

## NOTICE OF EXEMPTION

**TO:**

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

**FROM:**

**City of Dunsmuir**  
5915 Dunsmuir Avenue  
Dunsmuir, CA 96025

**Project Title: Dunsmuir Collection System Improvement Project**

**Project Location:**

The project is located within the City of Dunsmuir City limits and in unincorporated areas of Siskiyou County. As shown in **Figures 1, 2, 3, and 4**, project elements would be completed at several locations in Sections 13, 24, 25, and 36 of Township 39 North, Range 4 West of the USGS Dunsmuir quadrangle. Latitude 41° 12' 29" N; Longitude -122° 16' 19" W (centroid).

**City:** Dunsmuir

**County:** Siskiyou

**Description of Nature, Purpose, and Beneficiaries of Project:**

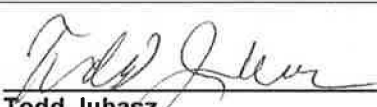
The City of Dunsmuir has identified existing sewer collection system deficiencies caused by root intrusion and/or insufficient grades that have led to the accumulation of grits and solids in the lines. In addition, several sewer mains in the City have been identified as being undersized. These deficiencies have led to wet-weather flow bottlenecks, resulting in surcharging and raw sewage overflows. Several homes in the City have been flooded with raw wastewater due to blockages in the sewer mains. These conditions pose a serious risk to the environment and public health in the community.

The project addresses these deficiencies by replacing old and undersized segments of sewer mains, installing new segments of sewer main to reroute flows, replacing sewer laterals, installing two-way cleanouts with backflow prevention devices on the new laterals, installing new backflow prevention devices on existing sewer services, and replacing/installing ±39 manholes.

In total, the project includes the installation of ±1,320 feet of 12-inch, ±5,300 feet of 8-inch, and ±2,000 feet of 6-inch sewer mains; ±7,215 feet of 4-inch laterals; ±180 two-way cleanouts; and ±368 two-way cleanouts with backflow prevention devices. All work is proposed to occur within existing public road rights-of-way (ROW) and existing public utility easements.

Most of the work would occur within paved roads. Paved areas damaged during construction would be repaved following completion of the work. In the North Dunsmuir area, sewage drains to a sewer main on Shasta View Avenue before crossing over to Dunsmuir Avenue via an aerial drainage crossing. The City is concerned with the integrity of the aerial pipe and the consequences in the event of a failure in the line. The project includes installation of a new 8-inch sewer main from Shasta View Avenue to Dunsmuir Avenue along Wells Avenue, which would reroute the majority of the flow downstream. Sewers downstream of Wells Avenue would be rerouted to an existing sewer main that traverses down to Cave Avenue; this 4-inch above-grade main would be replaced with a 6-inch above-grade main. The aerial crossing would then be removed.

Improvements would be completed at three of the City's lift stations (Shasta Retreat, Interstate 5 [I-5], and River Avenue Lift Stations). Improvements include replacement of miscellaneous electrical equipment and installation of telemetry systems at each lift station to allow the City to remotely monitor and manage each station; this will require installation of a small antenna on the roof of each lift station.

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|--|---|
| <b>Name of Public Agency Approving and Carrying out the Project:</b>   | City of Dunsmuir                        |
| <b>Local Agency Contact Person:</b>  | Todd Juhasz, City Manager, 530.235.4822 |
| <b>Exempt Status: Categorical Exemption:</b><br>California Code of Regulations, Title 14, Division 6, Chapter 3 (CEQA Guidelines):<br>Class 1, §15301 (Existing Facilities)<br>Class 2, §15302 (Replacement or Reconstruction)   |   |
| <b>Reason Why Project Is Exempt:</b><br><br>Class 1 includes the repair, maintenance, or minor alteration of existing public structures, facilities, and mechanical equipment involving negligible or no expansion of use; Class 2 includes replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.<br><br>The project is consistent with the categorical exemptions noted above because work would consist of repair, maintenance, and minor alterations to existing facilities; the majority of the pipelines would be placed in previously disturbed areas within public road rights-of-way and in public utility easements; and the ground surface would be restored following construction. Although some of the replacement pipes are larger than existing pipes, larger pipes are required to accommodate existing flows and would not increase overall system capacity.<br><br>As documented in <b>Attachment A</b> , the proposed project would not have a significant effect on the environment due to unusual circumstances; would not result in damage to scenic resources within a Scenic Highway; is not located on a hazardous waste site pursuant to §65962.5 of the Government Code; would not cause a substantial adverse change in the significance of a historical resource; and would not result in cumulative impacts. |   |
| <b>Signature:</b> <br>Todd Juhasz<br>City Manager  | <b>Date:</b> <u>9/3/2020</u>            |
| Governor's Office of Planning & Research<br><br><b>Sep 03 2020</b><br><br><b>STATE CLEARINGHOUSE</b>   |   |
| <b>Date Received for Filing at OPR:</b>  |   |

