transport stations, undertaking, used goods sales, veterinary services, warehousing, and wholesaling; and
- (2) Assembly, manufacturing, and processing which are based upon materials which are already in processed form.

The project, which entails the storage of a yard maintenance business' equipment and supplies, is consistent with the uses permitted by the zoning as detailed by Sec. 9-2.2002(a) of Plumas County Code for the Periphery Commercial (C-2) zoning.

The proposed use of a yard maintenance business would be considered as "wholesale commercial supply" under Plumas County Code. Plumas County Code Sec. 9-2.299.4 defines "wholesale commercial supply" as "a service for stocking and supplying materials, machines, and products essential to businesses or services in the vicinity."

As mentioned above, the Planned Development Permit and Development Agreement for the Whitehawk Ranch Subdivision expired in 2009 causing the zoning to revert back to the original residential zoning. However, per page 25 and 28 of the Development Agreement (Exhibit 1), the phase (Phase XI) in which the parcel is located was designated with the following commercial uses:

Commercial Lodge

Project Storage
 Project Maintenance
 Recreational Vehicle Storage
 Boat Storage
 Mini-storage
 Golf Maintenance
 Storage Facility

“Project,” in terms of the Development Agreement, is defined in the Development Agreement as “the development approved by County, namely a Planned Unit Development, consisting of 455 residential units with various recreational, limited commercial, and service facilities.”

Furthermore, per page 23 of the Development Agreement (Exhibit 1), “The Golf Maintenance location shall be for a permanent golf course maintenance facility and other uses permitted by the zoning or Exhibit G. Space for the temporary parking of landowners’ motor homes, travel trailers, campers or other recreational vehicles may be incorporated in the maintenance facility complex.”

Hence, the project is also consistent with the original uses intended for the property in the Development Agreement, which was taken into consideration in the original environmental document for the Whitehawk Ranch Subdivision, Environmental Impact Report 38.

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

Therefore, the project would result in **no impact** to **Land Use and Planning**.

Mitigation Measure: No mitigation is required.

12. MINERAL RESOURCES.

Environmental Setting: Since the 1800s, mineral resources have been a major part of the economy in Plumas County. Gold, copper, aggregate, and silver are some of the mineral resources that have been mined and exported. Although the significance of the mining industry has been declining over the past several decades, gold and copper mining speculation continues to contribute to the County’s economy.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

important mineral resource
recovery site delineated on a
local general plan, specific
plan, or other land use plan?

Impact Discussion: The project is located within a Master Planned Community, which has had soil disturbance since the 1980s. The proposed project is not located in an area with known mineral resources.

Therefore, there would be **no impact** to **Mineral Resources**.

Mitigation Measure: No mitigation is required.

13. NOISE.

Environmental Setting: The dominant sources of noise in Plumas County are mobile, related to vehicle (including truck traffic), aircraft and train transportation, to a lesser extent. Common stationary sources in the county include lumber mills and aggregate mining and processing facilities. To a lesser extent, construction sites are also considered a stationary source of short-term, or temporary, noise in the County. Common noise sources within Plumas County are the main roadways, railroads, some stationary activities, and airports.

Traffic contributes to the noise within the County. The primary factors that determine roadway noise levels are traffic volumes, a percentage of heavy trucks and buses on individual roadways, average vehicle speed, and presence of natural or human-made noise attenuation features such as sound wall and landscaping. Given the predominantly rural nature of the County, roadway noise impacts are those associated with the larger regional, or Statewide, network.

The traffic volumes on County roadways are fairly low, with most roadways experiencing fewer than 3,000 vehicles per year. The 24 hour average decibel (dB) level associated with a majority of the roadways is typically between 65 dB and 70 dB.

The second contributor to noise within the County is the railroad. Plumas County has two active rail lines used by the Union Pacific Railroad (UPRR) and the Burlington Norther/Santa Fe Railway (BNSF). While both lines are primarily used for freight and local shipping and receiving, a portion of the UPRR line through the Feather River Canyon is recognized as a scenic route, with occasional chartered passenger trains. Daily traffic on the UPRR and BNSF lines in the County consists of a limited number of trains per day. This volume creates minimal noise impacts in terms of frequency.

Stationary noise sources also contribute to the noise throughout the county. One of the temporary, stationary noise sources is construction. First, construction crew commutes and the transport of construction equipment and materials to construction sites would incrementally increase noise levels on access roads leading to the sites. Second, noise would be generated during excavation, grading, and erection of buildings. Construction typically occurs in discrete steps, each of which has a distinctive mix of equipment and, consequently, distinctive noise characteristics. These various sequential phases would change the character of the noise generated on each site and, therefore, the noise levels surrounding these sites as construction progresses.

Three public use airports are located in the County: Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Field Airport in Quincy. Airport noise caused by aircraft

depends primarily on the type of aircraft and the frequency and direction of flights, with specific noise events caused by aircraft flyovers, takeoffs, and landings. Noise from aircraft warming up early in the morning can also be a significant noise source from airports. In addition, helicopter related noise is common due to helipads being located at Rogers Field Airport, Gansner Field Airport, in Greenville, and at Plumas District Hospital.

Among the various types of noise sources, construction activities can be a source of temporary noise. Two types of short-term noise are emitted during construction. First, construction crew commutes and the transport of construction equipment and materials to construction sites would incrementally increase noise levels on access roads leading to the sites. Second, noise would be generated during excavation, grading and construction of buildings. Due to construction occurring in stages, the various stages would change the noise levels surrounding these sites as construction progresses.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project result in:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two (2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: Noise exposure due to the project would come from the start up and shut down of vehicles or yard maintenance equipment related to the yard maintenance business. Per Plumas County Code Section 9-2.413(a), “new uses shall not increase off-site noise to a level which exceeds the ambient noise level for the specific land use area.” A typical ambient noise level for residential is 65 dB at the property line.

The project's existing building is approximately 950 feet from the nearest residential dwelling and approximately 230 feet from the closest residentially zoned property. Figure 21 from the Plumas County 2035 General Plan shows noise levels for indoor and outdoor types of scenarios/equipment.

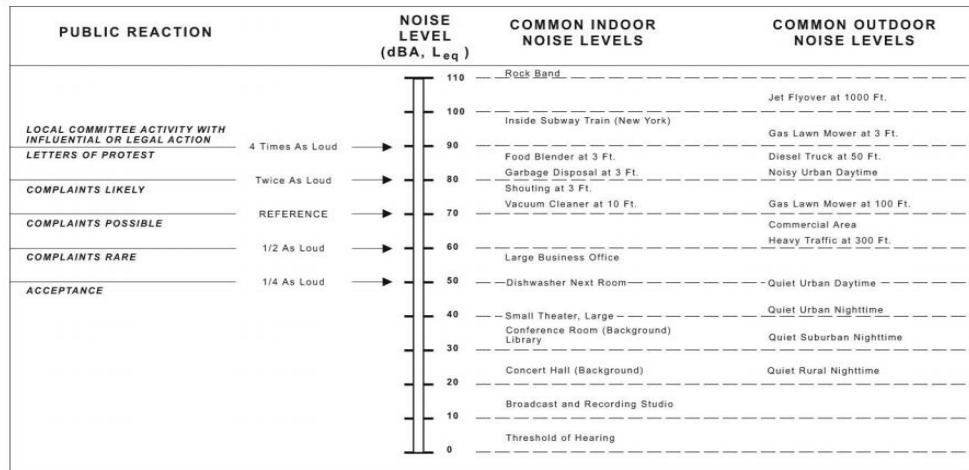
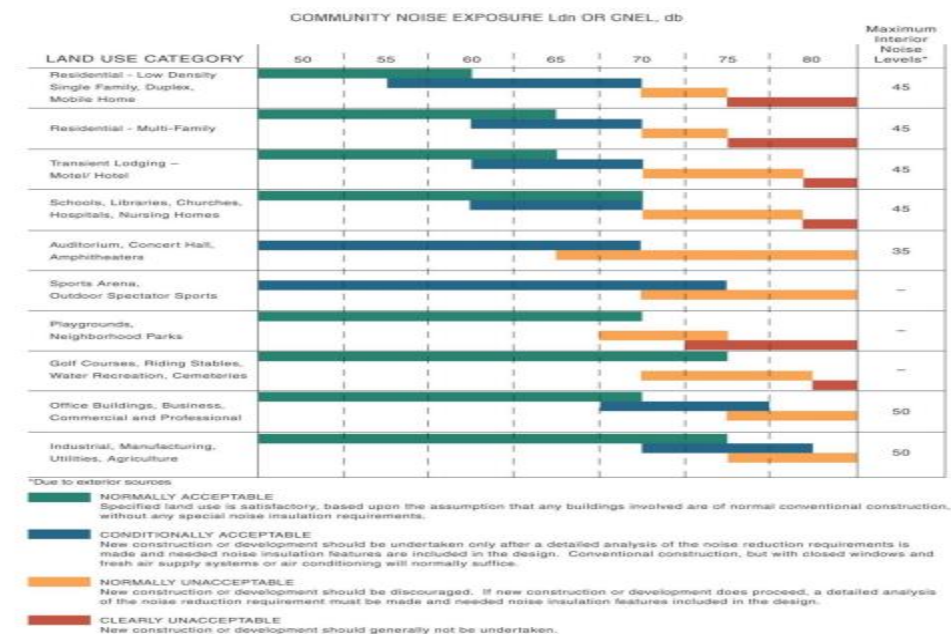


Figure 21. Selected Noise Sources and the Corresponding A-weighted Noise Levels. Source: ESA 2011.

Figure 21 demonstrates that a gas lawn mower at 100 feet corresponds to just over 70 dBA and a commercial area corresponds to just less than 70 dBA.

The values from Figure 21 may be compared to the typical ambient noise level as shown in Figure 22. When comparing the values of approximately 70 dBA for a gas lawn mower or commercial area to the typical ambient noise level for residential of 65 dB at the property line, it demonstrates the use of yard maintenance equipment or similar is only slightly higher than that of the typical ambient noise level for residential; an impact that lessens with distance.



SOURCE: Bolt, Beranek, and Newman, Inc., 1974; State of California General Plan Guidelines, Office of Planning and Research, 1998, and ESA, 2008. Plumas County General Plan Update . 208731

Figure 22. Community Noise Exposure.

It is concluded that Figures 21 and 22 demonstrate the proposed commercial use or commercial uses permitted by the C-2 zoning would not exceed 70 dB CNEL (Community Noise Equivalent)

at the property line. The noise level not exceeding the 70 dB is due to sound level spreading in a geometric pattern, also known as “Geometric Spreading”, and attenuating at a rate of 6 dB for each doubling of distance from the noise source. In addition, noise attenuation from ground absorption and reflective-wave canceling adds to the attenuation associated with geometric spreading.

An important point regarding the proposed use is that the operation of a yard maintenance business in Plumas County is seasonal work, with usual yard maintenance beginning around the beginning of spring and ending around the beginning of fall.

Additionally, as mentioned throughout this Initial Study, the property was designated in the Development Agreement to be used as a golf maintenance and storage facility for the subdivision.

It is unlikely that the uses proposed for the site would increase the ambient noise levels to the point where residential noise standards at adjacent property lines would be exceeded.

Furthermore, the building to be used for the yard maintenance business is existing and no future development is proposed. The proposed use, as well as if any future development was to occur, the Plumas County 2035 General Plan contains the following “mitigating policies” to address impacts due to noise:

N

3.1.1 Primary Noise Sources

The County shall identify “major environmental noise generation sources” to including but not be limited to: State highways, primary arterials and major local streets, freight on-line railroad operations, County airports and local industrial plants, such as sawmills and other resource production facilities. These sources are defined as those above-noted land uses where the immediate CNEL meets or exceeds an exterior level of 60 dB.

N

3.1.2 Sensitive Land Uses

The County shall identify “noise sensitive areas” to include: residences, hospitals, convalescent homes, schools, and churches.

N

3.1.3 Noise / Land Use Compatibility Standards

When considering a discretionary project, the County shall refer to the Noise Land Use Compatibility Standards, as shown in Figure 21 as a guide to ensure compatibility of land uses. New development of noise sensitive land uses will not be permitted in areas exposed to existing or projected levels of noise which exceed the levels specified in Figure 21 unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Figure 21.

N

3.1.4 Construction Noise

The County shall seek to limit the potential noise impacts of construction activities on surrounding land uses. The standards outlined below shall apply to those activities associated with actual construction of a project as long as such construction occurs between the hours of 7 a.m. and 7 p.m., Monday through Friday and 8 a.m. and 5 p.m. on weekends or on federally recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

N

3.1.10 Noise Buffering

The County shall require noise buffering or construction treatments in new development that includes noise sensitive uses located near major streets, highways, airports, railroad tracks or other significant noise sources. Setbacks shall be the preferred method of noise abatement for residential projects. Noise walls shall be discouraged in favor of less-intrusive noise mitigation measures such as landscaping and berms.

LU

1.2.2 Land Use Compatibility

The General Plan Land Use Designations shall be implemented through adoption and application of compatible zoning districts of the County Zoning Regulations consistent with the following Land Use Designation Compatibility Matrix and through the adoption of zoning district maps consistent with the land use designation.

It is not likely or anticipated that the project will generate or expose people to excessive ground borne vibration and noise levels.

The project does not conflict with any of the provisions outlined in the 2035 General Plan or applicable standards of other agencies.

Therefore, the impact to **Noise** is considered **less than significant** due to the distance from the existing structure to adjacent residential properties, the seasonal nature of the proposed use and commercial uses allowed by the C-2 zoning, and the Plumas County Codes and General Plan Policies that pertain to noise.

Mitigation Required: No mitigation is required.

14. POPULATION AND HOUSING.

Environmental Setting: Plumas County is considered one of the most rural counties in California. The population, according to the 2010 U.S. Census, was 20,007, giving a population per square mile of 7.8. Plumas County's population is expected to grow annually by 0.7 percent through 2050, according to the California Department of Finance. The gradual increase in population would lead to a gradual expansion of home and business developments while maintaining the rural character of the County.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:					
a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- b) Displace a substantial number of existing housing, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

Impact Discussion: The project entails the rezoning of a parcel from S-1 (Suburban) to C-2 (Periphery Commercial) for a yard maintenance business. The area was designated in the original development agreement as commercial. The project will not include home or business development projects, or cause the extension of roadways or other infrastructure. The project can be served by available service providers at a sufficient service level for the project.