**Attachments:**

- Figure 1: Project Location and Vicinity
- Figure 2: North Dunsmuir Improvements
- Figure 3: Central Dunsmuir Improvements
- Figure 4: South Dunsmuir Improvements

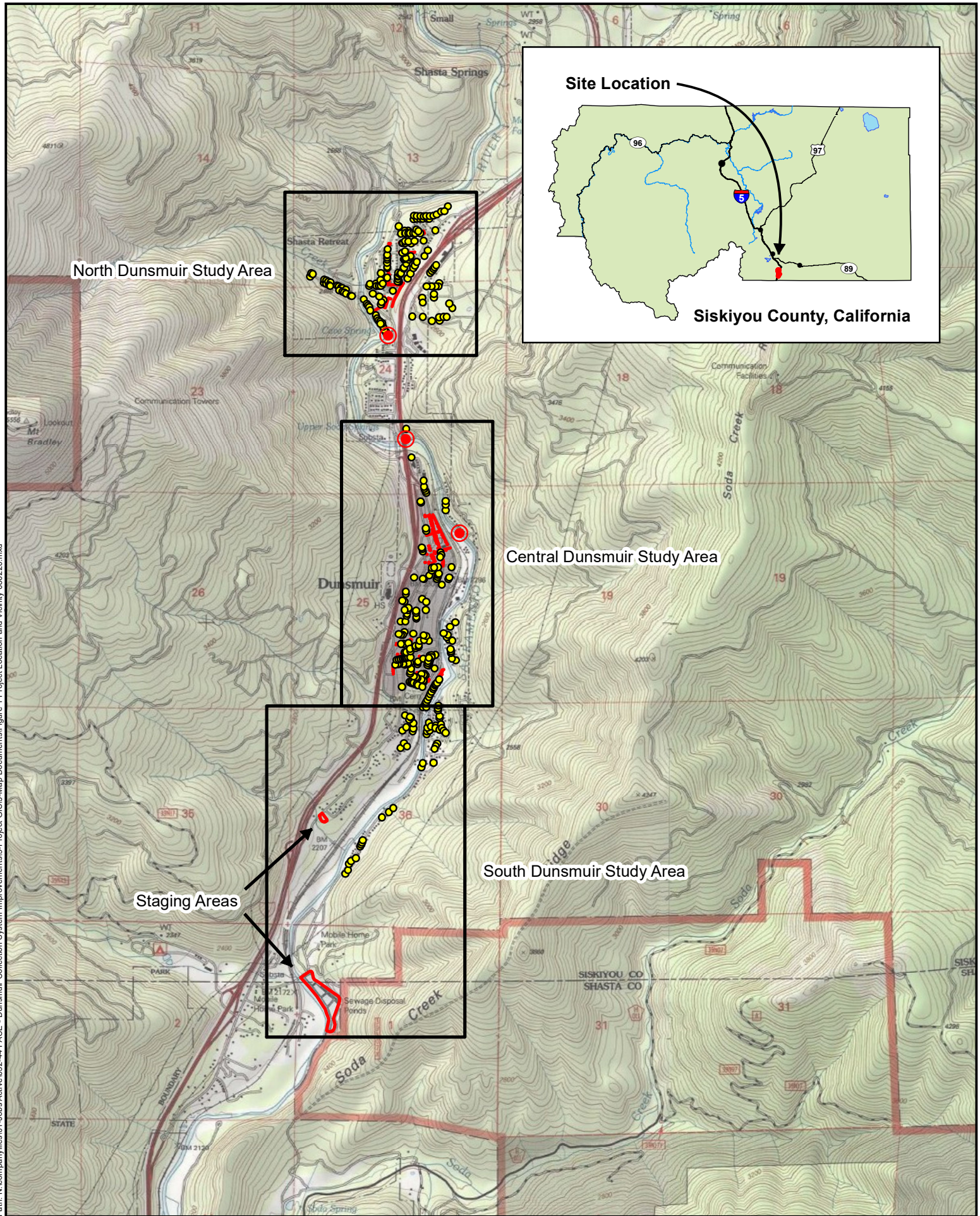
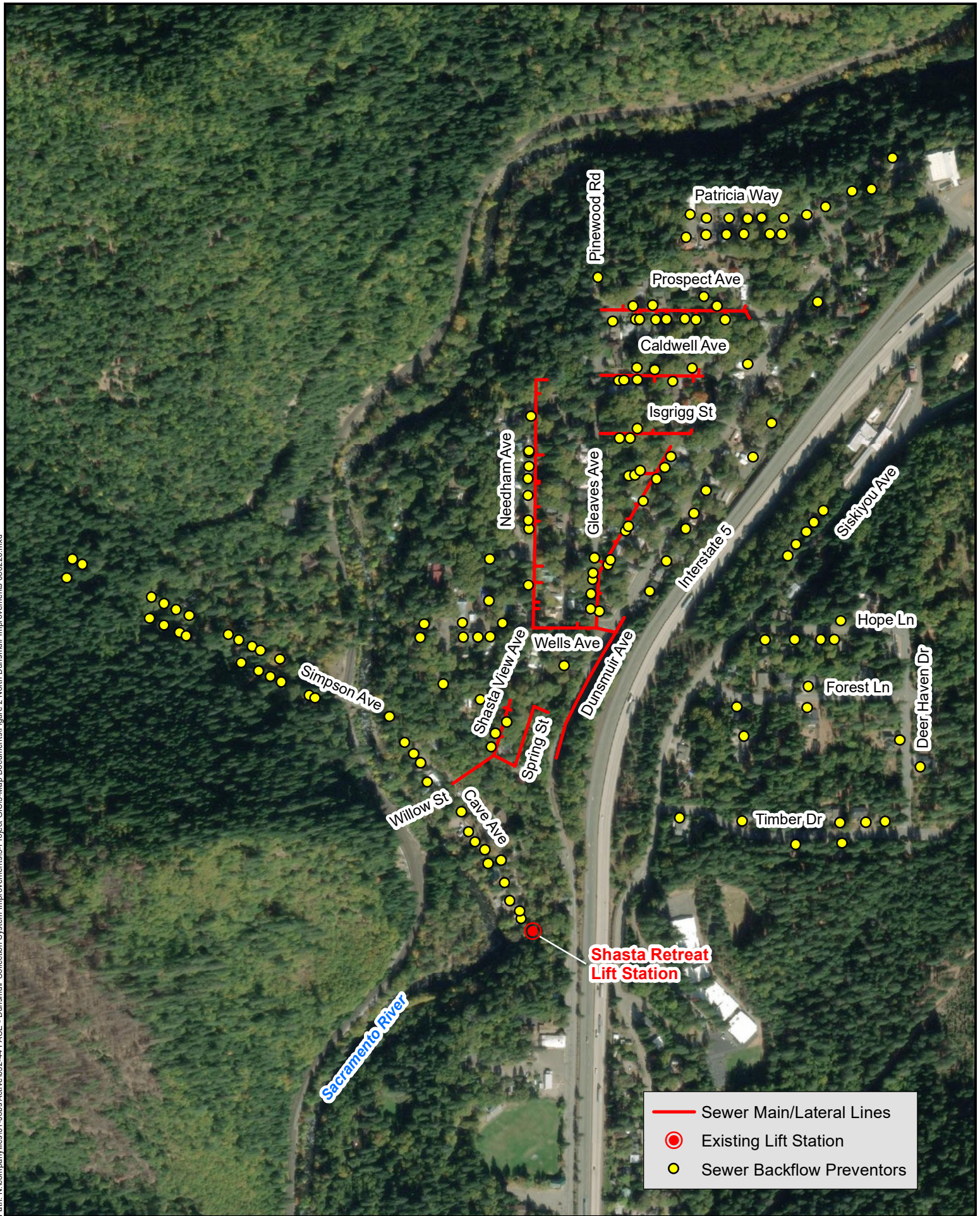


Figure 1  
**Project Location and Vicinity**

All depictions are approximate. Not a survey product. 08.02.20

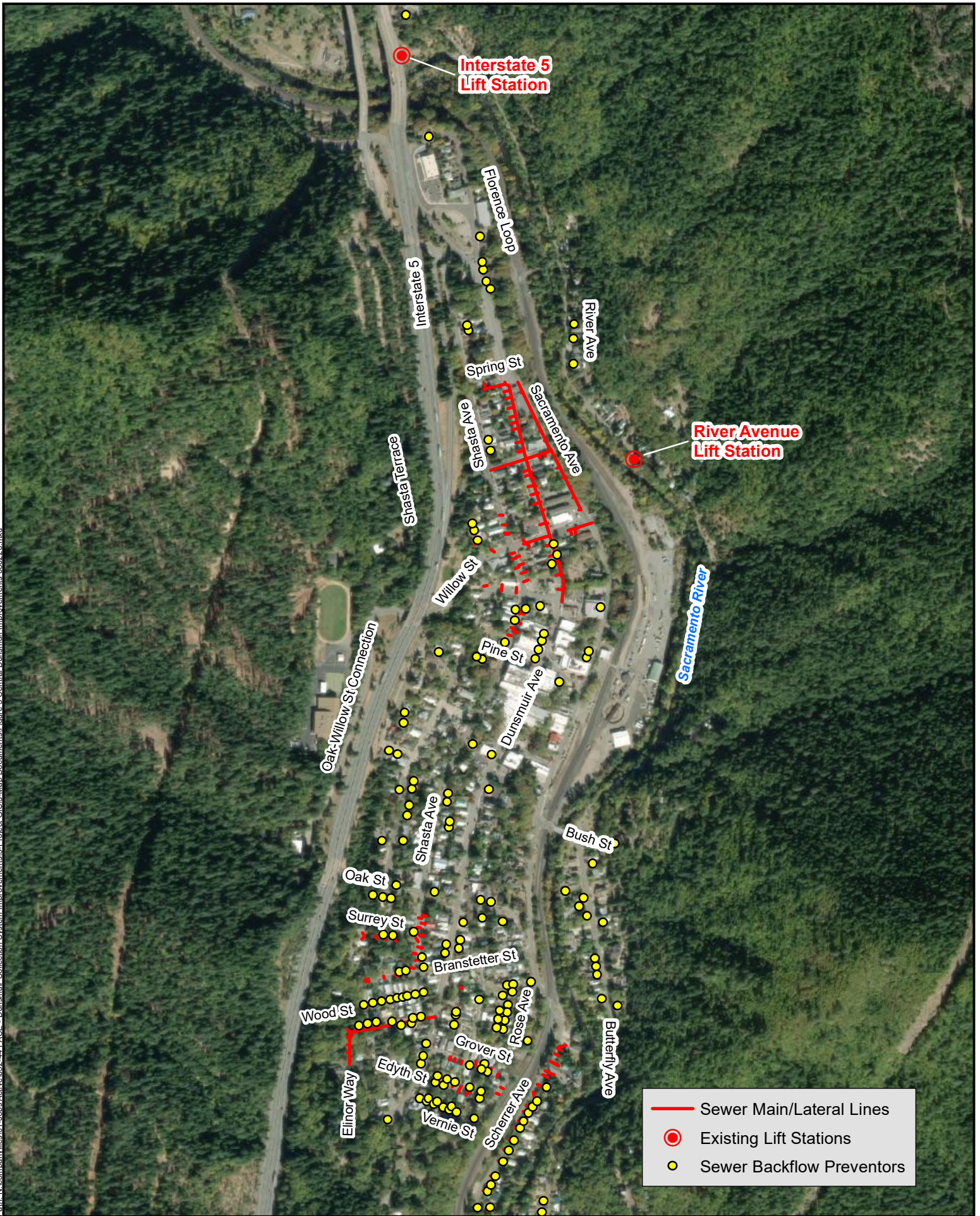


All depictions are approximate. Not a survey product. 08.02.20



Figure 2  
North Dunsmuir Improvements

Path: N:\complan\files\01-Jobs\Active\032-44 PACE - Dunsmuir Collection System Improvements\3-Map Documents\Figure 3 Central Dunsmuir Improvements 080220.mxd