Therefore, there would be **no impact** to **Population and Housing**.

Mitigation Measure: No mitigation is required.

15. PUBLIC SERVICES.

Environmental Setting: Public services are provided by a variety of service providers, including the County, special districts, and state and federal agencies. Special districts include the fire protection districts, school districts, County Service Agencies (CSAs), Community Service Districts (CSDs), and Public Utility Districts (PUDs).

This project site is served by the Whitehawk Ranch Mutual Water Company, which provides community water and sewer services, and Graeagle Fire Protection District, which provides structural fire protection services. Police protection is provided by the Plumas County Sheriff. The project site is located in the Eastern Plumas Health Care District, with the nearest hospital located in Portola.

Comment was received from the Graeagle Fire Protection District on October 17, 2019, indicating that the Graeagle Fire Protection District has “no comment.” (Exhibit 4)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of				

which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: The project can be served by available service providers at a sufficient service level for the project.

Therefore, there is **no impact** to **Public Services**.

Mitigation Measure: No mitigation is required.

16. RECREATION.

Environmental Setting: People utilize the various areas around Plumas County for recreation. Recreation areas within the County are public parks, trails, forest lands, lakes, waterways, and other open space areas.

The project is located within the Eastern Plumas Recreation District.

Recreational facilities are available within Whitehawk Ranch.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

substantial physical deterioration of the facility would occur or be accelerated?

- 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? ☐ ☐ ☐ ☒

Impact Discussion: Population growth is the driving force behind an increased demand on parks and other facilities. The proposed project, which entails operation of a yard maintenance business, would not directly or indirectly induce population growth causing an increased demand on parks or other public facilities. Therefore, there would be **no impact to Recreation**.

Mitigation Measure: No mitigation is required.

17. TRANSPORTATION.

Environmental Setting: The state highway system provides the key inter-community roadway links within Plumas County. East-west access across Plumas County is provided by State Route (SR) 36 in the northern portion of the county and by SR 70 in the central/southern portions of the county, while SR 89 provides north-south access across the county. SR 147 serves the east side of Lake Almanor, while SR 49 and SR 284 provide access south towards Loyalton and north to Frenchman Reservoir in the far east portion of the county. County roads (and city roads in Portola) also provide important access, as do Forest Service roads. In total, there are 1,823 miles of public roadway in Plumas County, including 935 miles of US Forest Service roads, 674 miles of county roadways and 182 miles of state highways.

Due to the relatively dispersed nature of development in Plumas County, traffic congestion is not an issue, with the exception of “bell times” at some school areas and some locations around Lake Almanor during the summer months. SR 70 in Quincy is the busiest highway in Plumas County, with a peak-month, typically August, Average Daily Traffic (ADT) volume of 12,200. Other relatively busy locations are on SR 36 in Chester (7,900 ADT) and SR 70 in Portola (7,800 ADT). Overall, peak month volumes on Plumas County state highways have declined by 12 percent over the last 10 years. The decline has been seen in all regions of the County. Caltrans counts of all trucks countywide have declined by 15 percent since 1992. However, the number of the largest trucks (5 axle and above) has climbed by 45 percent over this same period, particularly along State Route 70.

Public transit is also provided in the county through several deviated fixed-routes. The service carries approximately 54,000 passenger-trips annually and is available to everyone.

Plumas County does not have passenger rail service, but there are two active freight rail operations. Union Pacific Railroad operates a line connecting Roseville, CA to the west with Salt

Lake City, UT to the east. Burlington Northern Santa Fe (BNSF) Railway operates track from Keddie and along Lake Almanor into Lassen County and Oregon.

While there are no commercial airports in Plumas County, there are three publicly owned airports: Gansner Field in Quincy, Rogers Field Airport in Chester, and Nervino Airport in Beckwourth. As a whole, these airports serve approximately 44,000 operations (takeoffs and landings) annually. In addition to the airports, the Plumas District Hospital in Quincy, the Indian Valley Health Care District in Greenville, and the Eastern Plumas Hospital in Portola have heliports.

While there are many hiking trails in Plumas County, bicycle and pedestrian facilities along main travel corridors and in communities are very limited.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion: As discussed in **Land Use and Planning**, the initial development took into account the varying commercial usage of the property, which subsequently required road systems to be designed and constructed to adequately serve the development, including the commercial uses throughout the development and on the property. The project site is served by State Route 89 and private roads maintained by the Homeowners Association. There are no county roads or facilities serving the project site.

As discussed in the **Air Quality** and **Greenhouse Gas Emissions** sections, due to the nature of the project, vehicle traffic and Vehicle Miles Traveled (VMT) would reduce due to the yard

maintenance equipment and supplies being more closely located to the areas served. Therefore, the project would be consistent with CEQA Guidelines section 15064.3, subdivision (b), which states, “Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

The project would not conflict with an applicable plan, ordinance, or policy.

Due to the rural nature of Plumas County, traffic congestion throughout the County is generally not an issue nor would the traffic substantially increase due to the operation/storage of a yard maintenance business in the Whitehawk Ranch Subdivision.

The project would not result in the change of air traffic patterns.

The project does not entail the development of sharp curves or dangerous intersections and would not increase hazards due to a design feature.

The project would not result in inadequate emergency access.

Plumas County Public Works and the Plumas County Engineering Department had no comment (Exhibits 5 & 6).

Caltrans was contacted during the 30-day review period for the project, however, no comment was provided.

The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Therefore, the project would result in **less than significant impact** to **Transportation**.

Mitigation Measure: No mitigation is required.

18. TRIBAL CULTURAL RESOURCES.

Environmental Setting: The cultural resources located throughout Plumas County can be attributed to the rich history of the county. The history of Plumas County begins from the time that the glaciers began to recede from the Sierra Nevada and Cascade Mountain ranges. Due to the glacial recession, for thousands of years, humans have been utilizing the Sierra and Cascade ranges.

The primary inhabitants of the county prior to European settlement were the Mountain Maidu. The Mountain Maidu people have lived in Plumas County from hundreds to thousands of years ago, and still live here. Other tribes, such as the Washoe and the Paiute most likely utilized the area while not settling permanently. It is likely that the Mountain Maidu people existed in small, scattered, familial groups in the valleys of Plumas County. While maintaining permanent villages in the lower elevations of the glacial valleys, during spring and fall, smaller groups traveled to the higher elevations, such as to the ridge tops and valleys of the Sierras, setting up open brush

shelters. During the winter months, villages remained occupied and relied mostly on stored and preserved food.

In the spring of 1850, gold-seeking miners poured into the region in search of the fabled “Gold” Lake. Mining camps throughout the County were quickly established. Rivers were turned from their beds, ditches were dug to bring water from distant sources to the diggings, and the land was turned upside down.

The Mountain Maidu adapted to the changing environment by living on portions of ranch properties. In some cases the Mountain Maidu adopted the name of the ranching family associated with the ranch on which they resided. European settlers brought illnesses the Maidu had never been exposed to, causing a significant decline of the Maidu population.

To help preserve the rich Native American history, such as that in Plumas County, on September 25, 2014, Governor Brown signed Assembly Bill No. 52 (AB 52). AB 52 went into effect on July 1, 2015, and added tribal cultural resources to the categories of cultural resources in the California Environmental Quality Act. According to AB 52, a project has an impact on the environment if it has a substantial adverse change in the significance of a tribal cultural resource. A tribal cultural resource is considered significant if it is defined in Public Resources Code Section 21074 as either a site, feature, place, or 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, in a local register of historical resources, or is a resource determined to be significant pursuant to Public Resources Code Section 5024.1 subdivision (c).

Specific to the Whitehawk Ranch Subdivision are several prehistoric sites, which were identified in Environmental Impact Report (EIR) #38, which was prepared and then filed by the County on July 17, 1981. The prehistoric sites identified in EIR #38 were both on and off-site and were mitigated throughout Whitehawk Ranch Subdivision. The prehistoric sites throughout the Subdivision include various old roadway beds and evidence of other disturbance resulting in previous grading and drainage improvements that have impacted the site over the many years the project site has been utilized for various ranching and other development activities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms				

of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (ii) 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 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: It is not anticipated that tribal cultural resources, as defined by Public Resources Code Section 21074 and listed or eligible for listing in the California Register of Historical Resources, in a local register of historical resources as defined in Public resources Code Section 5020.1(k), or is determined to be significant pursuant to Public Resources Code Section 5024.1 subdivision (c), would be impacted as a result of the storage of equipment and supplies for a yard maintenance business. The building that would be used to store the equipment and supplies is an existing structure; therefore, no ground disturbance will occur. Furthermore, the project does not entail any future or proposed improvements that would impact historical, archaeological, or paleontological resources. Lastly, the prehistoric sites located within the Whitehawk Ranch Subdivision were identified and mitigated in Plumas County Environmental Impact Report #38.

However, if any construction were to occur, any unanticipated cultural resources (historic or prehistoric) exposed during ground excavation or ground disturbing activities would cause construction to be terminated immediately until a qualified cultural resources specialist evaluates the resource(s). Any discovered resources that merit long-term consideration will be collected and reported in accordance with standard archaeological management requirements.

Therefore, the project would result in **no impact** to **Tribal Cultural Resources**.

Mitigation Measure: No mitigation is required.

19. UTILITIES AND SERVICE SYSTEMS.

Environmental Setting: Utilities that are used within Plumas County are electricity, gas, water, and sewerage. Depending upon the location in Plumas County, electricity may be provided by Pacific Gas & Electric (PG&E), Plumas Sierra Rural Electric Cooperative, or Liberty Utilities. The two ways that water and sewer treatment is provided to people in Plumas County are individual on-site systems or through special districts, Community Service Districts (CSDs), and County Service Agencies (CSAs). Propane and heating oils are used as a significant source of heat and are provided by companies such as Suburban Propane, High Sierra Propane, and Hunt & Sons, Inc.

Curbside solid waste services are provided throughout the unincorporated areas of the County by Feather River Disposal, a subsidiary of Waste Management, with the City of Portola being served by Intermountain Disposal. Solid waste is transferred to a transfer station by two methods, one being through curbside solid waste service and the other is personally by individuals for their benefit. Solid waste from the five transfer stations located in Plumas County is transferred to Lockwood Regional Landfill in Sparks, Nevada.

The project and Whitehawk Subdivision are served by the Whitehawk Ranch Mutual Water Company which provides community water and wastewater disposal services.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion: No new utility systems will be required to be constructed to serve the proposed project due no new development beyond the existing building being proposed. If further development of the property was to occur, extension of infrastructure may be necessary but, as designed and approved by the Mutual Water Company and the Homeowners Association, will not create any adverse impacts.

Therefore, the project would result in **no impact** to **Utilities and Service Systems**.

Mitigation Measure: No mitigation is required.

20. WILDFIRE.

Environmental Setting: Suppression of natural fires has allowed the forest understory to become dense, creating the potential for larger and more intense wildland fires. Wind, steepness of terrain, and naturally volatile or hot-burning vegetation contributes to wildland fire hazard potential. In reviewing fire threat mapping data provided by the California Department of Forestry and Fire Protection, it appears that a majority of the County is classified as having a “Moderate” to “High” threat of wildland fire.

More specifically, reviewing Figure 26 from the Plumas County 2035 General Plan shows the location of the proposed project as being located within the “Very High” Fire Hazard Severity Zone of the State Responsibility Area.

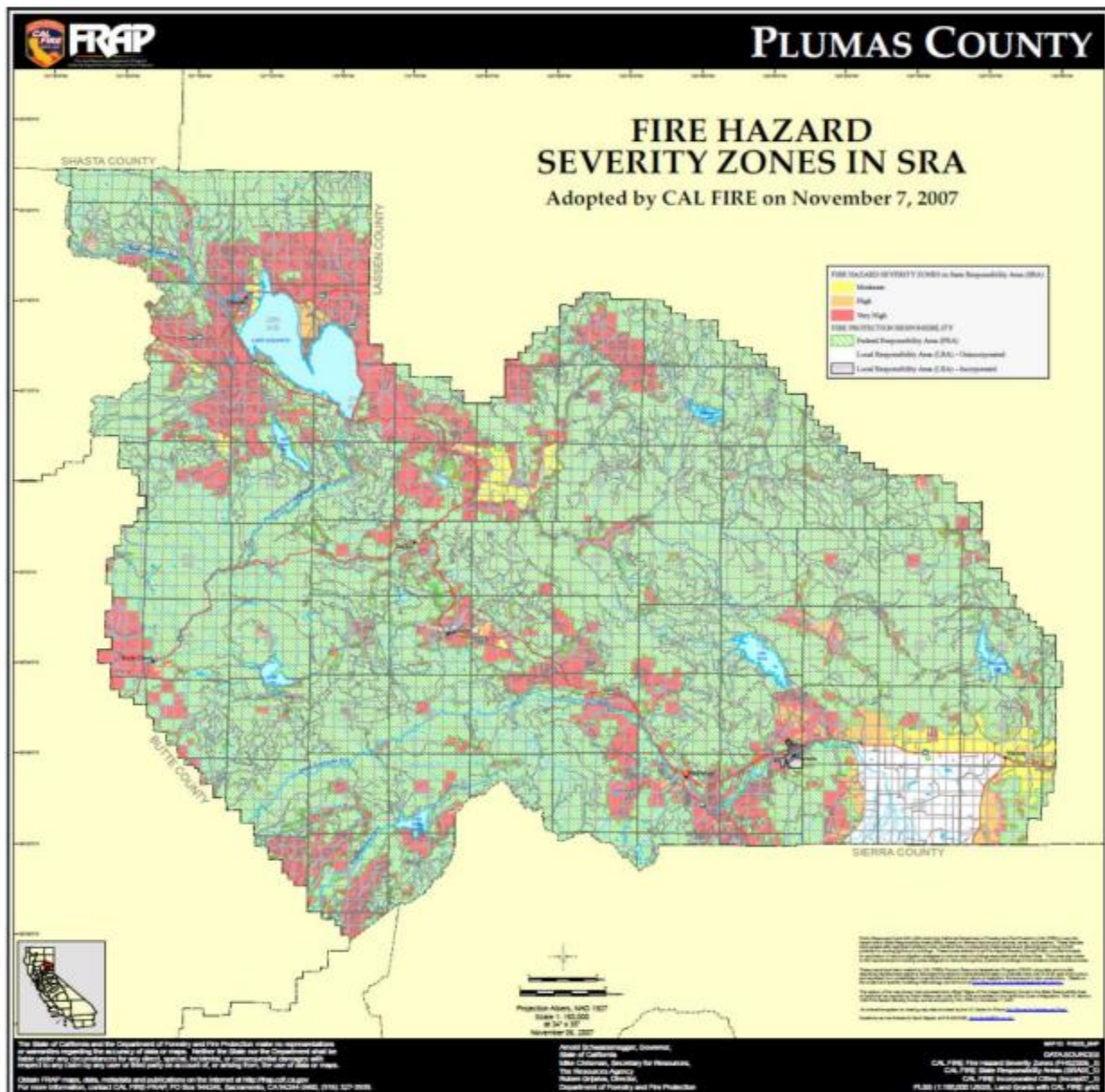


Figure 26. Fire Hazard Severity Zones in Plumas County, CA. Source: Department of Forestry

The Fire Hazard Severity Zones Map is a result of Government Code section 51178 which requires the California Department of Forestry and Fire Protection to identify “Very High Fire Hazard Severity Zones.”

The “Very High Fire Hazard Severity Zones” map is created based on the following criteria, per the “Fact Sheet: California’s Fire Hazard Severity Zones” (Exhibit 8):

1. Vegetation – Fire hazard considers the potential vegetation over a 30- to 50-year time horizon. Vegetation is “fuel” to a wildfire and it changes over time.
2. Topography- Fire typically burns faster up steep slopes.
3. Weather- Fire moves faster under hot, dry, and windy conditions.

4. Crown fire potential – Under extreme conditions, fires burn to the top of trees and tall brush.
5. Ember production and movement – Fire brands are embers blown ahead of the main fire. Fire brands spread the wildfire and they get into buildings and catch the building on fire.
6. Likelihood – Chances of an area burning over a 30- to 50-year time period based on history and other factors.

Among the varying intended uses for the Fire Hazard Severity Zone maps is guide building officials in the implementation and application of the wildland-urban interface standards for new construction.

Furthermore, in 2005, the Plumas County Fire Safe Council created the Plumas County Communities Wildfire Protection Plan to provide mitigations to potential threats from wildfire, such as hazardous fuel reduction, defensible space, land use, and building codes. Since 2005, the Plan was subsequently updated in 2013 and 2019.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

environment?

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Expose people or structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Impact Discussion: The project entails the storage of equipment and supplies within an existing steel building that was permitted in 2018, which was subject to the wildland-urban interface standards. The project is served by a paved road maintained by the Whitehawk Ranch Homowner's Association and the Whitehawk Ranch Subdivision, in which the project is located, is served by Highway 70. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Due to the nature of the project and the building that would be used for the project being an existing building, wildfire risks would not be exacerbated causing the project occupants to be exposed to pollutant concentrations from a wildfire.

The building that is to be used for the project is an existing permitted structure and will not require the installation or maintenance of related infrastructure. Any related infrastructure that is needed for the existing steel building was installed at the time the building was constructed, after receiving the building permit in 2018.

The existing permitted building to be used for the project is located on a site with level topography and the project is located in an overall area that has fairly flat and level topography. As a result, people or structure(s) would not be exposed to significant risks, including downslope or downstream flooding, or landslides as a result of runoff, post-fire slope instability, or drainage changes.

Therefore, the project would result in **no impact** to **Wildfire**.

Mitigation Measure: No mitigation is required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | Potentially
Significant
Impact | Less Than
Significant
with
Mitigation
Incorporation | 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

fish or wildlife population to drop below 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?

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ☐ ☐ ☐ ☒

("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☐ ☐ ☒

Impact Discussion: The analysis from this Initial Study for the proposed project found the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, or threaten to eliminate a plant or animal.

As discussed throughout this Initial Study, the proposed project was analyzed for cumulatively considerable impacts. This Initial Study found that the project would not have a cumulatively considerable impact when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The Initial Study found that the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

In conclusion, as shown in approved documentation for development of the Whitehawk Ranch Master Planned Community, commercial development on the site in which the project is being

proposed was designated and intended for commercial uses similar to a yard maintenance business, such as a golf course maintenance facility and storage facility.

EXHIBITS:

1. Development Agreement for Whitehawk Ranch Subdivision
2. Email from Sam Longmire, Air Pollution Control Specialist, Northern Sierra Air Quality Management District, dated November 9, 2019
3. FEMA Flood Map from Plumas County GIS Department
4. Email stating “no comment” from Fred Ward, Graeagle Fire Protection District, dated October 17, 2019
5. Memorandum from Plumas County Public Works Department dated November 1, 2019
6. “No comment” from Plumas County Engineering Department, dated October 4, 2019 (date shown on comment as “191004”)
7. Project Site Plan
8. Fact Sheet: California’s Fire Hazard Severity Zones



2010-0001793

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

Plumas County Planning Department
555 Main Street
Quincy, CA 95971

Recorded	REC FEE	118.00
Official Records		
County of	CONFORMED COPY	0.00
Plumas		
KATHLEEN WILLIAMS		
Clerk-Recorder		

11:58AM 25-Mar-2010 LD
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**DEVELOPMENT AGREEMENT
MOHAWK VALLEY RANCH, INC., a California Corporation and
COUNTY OF PLUMAS, a political subdivision of the State of California**

This agreement is entered into and recorded pursuant to Government Code Sections 65864 through and Plumas County Code Sections 9-7.101 through 9-7.707

EXHIBIT 1

DEVELOPMENT AGREEMENT
(Government Code Sections 65864-65869.5)

THIS AGREEMENT is entered into this 15th day of February, 1983, AMENDED on the 1st day of May, 1984, AMENDED on the 6th day of January, 1998, AMENDED on the 22nd day of June, 1999, AMENDED on the 10th day of October, 2000, AMENDED on the 14th day of December, 2004, AMENDED on the 10th day of April, 2007 between MOHAWK VALLEY RANCH, INC., a California Corporation ("Owner") and COUNTY OF PLUMAS, a political subdivision of the State of California (hereinafter "County") organized and existing under the laws of the State of California, and AMENDED on the 11th day of September, 2007 between MOHAWK VALLEY RANCH, INC., a California Corporation ("Owner"), MONTEBIANCO, LLC, a California Limited Liability Corporation ("Owner"), ASPEN DEVELOPMENT GROUP, INC., a California Corporation ("Owner"), WHITEHAWK LLC, a California Limited Liability Corporation ("Owner"), and the COUNTY OF PLUMAS, a political subdivision of the State of California (hereinafter "County") organized and existing under the laws of the State of California.

RECITALS

WHEREAS, Government Code Sections 65864-65869.5 and Plumas County Code Sections 9-7.101 - 9-7.701 authorize County to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property; and

WHEREAS, under Section 65865 the County has adopted rules and regulations establishing procedures and requirements for consideration of development agreements; and

WHEREAS, Owner and County desire to enter into a development agreement and proceedings have been taken in accordance with the County's rules and regulations; and

WHEREAS, the Board of Supervisors has determined that the development agreement is consistent with the County General Plan, the Mohawk Planning Unit Specific Plan, and the previously approved Planned Unit Development; and

WHEREAS, on February 15, 1983, the Board of Supervisors of the County adopted Ordinance No. 83-535 approving the development agreement with Owner and the Ordinance thereafter took effect on March 15, 1983; and

WHEREAS, on January 6, 1998, the Board of Supervisors of the County adopted Ordinance No. 98-893 approving amendment of the development agreement with Owner and the Ordinance thereafter took effect on February 5, 1998; and

WHEREAS, on June 22, 1999, the Board of Supervisors of the County adopted Ordinance No. 99-920 approving amendment of the development agreement with Owner and the Ordinance thereafter took effect on July 22, 1999; and

WHEREAS, on October 10, 2000, the Board of Supervisors of the County approved amendment of the development agreement with Owner and was recorded at 2000-08845 on November 16, 2000; and

WHEREAS, on December 14, 2004, the Board of Supervisors of the County adopted Ordinance No. 2004-1020 approving amendment of the development agreement with Owner and the Ordinance thereafter took effect on January 13, 2005, and

WHEREAS, on April 10th, 2007, the Board of Supervisors of the County adopted Ordinance No. 2007-1055 approving amendment of the development agreement with Owner and the Ordinance thereafter took effect on May 10, 2007, and

WHEREAS, on September 18th, 2007, the Board of Supervisors of the County adopted Ordinance No. 2007-1057 approving of the development agreement with Owners and the Ordinance thereafter took effect on October 18th, 2007.

NOW, THEREFORE, the parties agree:

1. Definition. In this Agreement, unless the context otherwise requires: .
 - a. "Project" is the development approved by County, namely a Planned Unit Development, consisting of 455 residential units with various recreational, limited commercial, and service facilities.
 - b. "Owner" means the person having a legal or equitable interest in the real property as described in paragraph 4 and includes the Owner's successor-in-interest;
 - c. "Real property" is the real property referred to in paragraph 4.
 - d. "Parties" mean "County" and "Owner";
 - e. "Agreement" means a development agreement as authorized by Government Code Section 65865, etc., and Plumas County Code Sections 9-7.101 - 9-7.701.
2. Exhibits. The following documents are referred to in this Agreement, attached and made a part by this reference:

<u>Exhibit Designation</u>	<u>Description</u>
A	Real Property
B	Planned Development Permit
C	Timber Management Plan
D	Fire Management Plan

E	Land Use and Development Plan and Development Agreement Map Exhibit E.
F	Road Standards
G	Permitted Uses
H	Density, Height and Size Restrictions
I	Additional Restrictions

3. Reference to other documents. Reference is made to the following additional documents and proceedings relating to the project to which reference is made for further particulars:

"Final Environmental Impact Report of the Mohawk Valley Ranch" dated January 19, 1982 (EIR #38) ("the EIR").
4. Description of real property. The real property which is the subject of the Agreement is described in Exhibit "A" and Exhibit "A-1".
5. Interest of Owner. Owner represents that he has a fee simple interest in the real property described on Exhibit "A",
6. Assignment. The Owner under this Agreement may transfer or assign its rights hereunder provided that said transferee or assignee agrees in writing to assume the obligations of the transferor or assignor under this Agreement.
7. Binding effect of Agreement. The burdens of this Agreement bind and the benefits of the Agreement inure to the successors-in-interest to the parties to it.
8. Agency's approval proceedings for project. On February 16, 1982, County approved a plan for development of the project which provides for the development of the property in accordance with the terms of the Planned Unit Development Permit, amended May 14, 1990 amended December 3, 1997, and amended October 10, 2000, and amended April 11, 2007, attached hereto as Exhibit "B" and in accordance with the plans and standards set forth on Exhibits C, D, E, F, G, H, and I hereto. The development is referred to in this Agreement as the "project".
9. Changes in project. No change, modification, revision, or alteration may be made in the approved plan for development without review and approval by those agencies of County approving the plan in the first instance. A change, modification, revision, or alteration in the approved plan for development plan is not effective until the parties amend this Agreement to incorporate it.
10. Time for construction and completion of project.
 - a. Beginning construction. Owner agrees to complete project Phase 1 construction and/or final map recordation in conformance with Exhibit "E" by January 1, 1988, in lieu of beginning construction of the project prior to April 14, 1985.

- b. Completion of project. Owner agrees to diligently prosecute to completion the construction of the subdivision improvements and recreational and service amenities for the project (as more particularly described in paragraph 10c hereof) and to complete construction on or before May 1, 2009. Completion of the project shall not require Owner or its successor-in-interest, if any, to complete construction of any residential dwelling unit.
- c. Owner agrees to phase development of the project as follows:
- (1) The final subdivision map for Unit I shall be recorded by January 1, 1988, in lieu of within six (6) years from the date of this agreement.
 - (2) Construction of a 9-hole semi-private golf course and clubhouse shall be completed prior to final map approval of more than 50% of the planned residential units.
 - (3) Construction of 2 tennis courts, a swimming pool, and dressing / rest room facility shall be completed prior to final map approval of more than 50% of the planned residential units or construction of more than 25% of the planned residential units, whichever occurs first.
 - (4) Construction and equipment of a fire station which will adequately service the project shall be completed before more than 150 residential units have been constructed or prior to final map approval of more than 60% of the planned residential units, whichever occurs first.
 - (5) Construction of a maintenance facility which will adequately service the project shall be completed before more than 150 residential units have been constructed or prior to final map approval of more than 60% of the planned residential units, whichever occurs first
- d. Progress reports until construction of project is complete. Owner shall make reports of the progress of construction on each anniversary of this Agreement until completion of the project. Owner shall maintain a current count of all constructed residential units and shall report that count to County in the report made on each anniversary of this Agreement and on request.
- e. County to receive construction contract documents. Owner shall furnish County copies of the project construction contracts and documents.
- f. Certificate of completion. Promptly after completion of the project, County shall provide Owner with an instrument so certifying. The certification is conclusive determination that the obligation of Owner under this Agreement has been met. The certification shall be in such form as will enable it to be recorded in the official records

of the County.

11. Effect of transfer of real property to another jurisdiction. If all or a portion of the real property which is the subject of this Agreement is annexed or otherwise becomes a part of a city or another county, this Agreement shall become null and void for all or said portion of the real property, respectively.
12. Hold harmless. Owner agrees to and shall hold the County, its officers, agents, employees, and representatives harmless from liability for damage or claims for damage for personal injury including death and claims for property damage which may arise from the direct or indirect operations of the Owner or those of his contractor, subcontractor, agent, employee, or other person acting on his behalf which relate to the project. Owner agrees to and shall defend the County and its officers, agents, employees, and representatives from actions for damage caused or alleged to have been caused by reason of Owner's activities in connection with the project.

This hold harmless agreement applies to all damages and claims for damages suffered or alleged to have been suffered by reason of the operations referred to in this paragraph, regardless whether or not the County prepared, supplied, or approved plans or specifications or both for the project.