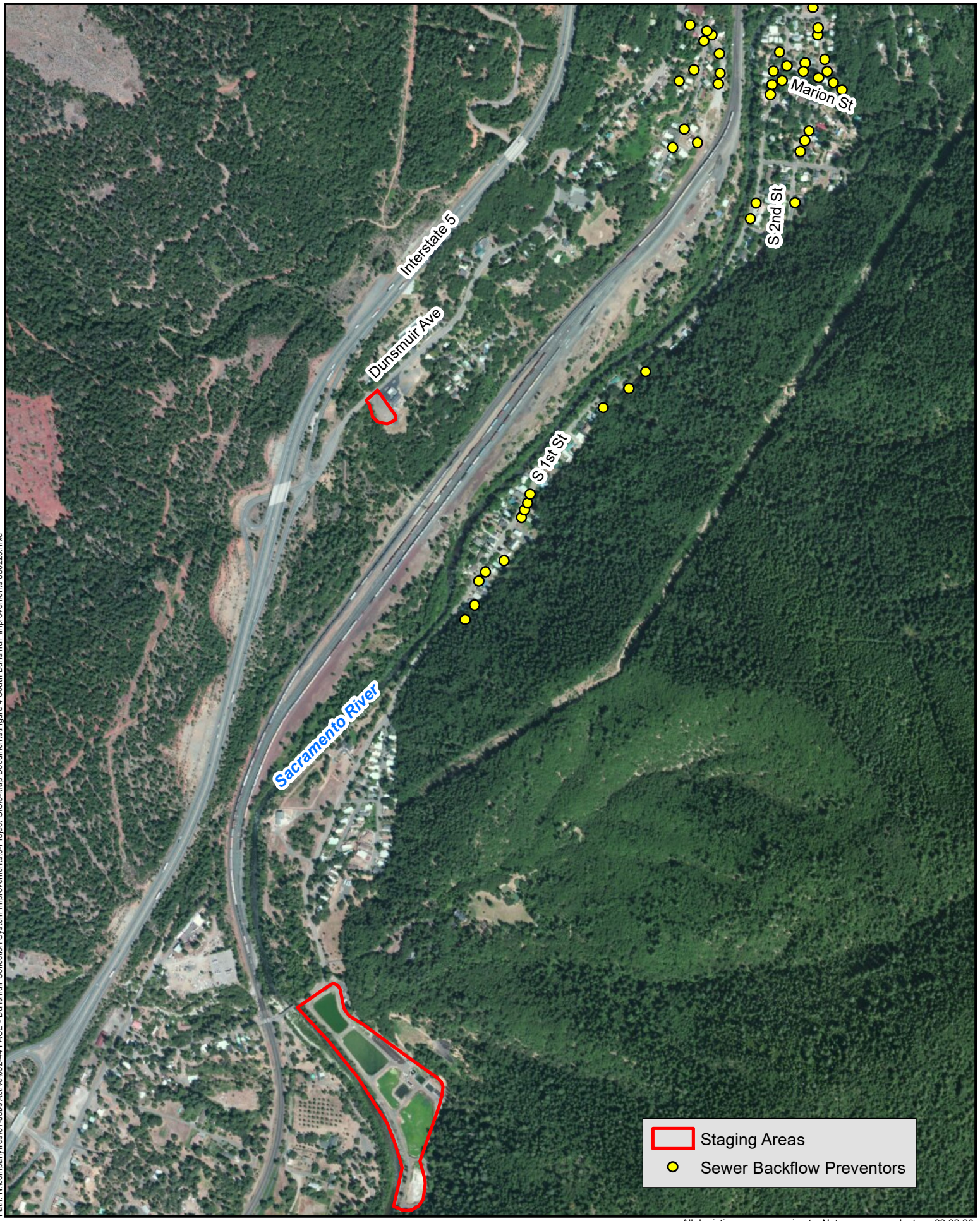



All depictions are approximate. Not a survey product. 08.02.20



Figure 3  
Central Dunsmuir Improvements

Path: N:\companyfiles\101-Jobs Active\032-44 PACE - Dunsmuir Collection System Improvements\3-Map Documents\Figure 4 South Dunsmuir Improvements 080220.mxd



 Staging Areas


 Sewer Backflow Preventors



Figure 4  
**South Dunsmuir Improvements**

All depictions are approximate. Not a survey product. 08.02.20

# ATTACHMENT A

## Documentation in Support of a Notice of Exemption

### Dunsmuir Collection System Improvement Project

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

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

The project involves improvements to existing components of the City's public sewer system. The improvements are necessary to eliminate environmental and public health risks that have occurred due to raw sewage overflows. Although the City is also proposing water distribution system improvements to replace existing waterlines in some of the same areas as the sewer system improvements, impacts for both projects would be temporary and cease at completion of the projects. In addition, neither project would result in growth-inducing impacts. Therefore, the proposed project's impacts would not be cumulatively considerable.

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

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

#### **Aesthetics:**

The proposed project consists of replacement/installation of subsurface sewer system improvements and does not include construction of any above-ground structures, with the exception that a short segment of above-grade 4-inch main would be replaced with above-grade 6-inch main. Paved roads damaged during construction would be re-paved following completion of the improvements. Although a few shrubs may be pruned up or removed during construction, it is not anticipated that any mature trees would be removed. Temporary visual impacts during construction due to excavation and staging activities would cease at completion of the improvements.

#### **Agriculture and Forest Resources:**

Most of the improvements would occur in an urbanized area within the public road ROW and in public utility easements. There are no areas in or adjacent to the study area that are designated or used for agricultural purposes. Further, there is no designated forest land or timberland in the project area, and it is not anticipated that any mature trees would be removed to accommodate the proposed improvements. Therefore, project implementation would not result in the loss of agricultural lands or forest resources.

#### **Air Quality/Greenhouse Gas (GHG) Emissions:**

The proposed project would result in the temporary generation of ROG, NO<sub>x</sub>, PM<sub>10</sub>, and other regulated pollutants during construction. ROG and NO<sub>x</sub> emissions would be generated by employee vehicle trips, delivery of materials, and construction equipment exhaust. PM<sub>10</sub> would be generated during site preparation, excavation, road paving, and from exhaust associated with construction equipment. The project does not include any components that would result in a long-term increase in emissions. There are no unusual circumstances associated with air quality that would preclude a categorical exemption for the proposed project.

**Biological Resources:**

A Biological Study Report (BSR) was completed by ENPLAN to identify the project's potential effects on special-status species and natural communities. The study included a records search and field evaluation. Records reviewed for the evaluation consisted of California Natural Diversity Data Base (CNDDB) records for special-status species and natural communities; U.S. Fish and Wildlife Service (USFWS) records for federally listed, proposed, and candidate special-status species, and designated critical habitat for special-status species under jurisdiction of the USFWS; National Marine Fisheries Service (NMFS) records for anadromous fish species under the jurisdiction of the NMFS; and National Wetlands Inventory maps. The CNDDB records search covered an approximate five-mile radius around the study area.

Field surveys were conducted on May 8, 2018, and June 11, 2019. Some of the special-status species potentially occurring in the project area would not have been evident at the time the fieldwork was conducted. However, determination of their potential presence could readily be made based on observed habitat characteristics. Based on review of U.S. Fish and Wildlife Service records, the project area does not contain designated critical habitat for any federally listed species. As documented in the BSR, no special-status plant or wildlife species were observed during the field surveys, nor are any expected to be present.

**Natural Communities**

The majority of the study area is characterized as urban, and most of the ground surface is paved. Vegetation consists primarily of planted horticultural species, lawn/turf, and introduced weeds. Native vegetation located in and near the project site is largely composed of lower montane coniferous forest species including incense cedar, ponderosa pine, and black oak. Although some vegetation may be pruned or removed to facilitate installation of the proposed improvements, it is not anticipated that any mature trees will need to be removed.

The field survey identified one perennial stream (the Sacramento River) and several urban drainages in the study area. The urban drainages originate as stormwater runoff, nuisance runoff from developed/landscaped parcels, leakage from existing water lines, and natural seepage. The drainages are contained in curbs/gutters or roadside ditches. The Army Corps of Engineers and California Department of Fish and Wildlife have confirmed that these drainages are not Waters of the State or United States;" permits are not required for work in these features. Further, the urban drainages have negligible biological value and do not qualify as sensitive natural communities. No wetlands, unique plant/wildlife habitats, or other sensitive communities were identified. Potential indirect effects to surface waters and aquatic habitats would be avoided/minimized by implementing Best Management Practices (BMPs) for spill prevention and erosion/sediment control in accordance with the City's standard construction measures.

**Nesting Birds**

Construction activities in road ROWs that do not include removal of woody vegetation would not directly affect nesting birds; indirect effects, such as nest abandonment by adults in response to loud noise levels, are likewise not expected because any birds that may nest adjacent to the road ROW would be accustomed to periodic loud noises and other human-induced disturbances.

Replacement of the above-ground sewer main between the southern end of Shasta View Avenue and Cave Avenue, would occur in an overland area with suitable habitat for nesting birds. Vegetation removal in this area has the potential to directly and indirectly impact nesting birds. The potential for adversely affecting nesting birds will be minimized by conducting construction activities outside of the nesting season (between September 1 and January 31), or conducting pre-construction nesting surveys in accordance with existing standard construction measures if work in the overland area is conducted during the nesting season.

**Energy**

Energy consumption during construction would include use of diesel and gasoline for construction equipment, haul trucks, and construction workers travelling to and from the work sites. Due to the nature of the project, construction-related traffic would be limited, as would use of construction equipment. The project does not include any components that would result in environmental impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources in the long-term.