13. Specific restrictions on development of real property. The following specific restrictions govern the use of the property:
 - a. Permitted uses of the property are limited to the uses set forth in Exhibit "G".
 - b. Maximum density (intensity of use) is subject to the provisions of Exhibit "H".
 - c. Maximum height for each of the proposed buildings is as set forth in Exhibit "H".
 - d. Maximum size for each of the proposed buildings is as set forth in Exhibit "H".
 - e. Reservations (dedications) of land shall be made for an appropriate wastewater treatment facility if required pursuant to the EIR.
 - f. Additional restrictions governing development of the project are set forth in Exhibit "I".
14. Effect of Agreement on Land Use Regulations. The rules, regulations, and official policies governing permitted uses of the property, the density of the real property, the design, improvement, and construction standards and specifications applicable to development of the real property are those rules, regulations, and official policies in force at the time of the execution of this Agreement except as provided in Paragraph 13 hereof.

15. Periodic review of compliance with Agreement.
 - a. County shall review this Agreement at least once every twelve (12) month period from the date this Agreement is executed.
 - b. During each periodic review by County, Owner is required to demonstrate good faith compliance with the terms of the Agreement. Owner agrees to furnish such evidence of good faith compliance as the County in the exercise of its discretion may require.
16. Amendment or cancellation of Agreement. This Agreement may be amended or canceled in whole or in part by consent of the parties and in the manner provided for in Government Code Sections 65867 and 65867.5.
17. Enforcement. Unless amended or canceled as provided in paragraph 16, this Agreement is enforceable by any party to it despite a change in the applicable general or specific plan, zoning, subdivision, or building regulations adopted by the County which alter or amend the rules, regulations, or policies governing permitted uses of the land, density, design, improvement, and construction standards and specifications.
18. Procedure upon default. Upon the concurrence of an event of default, the County may terminate or modify this Agreement in accordance with the procedure adopted by the County.
19. Attorneys fees and costs. If legal action by either party is brought because of breach of this Agreement or to enforce a provision of this Agreement, the prevailing party is entitled to reasonable attorneys' fees and court costs.
20. Notices. All notices required or provided for under this Agreement shall be in writing and delivered in person or sent by certified mail, postage prepaid. Notice required to be given to the County shall be addressed as follows:

PLUMAS COUNTY PLANNING AND BUILDING SERVICES
555 Main Street
Quincy, CA 95971

Notices required to be given to Owner shall be addressed as follows:

WHITEHAWK RANCH.
Attn.: Marcia L. White
President
P. O. Box 170
Clio CA 96106-0170

MONTEBIANCO, LLC
Attn.: N.C. Brown
8601 Ranchwood Court
Fair Oaks, CA 95628

ASPEN DEVELOPMENT GROUP, INC.
Attn.: Todd Biersdorff
PO Box 292
Clio, CA 96106

WHITEHAWK LLC
718 Oak Grove Avenue
Menlo Park, CA 94025

A party may change the address by giving notice in writing to the other party and thereafter notices shall be addressed and transmitted to the new address.

21. Rules of construction and miscellaneous terms.

- a. The singular includes the plural; the masculine gender includes the feminine; "shall" is mandatory, "may" is permissive.
- b. If a part of this Agreement is held to be invalid, the remainder of the Agreement is not affected.
- c. This writing contains a full, final, and conclusive agreement between the parties.
- d. If there is more than one signer of this Agreement their obligations are joint and several.
- e. The time limits set forth in this Agreement may be extended by mutual consent of the parties.

22. Insubstantial deviations. The Board of Supervisors recognizes that in construction of the project by Owner that minor deviations from the location and configuration of the project as shown on Exhibits "B" and "E" may occur. The Board having considered this possibility, has determined that "insubstantial deviations" from Exhibits "B" and "E" do not constitute amendments to the plan.

Minor deviations as expressly authorized by this section shall be approved by the Planning Director, or his designee, prior to any construction which relates to said deviations.

23. Limitations on remedies. The parties hereto waive their contract remedies at law including damages for breach of this Agreement and limit their equitable remedies for breach of

this Agreement to actions in rescission or specific performance.

IN WITNESS WHEREOF, this Agreement has been executed by the parties on the day and year first above written.

COUNTY OF PLUMAS

Print:

SHARON J. THRALL

Date:

3/2/10

Sign:

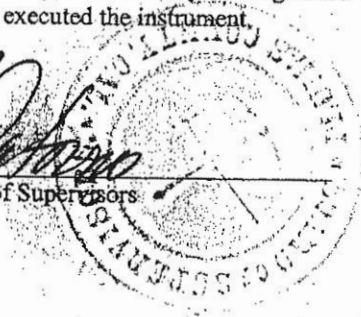
Sharon J. Thrall
Chairman, Board of Supervisors

State of California)ss.
County of Plumas)

On 3/2/10 before me Nancy L. DAFORNO personally appeared SHARON J. THRALL Chairman, Board of Supervisors, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal

Nancy L. DAFORNO
Clerk of the Board of Supervisors



MOHAWK VALLEY RANCH, INC.

Print: MARCIA L. WHITE

Date: 11/16/07

Sign: Marcia L. White

Title: PRESIDENT

State of California)ss.
County of Plumas

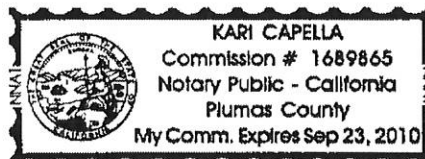
On Nov. 16, 2007 before me Kari Capella, notary public

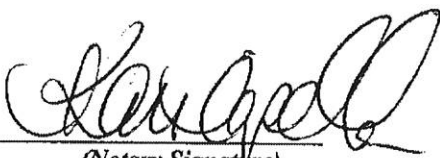
personally appeared

Marcia L. White

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal




(Notary Signature)

(Notary Seal)

MONTEBIANCO, a California Limited Liability Company

Print: NORM BROWN

Date: 4-3-09

Sign: 

Title: PRESIDENT, N.C. Brown Dev. Inc.
Managing Member
State of California ss. ✓
County of

On before me

personally appeared
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

(Notary Signature)

(Notary Seal)

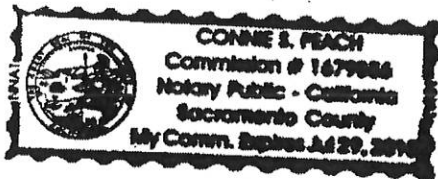
CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Sacramento

On 10/08 before me, Connie S. Peach, notary public
Date Here Insert Name and Title of the Officer

personally appeared Norm Brown
Name(s) of Signer(s)



who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Connie S. Peach
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

Signer's Name: _____

- ☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer Is Representing: _____

RIGHT THUMBPRINT
OF SIGNER
Top of thumb here

ASPEN DEVELOPMENT GROUP, INC.

Print: Todd Biersdorff

Date: 11-29-07

Sign: [Signature]

Title: SECRETARY/TREASURER

State of California)ss.
County of Placer

On November 29, 2007 before me C. Hedges, Notary Public

personally appeared Todd Biersdorff
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

[Signature]
(Notary Signature)



(Notary Seal)

HAWK RIDGE LLC. ~~XXXX~~
WHITEHAWK LLC

Print: WILLIAM TINDALL

Date: 11-26-07

Sign: 

Title: PROJECT MANAGER

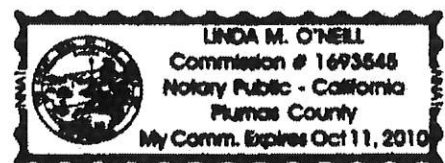
State of California)ss.
County of Plumas

On November 26, 2007 before me Linda M. O'Neill, Notary Public

personally appeared William Tindall, Project Manager - Hawk Ridge, LLC
personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s)
is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the
entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

Linda M. O'Neill
(Notary Signature)



(Notary Seal)

EXHIBIT "A"

That certain real property situated in the County of Plumas, State of California, described as follows:

PARCEL ONE:

Being portions of Sections 5 and 6 of T21N, R13E, and Sections 31 and 32 of T22N, R13E, M.D.B & M., as shown on Record of Survey Maps filed in the office of the Recorder of said Plumas County in Book 5 RS 140 and 141, Book 6 RS 10 and Book 6 RS 63 and more particularly described as follows:

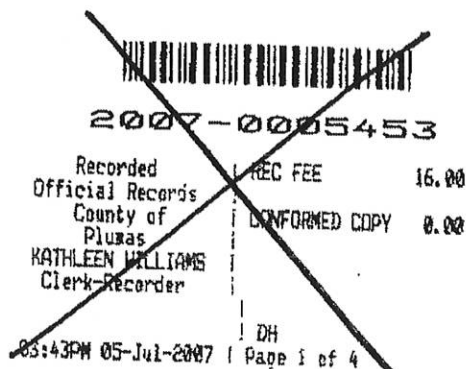
Beginning at the NE corner of said Section 5; thence along the East line of said Section 5, S 0° 27' 53" E, 2782.92 feet to the East Quarter corner of said Section; thence along the South line of the NE Quarter of said Section, S 88° 57' 54" W, 2593.15 feet to a point 40.00 feet East of the Center Quarter corner of said Section 5; thence N 01° 14' 18" W, as shown on 6 RS 10, a distance of 592.40 feet; thence N 30° 42' 31" E 650.00 feet; thence N 60° 32' 16" W, 400.00 feet to a point on the centerline of Sulphur Creek; thence along said centerline, S 89° 28' 40" W, 40.00 feet to the East line of the West half of said Section 5; thence along said East line, S 01° 14' 18" E, 12.15 feet to the Southeast corner of the North half of the Northwest quarter of said Section 5; thence along the South line, of said North half of the Northwest Quarter S 89° 08' 13" W, 2236.32 feet; thence S 29° 50' 17" W, 755.77 feet to the East line of said Section 6; thence along said East line, S 2° 06' 32" E, 694.51 feet to the East Quarter corner of said Section 6; thence continuing along said East line S 01° 25' 30" E, 1360.34 feet to the Southeast corner of the North half of the Southeast Quarter of said Section 6; thence along the South line of said North half of the Southeast Quarter, S 89° 18' 39" W, 2657.69 feet to the East line of the Southwest Quarter of said Section 6; thence along said East line, S 02° 09' 17" E, 289.08 feet to the South line of Plumas County; thence along said South line, as shown on 6 RS 63 on a chord bearing of S 89° 03' 34" W, 1353.89 feet to the West line of the SE Quarter of the SW Quarter of said Section 6; thence along said West line, N 01° 54' 03" W, 381.86 feet to the Northwest corner thereof; thence along the South line of Lot 6 of said Section 6, N 87° 01' 16" W, 1402.20 feet to the Southwest corner thereof; thence along the West line of said Section 6, N 0° 51' 27" W, 1240.25 feet to the West Quarter corner of said Section; thence along the North line of the SW Quarter of said Section 6, N 89° 54' 40" E, 1072.17 feet to a point 1650.00 feet West of the center of said Section 6; thence N 29° 35' 50" E, 3133.40 feet to the North Quarter corner of said Section 6; thence along the North line of said Section, N 88° 46' 19" E, 1161.81 feet; thence North 45° 00' 20" E, 1318.79 feet; thence S 52° 34' 05" E, 717.64 feet to the East line of said Section 31, as shown on 5 RS 142; thence along the West line of said Section 32, N 01° 33' 09" W, 2179.25 feet to the West Quarter corner of said Section 32; thence along the North line of the SW Quarter of said Section, N 88° 46' 10" E, 2669.19 feet to the NE corner thereof; thence along the East line of said SW quarter, S 01° 18' 36" E, 1051.32 feet to the centerline of Highway 89; thence along said centerline S 55° 04' 25" E, 567.29 feet; thence S 60° 00' 00" E, 57.96 feet to the beginning of a 2000.00 foot radius curve to the right; thence along the arc of said curve, through a central angle of 07° 52' 19", an arc distance of 274.78 feet; thence leaving said centerline, N 38° 37' 25" E, 319.00 feet to a point on the South line of the NW Quarter of the SE Quarter of Section 32; thence along said South line N 88° 42' 41" E, 396.50 feet to the southwest corner of the NE Quarter of said SE Quarter of Section 32; thence N 01° 25' 45" W, 1328.93 feet to the NW corner of the NE Quarter of the SE Quarter of said Section 32; thence N 88° 46' 10" E, 1329.83 feet to the East Quarter corner of said Section 32; thence along the East line of said Section 32, S 01° 32' 56" E, 2655.18 feet to the SE corner of said Section 32 said point being the point of beginning of this description.

PARCEL TWO:

BEGINNING at a point on the East line of said Section 31 from which the Southeast corner thereof bears South 01 degrees 33' 09" East 463.93 feet; thence along boundary of the Hi-Valley, Inc., property North 51 degrees 37' 30" West 717.64 feet; thence North 45 degrees 00' 20" East 757.95 feet to the East line of Section 31; thence along said Section line South 01 degrees 33' 09" East, 981.78 feet to the point of beginning.

WHEN RECORDED RETURN TO

Planning & Building Services
555 Main Street
Quincy, California 95971



**PLANNED DEVELOPMENT PERMIT
(Amended)**

PERMITTEE: Mohawk Valley Ranch, Inc.

DATE APPROVED: February 16, 1982
May 14, 1990 (Amended)
December 3, 1997 (Amended)
April 11, 2007 (Amended)

PROJECT DESCRIPTION: Development of 455 dwelling units, 75 non-salable commercial dwelling units, and supporting services/facilities on 956 acres.

LEGAL DESCRIPTION OF PROPERTY AND/OR ASSESSOR'S PARCEL NUMBER:

Exhibit "A"

APNs: 133-130-023, 025, 028, 029, 032, 033, 034; 133-230-001 thru 035; 133-260-001 thru 006; 133-270-001 thru 004; 133-280-001 thru 022.

LOCATION: 1137 Highway 89, Clito

PERMITTEE IS HEREBY GRANTED A PLANNED DEVELOPMENT PERMIT UNDER THE PROVISIONS OF PLUMAS COUNTY CODE SECTION 9-2.701, ET SEQ., BASED ON THE FOLLOWING FINDINGS:

PLANNED DEVELOPMENT PERMIT FINDINGS:

1. Plumas County Environmental Impact Report No. 38 was previously completed for this project in compliance with the California Environmental Quality Act (CEQA) and was approved for this project and the circumstances set forth in Section 15162 of the State CEQA Guidelines have not arisen. This project is consistent with Plumas County Environmental Impact Report No. 38.
2. Plumas County Environmental Impact Report No. 38 was presented to the Zoning Administrator and the Zoning Administrator reviewed and considered the information contained in the Final Environmental Impact Report prior to approving the project.
3. The project, as approved, will not have a significant effect on the environment because the project included proposed measures, included in the approval, that forestalled significant adverse effects, as set forth in the Environmental Impact Report, and because significant effects identified in the Environmental Impact Report were eliminated or substantially avoided as shown therein.
4. It is found that this project is consistent with the General and Specific Plan and Zoning.

5. It is found that this project is consistent with the Development Agreement recorded at Volume 408, Page 455, Official Records of Plumas County, and with the proposed amendments to that development agreement.

THIS PLANNED DEVELOPMENT PERMIT IS SUBJECT TO THE PLUMAS COUNTY ZONING CODE AND THE FOLLOWING CONDITIONS:

PLANNED DEVELOPMENT PERMIT CONDITIONS:

1. The Planned Development Permit is approved for not more than four hundred fifty-five (455) dwelling units, with compatible commercial-recreation uses and community water supply and sewage treatment systems provided as set forth in the Amended Development Agreement between Plumas County and Mohawk Valley Ranch, recorded at Book 731, Official Records of Plumas County Page 142 and in accordance with Plumas County Environmental Impact Report No. 38, page 14, Project Adopted Mitigation Measures: Mohawk Valley Planning Unit Specific Plan.
2. All lands in Phase III and the Ranch Parcel shall be retained as single parcels. All lands zoned General Forest (which is part of the Timber Management Plan) shall be retained in 40 acre minimum parcels, consistent with the General Forest zoning. All of the timberlands shall be managed as a single timber management unit in conformance with Plumas County Environmental Impact Report #38, Page 69, Mitigation Measures. The managing entity for timber management shall be determined by the Community Services District, regardless of property ownership, only for the purposes of regulating safe forest practices and wildland fire protection.
3. The planned (Plan B) recreational amenities, with the addition of a 9-hole semi-private golf course, that is designed to allow expansion to 18 holes, and clubhouse shall be provided, as set forth in the Amended Development Agreement between Plumas County and Mohawk Valley Ranch, recorded document number 2007-0005414, Official Records of Plumas County.
4. Provisions of the Timber Management Plan and Fire Management Plan shall be included in each phase of development, as appropriate, in conformance with Plumas County Environmental Impact Report No. 38, Pages 69, 42, and 43, Mitigation Measures.
5. All other applicable mitigation measures of Plumas County Environmental Impact Report No. 38 not specifically mentioned herein shall be implemented with each appropriate phase of development.
6. The terms of this Planned Development Permit shall coincide with that of the Amended Development Agreement between Plumas County and Mohawk Valley Ranch, recorded document number 2007-0005414, Official Records of Plumas County. When the certificate of completion for that development agreement is effective, this Planned Development Permit shall terminate.
7. This Planned Development Permit must be signed and returned within forty (40) days of the date of approval or the permit will be voided.
8. This Planned Development Permit shall be recorded concurrently with the Amended Development Agreement.

ACCEPTANCE: I understand and accept this Planned Development Permit and the conditions herein set forth and agree to comply with all conditions of this permit. I further understand that failure to comply with any of the conditions imposed or upon evidence of misrepresentation in the issuance of the Planned Development

Permit, may result in revocation of such permit or modification of the original conditions by the Board of Supervisors.

MOHAWK VALLEY RANCH, INC.
(Whitehawk Ranch Subdivision)

Date 5/1/07

Marcia L. White
Marcia L. White, President

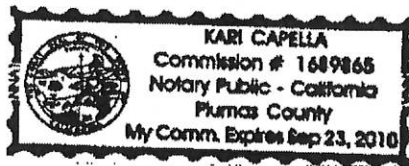
(This Planned Development Permit shall not be deemed to be granted until it is signed by the grantee and owner(s), if applicable, and the Director of Planning & Building Services, and a copy is filed in the Department of Planning & Building Services.)

State of California) ss.
County of Plumas

On May 1, 2007 before me, Kari Capella Notary personally appeared Marcia L. White, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Kari Capella
(Notary Signature)



Date 7/5/07

Interim James Earl
Asst. Director of Planning & Building Services

State of California) ss.
County of Plumas)

On JUL 05 2007 before me, DEBORAH HOUSEN personally appeared Jonathan Schnal, Director of Planning & Building Services, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Deborah Hausen
County Clerk/Deputy Clerk Asst.
DEBORAH HOUSEN



EXHIBIT "A"

That certain real property situated in the County of Plumas, State of California, described as follows:

PARCEL ONE:

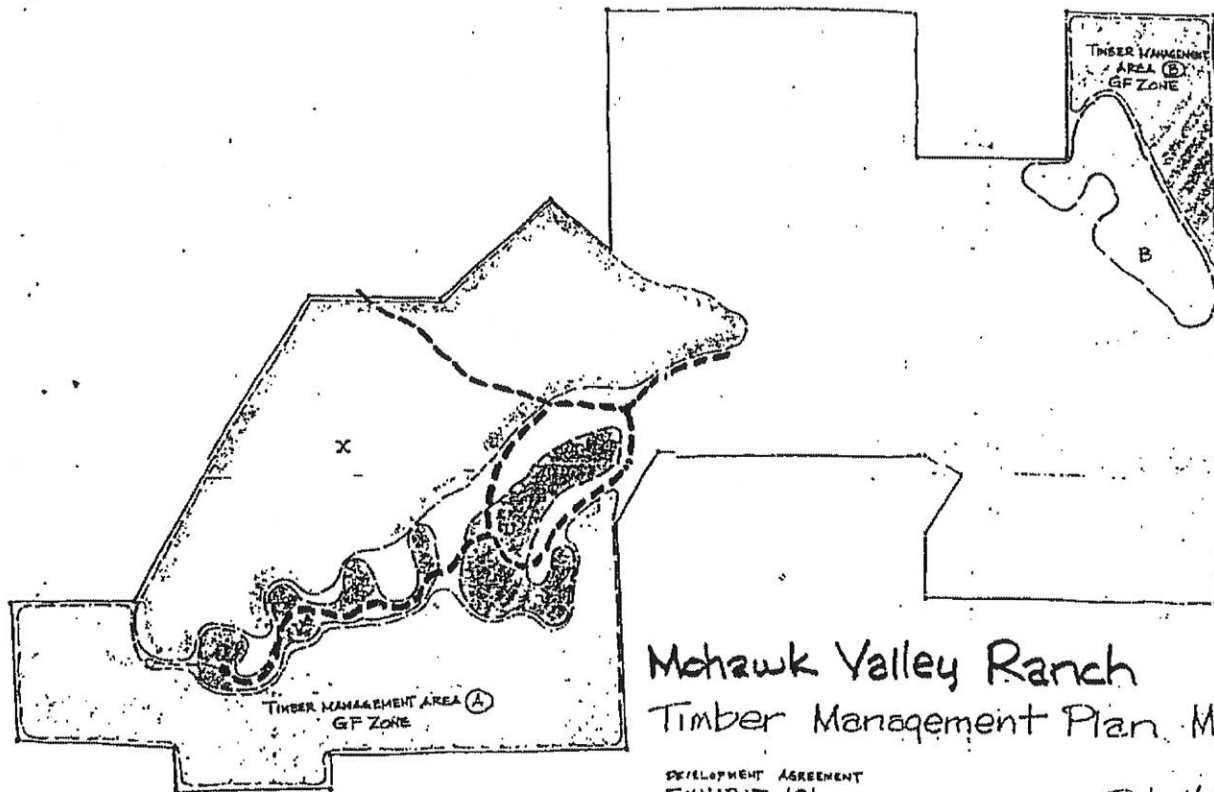
Being portions of Sections 5 and 6 of T21N, R13E, and Sections 31 and 32 of T22N, R13E, M.D.B & M., as shown on Record of Survey Maps filed in the office of the Recorder of said Plumas County in Book 5 RS 140 and 141, Book 6 RS 10 and Book 6 RS 63 and more particularly described as follows:

Beginning at the NE corner of said Section 5; thence along the East line of said Section 5, S 0° 27' 53" E, 2782.92 feet to the East Quarter corner of said Section; thence along the South line of the NE Quarter of said Section, S 88° 57' 54" W, 2593.15 feet to a point 40.00 feet East of the Center Quarter corner of said Section 5; thence N 01° 14' 18" W, as shown on 6 RS 10, a distance of 592.40 feet; thence N 30° 42' 31" E 650.00 feet; thence N 60° 32' 16" W, 400.00 feet to a point on the centerline of Sulphur Creek; thence along said centerline, S 89° 28' 40" W, 40.00 feet to the East line of the West half of said Section 5; thence along said East line, S 01° 14' 18" E, 12.15 feet to the Southeast corner of the North half of the Northwest quarter of said Section 5; thence along the South line, of said North half of the Northwest Quarter S 89° 08' 13" W, 2236.32 feet; thence S 29° 50' 17" W, 755.77 feet to the East line of said Section 6; thence along said East line, S 2° 06' 32" E, 694.51 feet to the East Quarter corner of said Section 6; thence continuing along said East line S 01° 25' 30" E, 1360.34 feet to the Southeast corner of the North half of the Southeast Quarter of said Section 6; thence along the South line of said North half of the Southeast Quarter, S 89° 18' 39" W, 2657.69 feet to the East line of the Southwest Quarter of said Section 6; thence along said East line, S 02° 09' 17" E, 289.08 feet to the South line of Plumas County; thence along said South line, as shown on 6 RS 63 on a chord bearing of S 89° 03' 34" W, 1353.89 feet to the West line of the SE Quarter of said Section 6; thence along said West line, N 01° 54' 03" W, 381.86 feet to the Northwest corner thereof; thence along the South line of Lot 6 of said Section 6, N 87° 01' 16" W, 1402.20 feet to the Southwest corner thereof; thence along the West line of said Section 6, N 0° 51' 27" W, 1240.25 feet to the West Quarter corner of said Section; thence along the North line of the SW Quarter of said Section 6, N 89° 54' 40" E, 1072.17 feet to a point 1650.00 feet West of the center of said Section 6; thence N 29° 35' 50" E, 3133.40 feet to the North Quarter corner of said Section 6; thence along the North line of said Section, N 88° 46' 19" E, 1161.81 feet; thence North 45° 00' 20" E, 1318.79 feet; thence S 52° 34' 05" E, 717.64 feet to the East line of said Section 31, as shown on 5 RS 142; thence along the West line of said Section 32, N 01° 33' 09" W, 2179.25 feet to the West Quarter corner of said Section 32; thence along the North line of the SW Quarter of said Section, N 88° 46' 10" E, 2669.19 feet to the NE corner thereof; thence along the East line of said SW quarter, S 01° 18' 36" E, 1051.32 feet to the centerline of Highway 89; thence along said centerline S 55° 04' 25" E, 567.29 feet; thence S 60° 00' 00" E, 57.96 feet to the beginning of a 2000.00 foot radius curve to the right; thence along the arc of said curve, through a central angle of 07° 52' 19", an arc distance of 274.78 feet; thence leaving said centerline, N 38° 37' 25" E, 319.00 feet to a point on the South line of the NW Quarter of the SE Quarter of Section 32; thence along said South line N 88° 42' 41" E, 396.50 feet to the southwest corner of the NE Quarter of said SE Quarter of Section 32; thence N 01° 25' 45" W, 1328.93 feet to the NW corner of the NE Quarter of the SE Quarter of said Section 32; thence N 88° 46' 10" E, 1329.83 feet to the East Quarter corner of said Section 32; thence along the East line of said Section 32, S 01° 32' 56" E, 2655.18 feet to the SE corner of said Section 32 said point being the point of beginning of this description.

PARCEL TWO:

BEGINNING at a point on the East line of said Section 31 from which the Southeast corner thereof bears South 01 degrees 33' 09" East 463.93 feet; thence along boundary of the Hi-Valley, Inc., property North 51 degrees 37' 30" West 717.64 feet; thence North 45 degrees 00' 20" East 757.95 feet to the East line of Section 31; thence along said Section line South 01 degrees 33' 09" East, 981.78 feet to the point of beginning.

EXHIBIT "C"



PROPOSED TIMBER MANAGEMENT PROGRAM

MOHAWK VALLEY RANCH PROJECT

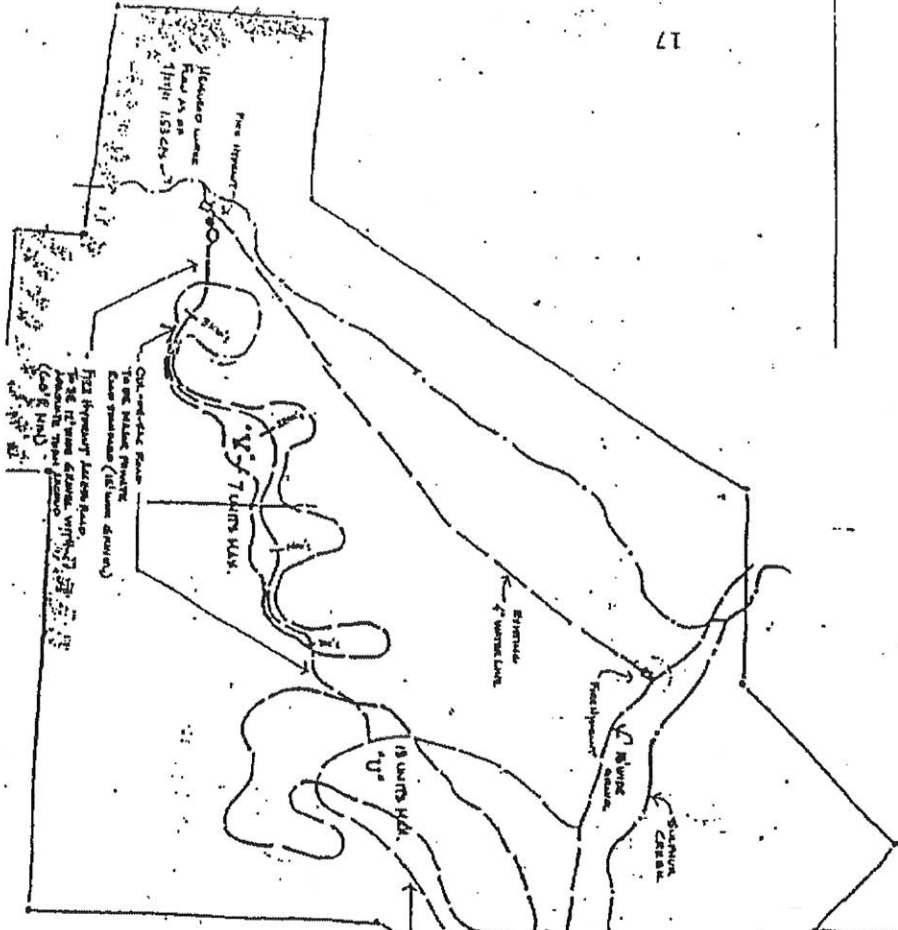
Purpose: To protect and manage the higher site timberland (Area "A" on map) together with Area B and other timberland not within developed areas.