**Geology and Soils:**

According to the Alquist-Priolo Earthquake Fault Zoning Map for Siskiyou County, the nearest Alquist-Priolo Special Study Zone is the Rocky Ledge Fault Zone, approximately 40 miles to the southeast. The nearest potentially active fault is an unnamed north-south fault that runs beneath Mt. Shasta. Earthquakes in the area have been rare, and no deaths or significant structural damage have occurred as a result of an earthquake.

Soils on the project site are mapped by the USDA Natural Resources Conservation Service (NRCS) as Kettlebelly, dry-Neuns complex, 30 to 50 percent slopes (217); Kindig-Neuns complex, 30 to 50 percent slopes (224); Ponto sandy loam, 2 to 15 percent slopes (286); Neer gravelly sandy loam, 50 to 75 percent slopes (257); Neuns-Kindig, 50 to 70 percent slopes (263); Atter family, 0 to 20 percent slopes (8); Neuns family deep-Neuns family complex, 40 to 70 percent slopes; and Stoner gravelly sandy loam, 2 to 15 percent slopes (315). These soil types are found throughout the Dunsmuir area and are not unique to the project site. There are no unique geological formations or known paleontological resources in the project area.

**Hydrology and Water Quality**

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panels 06093C3432D and 06093C3434D), effective January 19, 2011, some of the proposed improvements are located in 100- and 500-year floodplains and in a regulatory floodway. However, all improvements in these areas would be subsurface, and no structures that could impede flood flows are proposed.

**Land Use and Planning:**

The proposed Project consists of replacement and minor modifications to an existing sewer system and has no potential to physically divide an established community. The proposed Project would comply with the City's General Plan, applicable Municipal Code regulations, and the City's standard construction measures.

**Mineral Resources:**

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

**Noise:**

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

**Population and Housing:**

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

**Public Services:**

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

**Recreation:**

There are no unique recreational facilities or resources in or adjacent to the project sites. In addition, because the project would not induce population growth, the project would not indirectly impact recreational facilities or result in the need for additional recreational facilities.

**Transportation/Traffic:**

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

**Utilities and Service Systems:**

Because the project would not induce population growth, utility and service systems in the area would not experience a permanent increase in demand for services over existing conditions.

**Wildfire**

The project does not include any development or improvements that would increase the long-term risk of wildland fires or expose people or structures to wildland fires. There are no unique circumstances associated with the project that would result in more significant impacts than other similar projects.

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

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

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

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

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

Review of these databases identified two active clean-up sites in the project area as described below.

**Private Residence – Castle Avenue**

A clean-up case was opened on May 6, 2019, following a reported leak from an underground storage tank (UST) that was removed from a strip of lawn on the south side of the residence. The clean-up site is on the west side of Castle Avenue between Olive Street and Orange Street in proximity to some of the proposed improvements.

A preliminary site assessment was completed on January 31, 2020, by Lawrence & Associates to determine the extent of soil and groundwater contamination. The investigation consisted of installing two soil-vapor probes adjacent to the former UST and four soil borings around the perimeter of the site (two in the Castle Avenue road ROW, one in the Olive Street road ROW, and one near the northeast corner of the property).

Soil samples taken near the former UST contained diesel-range organics (DRO), ethylbenzene, and naphthalene at concentrations that exceed the U.S. Environmental Protection Agency's (USEPA) regional screening levels. Soil samples taken around the perimeter of the site did not exceed USEPA's screening levels. The Lawrence & Associates report recommends that additional soil should be removed between the east end of the former UST and the eastern soil-vapor probe. Groundwater was not encountered in any of the soil borings or soil-vapor probes.

The closest improvements to the clean-up site include installation of backflow preventors  $\pm 150$  feet southwest and  $\pm 100$  feet northwest of the former tank location. The proposed project does not include any improvements on the clean-up site, and soil contamination does not extend to the road ROW; therefore, the project would not affect the clean-up site.

#### **Union Pacific Railroad (UPRR), North Dunsmuir Railyard**

The North Dunsmuir Railyard has been in operation since the early 1900s. Historical operations at the site have resulted in the release of unknown quantities of Bunker C fuel oil and diesel fuel that have migrated to shallow groundwater. According to the First Quarter 2019 Groundwater Monitoring Report prepared for the facility by Jacobs Engineering in April 2019, ongoing groundwater monitoring at the site is accomplished through 35 monitoring wells; groundwater quality sampling is conducted for 16 monitoring wells.