Proposed Program:

1. Prior to development, perform a commercial timber harvest (thinning of overstocked stand) to remove:
 - a. Overmature trees
 - b. Diseased trees
 - c. Defect trees
 - d. Mature trees
2. Periodic stand maintenance (sanitation cut-non commercial)
3. Periodic selective cut (uneven-age cut)
4. Periodic maintenance of shaded fuel breaks

Management Entity: The entity responsible for initiating and maintaining this program would be either the developer or the community association.

It is anticipated that this program would provide the necessary incentives for the management entity to establish an onsite fuelwood operation to utilize some, or all, of the trees removed under the management program.



Let 2.0000000000
Due to space & time
to 88 miles from
the 200000000000
(100 miles from)

22 miles
Alaska Rd

Long Road to the
valley floor (100 miles from)

Access Road to the
valley floor (100 miles from)

Let 2.0000000000
Due to space & time
to 88 miles from
the 200000000000
(100 miles from)

DEVELOPMENT AGREEMENT EXHIBIT 'D' MOHAWK VALLEY RANCH FIRE MANAGEMENT PLAN APPROVED BY AL WATSON WILDLAND FIRE PROTECTION OFFICER

EXHIBIT "E"

LAND USE AND DEVELOPMENT PLAN

DEVELOPMENT AGREEMENT EXHIBIT "E" AND DEVELOPMENT AGREEMENT MAP EXHIBIT "E"

A. Development Standards

- (1) Roads: All roads within the project will be constructed as private roads (see project description for details)
- (2) Water: There will be a combination of individual systems on larger parcels (see note 11) and a community system serving the project.
- (3) Sewer: There will be a combination of individual systems (see notes 4, 5 & 6) and common sewage systems.
- (4) Power & Telephone: There will be a combination of underground & overhead service for the project (see note 11)
- (5) Fire Protection; A fire station & equipment will be provided by the developer.

B. Notes

- (1) There shall be a 150' wide building exclusion corridor along state highway 89 to serve as a permanent scenic easement.
- (2) All project traffic will circulate on internal project road system and enter highway at controlled entry points. The primary access for Phase XII shall coincide with the intersection of Highway 89 and Whitehawk Drive. The primary access to Phase XIV shall be situated across from the emergency access and egress for Phase VIII. The access shown between phases IX and XI shall be an unrestricted access. Provisions for emergency access and egress and golf maintenance deliveries shall be made as shown on the Exhibit "E" map. Each on site road segment that provides emergency access and egress shall be constructed to the same standard as the internal roadway to which it connects. Access through road segments that provide emergency access and egress shall be controlled in a manner acceptable to Plumas County, Caltrans, and all affected providers of emergency services

- (3) All land not shown within Phases I through XII and XIV, Clubhouse site, Commercial Corner, and Golf Maintenance shall be reserved for open space use, including recreation and project service and maintenance uses where zoning permits or other uses as permitted by Exhibit G. Phase III, Ranch Parcel shall be reserved for General Agricultural zoned uses.
- (4) All dwelling group units (villa suites) and all commercial units in Phase IX shall be on common type sewage disposal systems.
- (5) Sewage disposal systems for Commercial Corner, Clubhouse site and Phase III, Guest Ranch, will be determined when the type and extent of development is known.
- (6) Some or all of the units within Phases I, III, X, XII and XIV may be on individual sewage disposal systems depending on availability of suitable leachfield area.
- (7) Some or all of the units within Phase II and some or all of the units within Phase IX that are not in dwelling group units (villa suites) may be on individual sewage disposal systems depending on lot size and suitable leachfield area.
- (8) —A fire station shall be located within residential zoned lands or Phase III, equestrian center. A maintenance facility to house road and other type maintenance equipment shall be located within residential zoned land away from living units or Phase III, equestrian center.
- (9) Irrigation ponds may be located within the open space for agricultural and landscape (golf course) use.
- (10) A wildlife habitat area shall be preserved along a major portion of Boulder Creek.
- (11) Proposed locations for domestic water storage tanks: locations may be repositioned within the General Forest zoned areas, Phase IX, or may be relocated to Phase XII with County concurrence, if design determinants (such as the vertical elevation parameters) so dictate.
- (12) Phases I, III, X, XII and XIV may be served by individual water systems & overhead electric & telephone.
- (13) The Golf Course Parcel as described in the document recorded at Book 717 Official Records of Plumas County Page 323, may be used for development of a golf course together with a clubhouse facility in the Clubhouse site.
- (14) Refer to project description for further details.

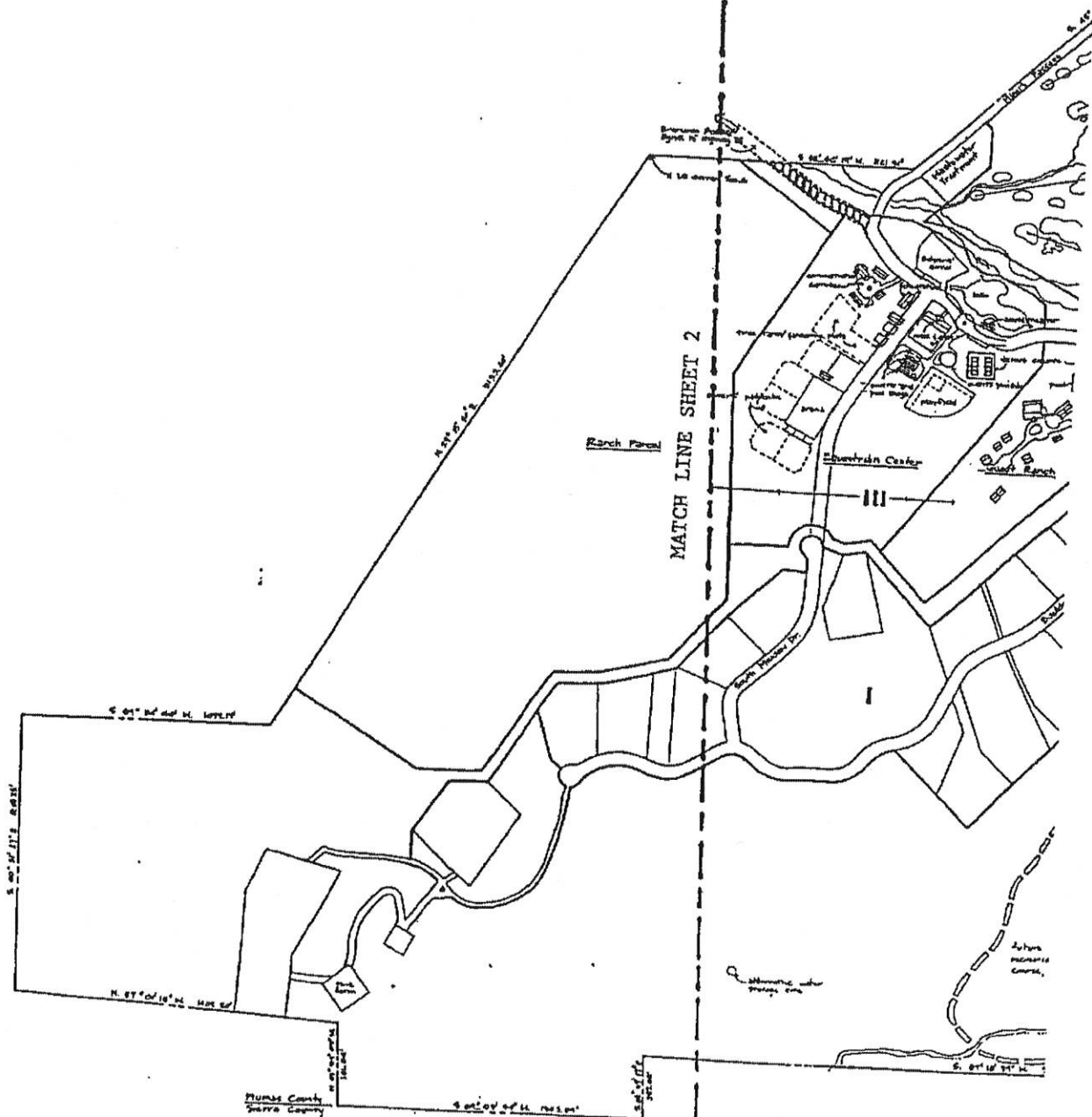
- (15) The Golf Maintenance location shall be for a permanent golf course maintenance facility and other uses permitted by zoning or Exhibit G. Space for the temporary parking of landowners' motor homes, travel trailers, campers or other recreational vehicles may be incorporated in the maintenance facility complex.

C. Land Use Schedule and Plan

- (1) Phase XIV Implement Fire Management Plan by constructing a paved two lane access cul-de-sac with a second connection to Highway 89 for emergency access and egress, with access controlled in a manner acceptable to Plumas County, Caltrans, and all affected providers of emergency services, and by constructing a fuel break around the upslope perimeter consistent with the fire management plan.
- (2) Phase XII Implement Fire Management Plan by constructing a paved two lane access cul-de-sac with a second connection to Highway 89 for emergency access and egress, with access controlled in a manner acceptable to Plumas County, Caltrans, and all affected providers of emergency services, by constructing a fuel break around the upslope perimeter consistent with the fire management plan, and by requiring all construction on lots on the upslope side of the road to be within 175 feet of the road.

Phase # or title designation	Original lettered designation	Uses	Zoning	Dwelling units shown	Maximum number of dwelling units	Other units
I	U & V	Estate lots (1 acre or larger) (1 acre or larger)	S-1	20	20	
II	F,G & part of I	single family residential (1/2 acre or larger)	S-1	34	34	
III	Ranch Parcel	Part of X	One estate lot	AP, MH	1	1
					and as set forth in Exhibit "G"	
	Equestrian Center	Part of X	Equestrian uses/facilities Community uses/facilities Recreational uses/facilities Maintenance uses/facilities Administrative offices Tree farm/gardening plots Fire Station Equestrian caretaker residence Main residence Barn Carriage House Storage and Tack Facilities	AP, MH	2	2
	Guest Ranch	S and part of X	Guest Ranch Guest ranch caretaker residence Recreational uses	AP, MH	1	1 20 (part of maximum 75 lodge units)
	Boulder Meadow	Parcels G,H	Main residence, barn, outbuildings located in restricted area	GF, S-1	2	
IV		K	Townhouses	S-1	40	40
V		L	Townhouses	S-1	32	32
VI		J	Single family residential (1/3 acre or larger)	S-1	22	22
VII		M	Single family residential (1/3 acre or larger)	S-1	21	21
VIII				S-1	75	95
	Phases I & II	D & E	Single family residential (2/3 acre or larger)			
	Additional phases	H & part of I	Single family residential (1/2 acre or larger) Cluster homes			

APW 133-130-22

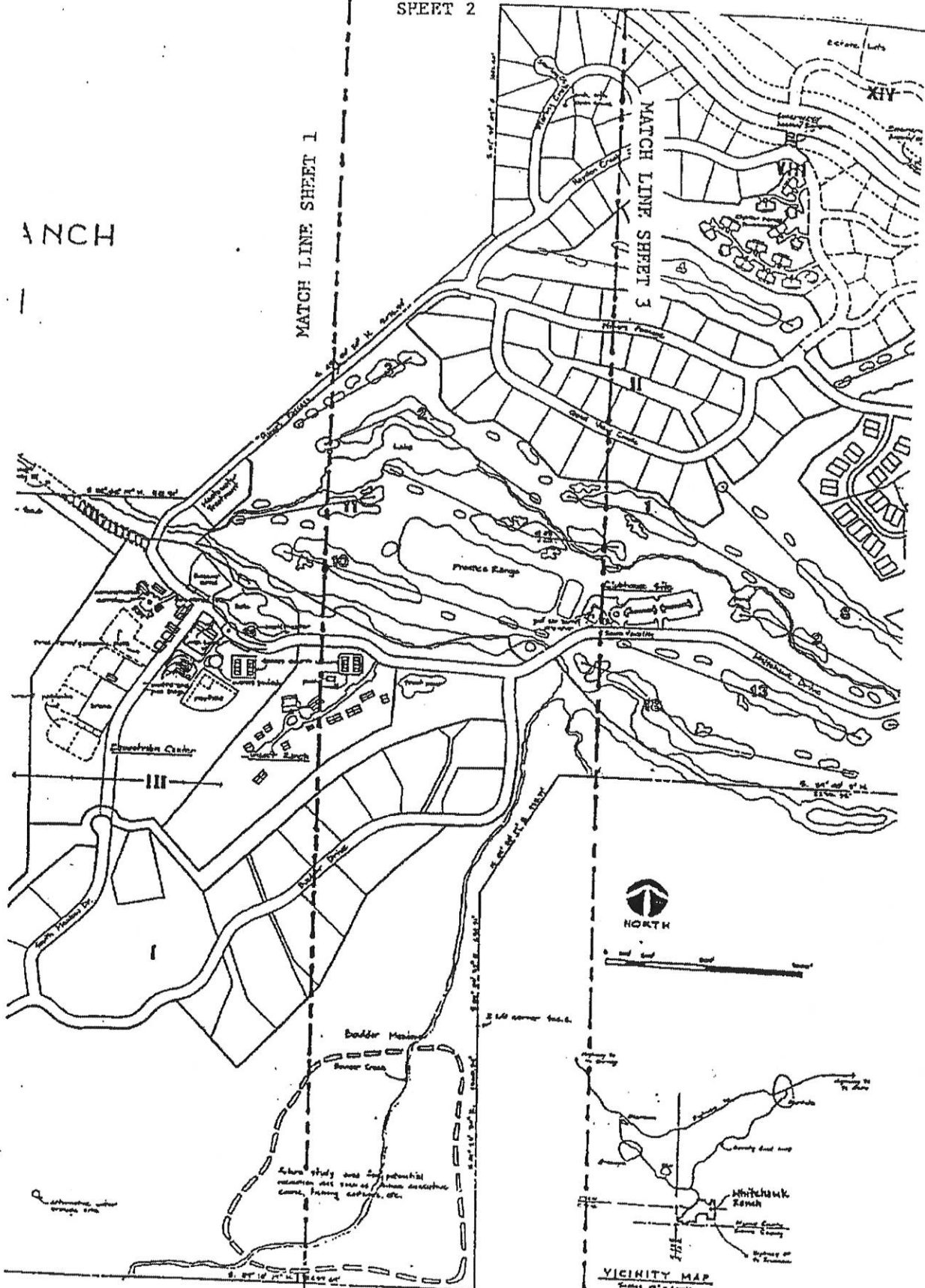


SHEET 2

ANCH

MATCH LINE SHEET 1

MATCH LINE SHEET 3



NORTH



VICINITY MAP

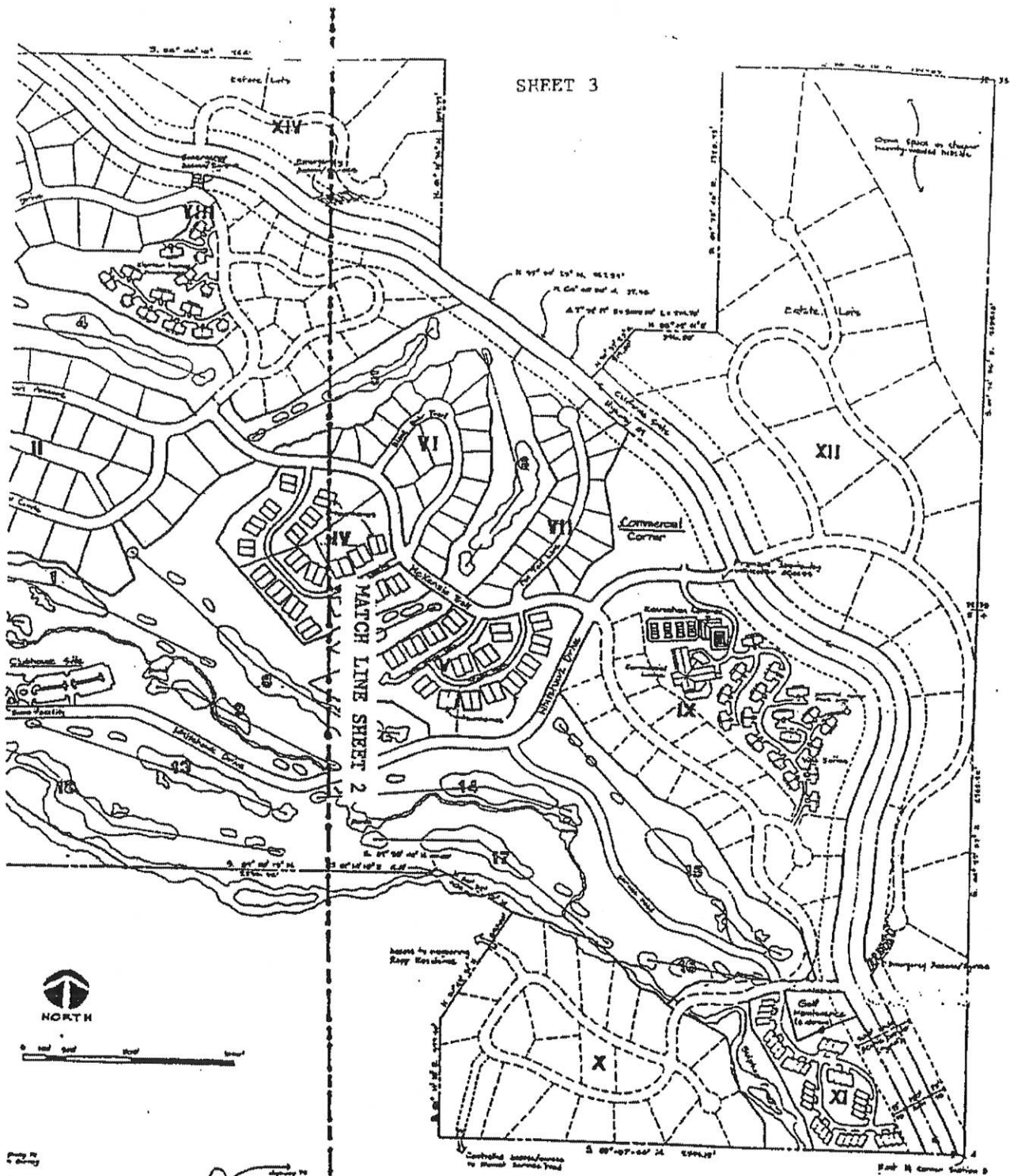


EXHIBIT "F"

ROAD STANDARDS

All roads within the project are to be private roads constructed to the following design standards:

- A. Primary access road to commercial development in Phase IX shall be 24-foot pavement with two 4-foot paved shoulders, no curbs, and no shoulder parking. Maximum grade shall be less than 10% and minimum centerline radius shall be 125 feet. A 60-foot road right-of-way shall be part of common areas with no buildings allowed within the right-of-way. Parking bays may be within right-of-way providing they are outside of shoulder line.
- B. Primary access road(s) to other commercial areas such as golf clubhouse and other secondary access roads to Phase IX shall be 22-foot pavement with two 2-foot paved shoulders, no curbs, and no shoulder parking. Maximum grade shall be less than 10% and minimum centerline radius shall be 125 feet. A 60-foot right-of-way shall be part of common areas with no buildings allowed within right-of-ways. Parking bays may be within right-of-ways providing they are outside of shoulder line or paved shoulder width may be increased to 9 feet to allow parking.
- C. Primary access roads to residential development in Phases II, IV, V, VI, VII, VIII, IX, X and XI shall be 22-foot pavement with two 2-foot shoulders, no curbs, and no shoulder parking. Maximum grade shall be less than 10% and minimum centerline radius shall be 125 feet. A 50 foot or a 60-foot road right-of-way as appropriate under County Road Standards shall be part of common areas with no buildings allowed within right-of-ways. Parking bays may be within the right-of-way providing they are outside of shoulder line or may be increased to 9 feet to allow parking.
- D. Minor access roads to residential development serving 40 units or less Phases II, IV, V, VI, VII, VIII, IX, X and XI shall be 18-foot pavement with two 2-foot shoulders, no curbs, and no shoulder parking. Maximum grade shall be less than 10% and minimum centerline radius shall be 60 feet. No building nor its overhang shall be closer than 20 feet from the road centerline.
- E. Access roads to residential development in Phases I, XII, XIV and III, Ranch Parcel shall be 18 feet of rock base with two 2-foot shoulders, no curbs, and no shoulder parking. Maximum road grade shall be 13% and minimum centerline radius shall be 60 feet. No building or its overhang shall be closer than 20 feet from the road centerline. Maximum road grade for roads that do not provide any access to residences and that are used for utility purposes only shall not exceed 15%.
- F. Cul-de-sacs shall have a maximum length of 1,000 feet except where unfeasible due to topographic or existing development conditions, in which case longer lengths may be approved by the Planning Director if the cul-de-sac serves less than 30 parcels or units.

- G. Each on site road segment that provides emergency access and egress shall be constructed to the same standard as the internal roadway to which it connects. Access through road segments that provide emergency access and egress shall be controlled in a manner acceptable to Plumas County, Caltrans, and all affected providers of emergency services

EXHIBIT "G"

The proposed uses shall be permitted by the applicable zoning ordinance districts and those described within the Project Description (Plan B), EIR pages 5 through 16 herein below enumerated.

A. Proposed commercial development uses shall include:

1. A lodge type facility containing food and beverage services, limited meeting and banquet facilities, and 55 resort-style units to be located in Phase IX, XI or the Commercial Corner.
2. A real estate sales pavilion and information booth to be located in Phase III, equestrian center, IX, XI, Clubhouse site or commercial corner and project management offices to be located in Phases III, equestrian center, IX or Commercial Corner.
3. Retail sales necessary to accommodate the local population .
4. Project identification signing at main project entry offices.
5. A guest ranch containing a lodge and up to 20 lodge units to be located in Phase III, Guest Ranch Parcel.

B. Proposed residential development uses shall include:

1. Owner-built "dwelling groups" (combination of common-wall units and clustered detached units). Common driveway and parking structures may be employed.
2. Lot and parcel sales where, in some cases, only the building site may be deeded to the buyer with the intervening areas in common ownership.

C. Proposed recreational development uses shall include:

1. A 9-hole or 18-hole semi-private golf course with clubhouse and maintenance facilities. on the Golf Course Parcel as described in the document recorded at Book 717 Official Records of Plumas County Page 323
2. A recreational complex providing additional swimming and tennis facilities as well as racquetball, handball or health club to be located in Phases IX, XI or Commercial Corner.
3. A recreational complex providing additional swimming and tennis facilities as well as racquetball, handball, and/or a health club.

4. An equestrian facility including an arena, stables, and paddock area to be located south of Sulphur Creek in Phase III, equestrian center.
 5. A community hall or similar type facility to be located in Commercial Corner or Phase III, equestrian center.
 6. Winter recreation such as cross-country skiing and ice-skating.
 7. A play field or softball field of approximately 2 acres to be located in Phase III, equestrian center
 8. A tract dedicated to homeowner gardening plots to be located in Phase III, equestrian center.
- D. Proposed service facility development uses shall include:
1. A fire station to be located within residential zoned lands or Phase III, equestrian center.
 2. A maintenance facility to house road and other type maintenance equipment to be located within residential zoned land away from living units or Phase III, equestrian center.
 3. A wastewater treatment facility if required as a mitigation measure.
 4. Community water system, as described in Project Description in the EIR, except that the minimum two hour fire flow shall be at least 1000 gallons per minute, in accordance with Plumas County Standards.
- E. Proposed Ranch Parcel uses shall include:
1. Those uses permitted in the General Agriculture District as set forth in Article 32.5 of Chapter 4 of Title 9 of the Plumas County Code, commencing with Section 9-2.32.501 as of February 15, 1983; except that
 2. There shall be no more than one main residence, no more than one guest or caretaker's residence, and no more than one barn or outbuilding, pending review by the architectural review committee.

F. Phase XI uses shall include:

1. Town houses, cluster homes, and single family residential.
2. Employee housing, which shall be counted as dwelling units.
3. Commercial lodge of up to 55 units.
4. A project storage area and project maintenance area.
5. Recreational vehicle storage, boat storage, and mini-storage.

EXHIBIT "H"

DENSITY, HEIGHT AND SIZE RESTRICTIONS

- A. Commercial construction shall conform to "commercial" zoning requirement except that:
 - 1. Yard setbacks shall not apply.
 - 2. Two off-street parking spaces shall be provided for each commercial-recreation living unit.
 - 3. Loading berth requirements may be reduced by the Planning Director based on use of the facility.
- B. Residential construction shall be a combination of one- and two-story buildings including "Dwelling Groups" which shall not exceed 35 feet in height and may include semi-private recreation / meeting facilities. Parking shall be in accordance with residential (suburban) zoning requirement. Density shall be in accordance with those shown on the land use and Development Plan "B" -- Unit Breakdown Schedule and as modified by adoption of the Fire Management Plan Exhibit "D". The maximum of salable residential units shall be 455 units.
- C. Recreational and service facility construction shall conform to the zoning district within which they are constructed subject also to the above modifications.

EXHIBIT "I"

ADDITIONAL RESTRICTIONS

The following conditions, terms, restrictions, and requirements shall govern all subsequent County discretionary actions relative to the subjects herein below enumerated:

- A. Road standards shall be in accordance with standards set forth in Exhibit "F".
- B. Water and Wastewater systems shall be as described in the EIR, pages 13, 13-1, and 14, and built to present code requirements.
- C. Provisions of the Timber Management Plan (Exhibit "C") and Fire Management Plan (Exhibit "D") shall be included in each phase of development as appropriate.
- D. Controlled project access roads shall generally conform to those shown on the Land Use and Development Plan (Exhibit "E"). (Final construction drawings may require minor adjustments.) The existing road, paralleling Sulphur Creek, which exits the property to the west and intersects with Highway 89 shall be established and maintained as a secondary emergency exit from the property constructed to the Class 9 standard.
- E. All project roads, including the above described off-site road shall be maintained by a community association or similar entity.

Evans, Tim

From: Herrin, Becky
Sent: Friday, November 08, 2019 11:17 AM
To: Evans, Tim
Subject: FW: General Plan Amendment - 533 River Run, Clio

From: Sam Longmire [<mailto:saml@myairdistrict.com>]
Sent: Friday, November 08, 2019 10:59 AM
To: Herrin, Becky <BeckyHerrin@countyofplumas.com>
Subject: General Plan Amendment - 533 River Run, Clio

Hi Becky,

The Northern Sierra AQMD has No Comment on the Preliminary Review & Consultation for a General Plan Amendment for 533 River Run, Clio.

Sam Longmire, APCS

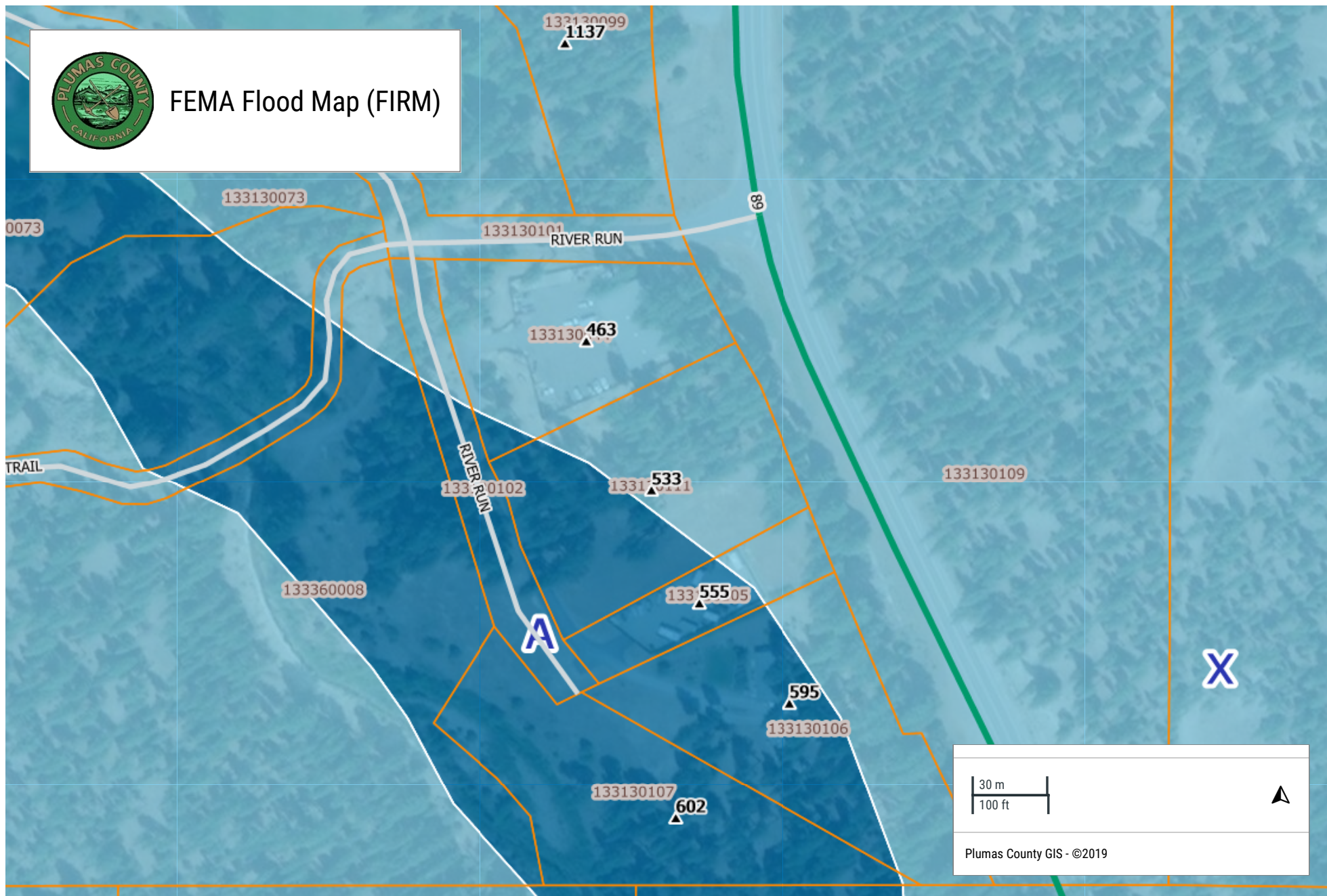


EXHIBIT 3

Evans, Tim

From: Herrin, Becky
Sent: Thursday, October 17, 2019 2:06 PM
To: Evans, Tim
Subject: Preliminary review for Dieter GPA/ZC

1. Matt Brubaker of PSREC has no comment (phone number is 832-6066)
2. Fred Ward of Graeagle Fire Protection District left a message that the Board met and reviewed the project and has no comment. He says there is a hydrant there. (His cell number is 251-6798).

*Rebecca Herrin
Assistant Planning Director
Plumas County Planning and Building Services
555 Main Street
Quincy, CA 95971
(530) 283-6213*

PLUMAS COUNTY DEPARTMENT OF PUBLIC WORKS

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323
Robert A. Perreault Jr., P.E., Director John Mannle, P.E., Asst. Director Joe Blackwell, Deputy Director



Memorandum

RECEIVED

Date: November 1, 2019

NOV - 1 2019

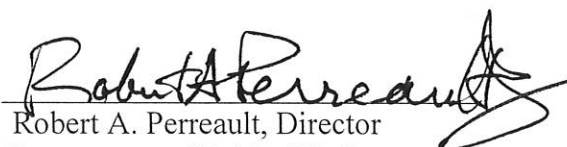
To: Tim Evans, Associate Planner

PC Planning+Building

From: Bob Perreault, Public Works Director

Re: Response to Preliminary Review & Consultation memo for a General Plan Amendment for Rhonda Dieter – GPA 8-19/20-01

The Department of Public Works has no comment on this project.


Robert A. Perreault, Director
Department of Public Works



PLUMAS COUNTY PLANNING & BUILDING SERVICES

555 Main Street, Quincy, CA 95971
(530) 283-7011

www.countyofplumas.com

1 October 2019

TO: Engineering Department

FROM: Rebecca Herrin *RH*
Assistant Planning Director

RE: Preliminary Review & Consultation
General Plan Amendment and Zone
Change
Dieter, Alec and Rhonda
GPA 19/20-01

We have received an application for a General Plan Amendment and Zone Change from Suburban Residential, Scenic Road (S-1, F, SP-ScR zoning) to Commercial, Scenic Road (C-2, F, SP-ScR zoning). The applicants are Alec and Rhonda Dieter. This project is located at 533 River Run, Clio, Whitehawk Ranch, Unincorporated Plumas County, CA; Assessor's Parcel Number 133-130-111-000; Township 21 North, Range 13 East, Section 5, MDM.

Enclosed is information on this project. I am reviewing this project to determine if the application is complete and to determine if the project may have a significant effect on the environment. **If you need more information, let me know. Please be as specific as you can, as that will assist me in obtaining information you might need.**

If you have no comment on this project, I would appreciate being told. Return of this memo with a "no comment" written on it will be fine. Please respond by **November 4, 2019**, whether or not you have a comment. If you intend to respond but can't do so by **November 4, 2019**, please call me at (530) 283-6213.

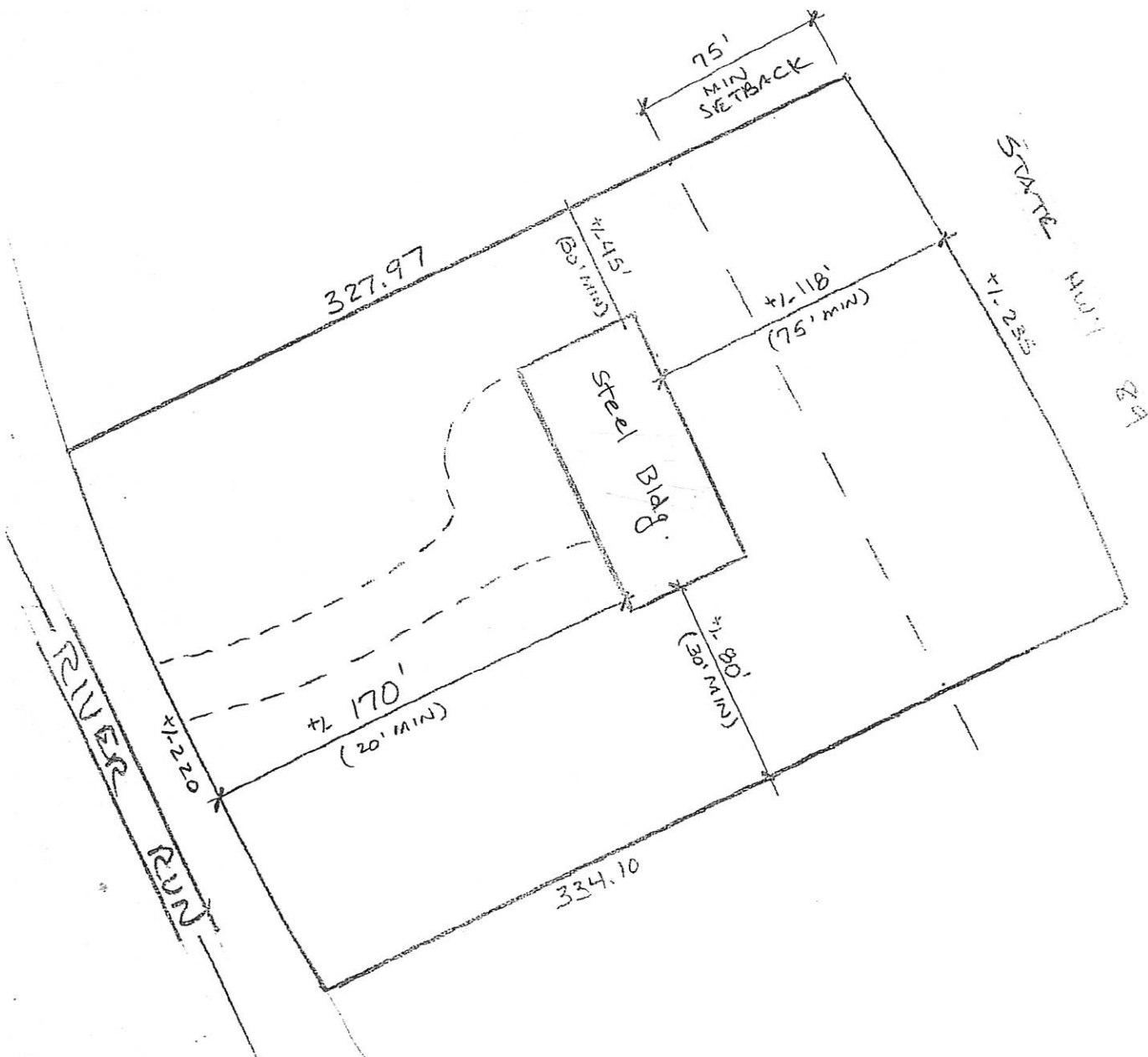
Thank you for your assistance.

No COMMENT - ENG. DEPT Ell 191004

THANK YOU!

ALEC & RHONDA DIETER

533 RIVER RUN
(WHITEHAWK)
CL10
APN 133-130-111



FACT SHEET:

California's Fire Hazard Severity Zones

California Department of Forestry and Fire Protection

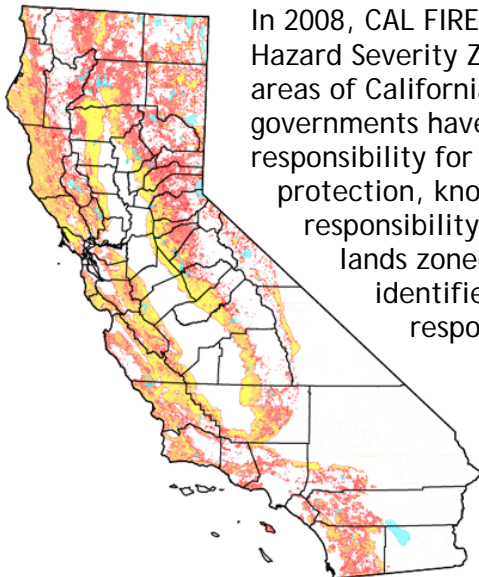
Office of the State Fire Marshal



While all of California is subject to some degree of fire hazard, there are specific features that make some areas more hazardous. The California Department of Forestry and Fire Protection (CAL FIRE) is required by law¹ to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors.

These zones, referred to as Fire Hazard Severity Zones (FHSZ), influence how people construct buildings and protect property to reduce risk associated with wildland fires. The maps were last updated in the mid-1980s and early 1990s. They are currently being updated to incorporate improved fire science, data and mapping techniques.

The proposed Fire Hazard Severity Zone maps for lands where the state has financial responsibility for wildland fire protection, known as state responsibility area or SRA, are available for review and public comment. A series of public hearings is being conducted in 56 counties with state responsibility area lands to gather comment for consideration. After the comment period ends, the CAL FIRE Director will either modify or adopt the Fire Hazard Severity Zone maps.



In 2008, CAL FIRE will produce Fire Hazard Severity Zone maps for the areas of California where local governments have financial responsibility for wildland fire protection, known as local responsibility areas, or LRA. Only lands zoned very high are identified within local responsibility areas.



Buildings on the fringes of California's wildland areas face a greater fire hazard than those in cities and towns.

Fire Hazard Elements

Vegetation - Fire hazard considers the potential vegetation over a 30- to 50-year time horizon. Vegetation is "fuel" to a wildfire and it changes over time.

Topography - Fire typically burns faster up steep slopes.

Weather - Fire moves faster under hot, dry, and windy conditions.

Crown Fire Potential - Under extreme conditions, fires burn to the top of trees and tall brush.

Ember production and movement - Fire brands are embers blown ahead of the main fire. Fire brands spread the wildfire and they get into buildings and catch the building on fire.

Likelihood - Chances of an area burning over a 30- to 50-year time period based on history and other factors.

¹ (PRC 4201-4204 and Govt. Code 51175-89)



Burning embers, known as firebrands, spread fire ahead of the flame front and can ignite buildings up to a mile away from the main fire.

How are zones determined?

The Fire Hazard Severity Zone maps were developed using a science-based and field-tested computer model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for the area. There are three hazard zones in state responsibility areas: moderate, high and very high.

Urban and wildland areas are treated differently in the model, but the model does recognize the influence of burning embers traveling into urban areas, which is a major cause of fire spread.

What is the map for?

The Fire Hazard Severity Zones identify fire hazard, not fire risk. "Hazard" is based on the physical conditions that give a likelihood that an area will burn over a 30 to 50-year period without considering modifications such as fuel reduction efforts. "Risk" is the potential damage a fire can do to the area under existing conditions, including any modifications such as defensible space, irrigation and sprinklers, and ignition resistant building construction which can reduce fire risk. Risk considers the susceptibility of what is being protected.



Fire Hazard Severity Zone maps are intended to be used for:

- Implementing wildland-urban interface building standards for new construction
- Natural hazard real estate disclosure at time of sale
- 100-foot defensible space clearance requirements around buildings
- Property development standards such as road widths, water supply and signage
- Considered in city and county general plans

How do I determine the fire hazard in my area?

Visit the CAL FIRE Website at www.fire.ca.gov. You can enter your address and easily find your Fire Hazard Severity Zone IF your property is in the state responsibility area. The statewide map and maps for each county with state responsibility area lands are also posted. For more information about Fire Hazard Severity Zones or wildland-urban interface building codes, contact your local CAL FIRE Unit.