On behalf of the UPRR, Jacobs Engineering prepared a Comprehensive Site Investigation Work Plan in July 2020. The plan identifies additional actions that will be taken to identify the nature and full extent of impacts (i.e., additional soil sampling, field tests, installation of additional monitoring wells, groundwater sampling, etc.). Following additional site investigations, recommendations for additional remedial activities will be prepared.

Proposed improvements nearest to the North Dunsmuir Railyard are located on the opposite side of the Sacramento River near the northern end of Butterfly Avenue. Because of the hydrological barrier created by the river and its subsurface flow, improvements on the east side of the river have no potential to encounter contaminants from the North Dunsmuir Railyard. Pipeline improvements are also proposed on the west side of the UPRR tracks on Sacramento Avenue and Willow Street; planned trench locations are over 12 feet higher in elevation than the Railyard; because trenching would not exceed four feet in depth, it has no potential to encounter contaminants from the North Dunsmuir Railyard.

Two monitoring wells associated with the UPRR clean-up site are located on the east side of Sacramento Avenue between Cedar Street and Pine Street. A backflow prevention device would be installed  $\pm 250$  feet northwest of the existing monitoring wells and would not affect the wells. The Jacobs 2020 Comprehensive Site Investigation Work Plan does not propose any new monitoring wells or boring locations outside of the boundaries of the UPRR property.

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

A Cultural Resources Inventory Report (CRI) was completed for the proposed project by ENPLAN. The study included a records search, Native American consultation, and field evaluation. The records search included review of records at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS), and a review of historical maps, the *National Register of Historic Places (NRHP)*, *California Register of Historical Resources (CRHR)*, *California Historical Landmarks*, *California Inventory of Historic Resources*, and *California Points of Historic Interest*, and the directory of properties in the Historic Property Data Files for Siskiyou County.

A records search was conducted at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS) on March 14, 2018, and covered a half-mile radius around the project's Area of Potential Effects (APE). The records search revealed that 27 archaeological surveys have been conducted within a half-mile radius of the APE, three of which encompass portions of the APE. There are 18 previously recorded archaeological sites within a half-mile radius of the APE. None of these sites are within the project's APE.

On March 26, 2018, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File and found that no known Native American sacred sites or cultural resources are located in the project area. The NAHC also provided contact information for several Native American representatives and organizations, who were contacted on May 15, 2018, with a request to provide comments on the proposed project. A response to the comment solicitation letters was received from Kelli Hayward on behalf of the Wintu Tribe on May 15, 2018. Ms. Hayward stated that she was not aware of any cultural resources in the project APE, though she was concerned by the proximity of the project to local waterways. She said she and other tribal members would review the project area more thoroughly and send follow-up soon. Ms. Hayward requested additional reports if available.

Follow-up correspondence was conducted on August 13, 2018, and the original Request for Comment letters were sent by email to all tribal members listed by the NAHC. Additionally, a phone call was placed to Roy V. Hall, Jr. On August 13, 2018, ENPLAN forwarded additional information regarding the proposed project and the types of soils in the project APE to Kelli Hayward. ENPLAN indicated there are no depositional soils in the project APE. Alex Watts-Tobin responded on behalf of the Karuk Tribe on August 14, 2018. Mr. Watts-Tobin indicated that the Karuk have no concerns regarding this project. No other responses were received. No sites of religious or cultural significance were identified in the APE as a result of the Native American consultation.

An ENPLAN archaeologist conducted pedestrian surveys on June 11 and 27, and July 20, 2018, to identify cultural resources that would be potentially affected by the proposed construction. The entire APE was surveyed with transects spaced approximately 12 to 15 meters apart given the average street widths that make up the APE. Areas adjacent to the road corridors with exposed subsurface soil, including rodent burrows and ditches, were thoroughly inspected for evidence of any possible buried cultural deposits and/or soil differentiation. As a result of the survey, the archaeologist noted that the APE is generally within an urban setting, and most of the ground surface where pipes would be installed is paved. The survey did not identify any prehistoric cultural resources or evidence of intact anthropogenic soils. The survey identified historical-aged sidewalks stamped "WPA" and historical buildings that are part of the nearby Historic District. The buildings and sidewalks are, however, outside of the current APE. In addition, research indicates that the historical-era sidewalk stamps are not eligible for inclusion in the NRHP or the CRHR.

In July 2019, Judith Marvin, architectural historian with Foothill Resources, Ltd., was consulted for additional insight regarding the history of the I-5 Lift Station. The Lift Station is considered a utilitarian structure, constructed of a concrete foundation with a standing seam metal roof, metal pipe railing, steel beams, and board and batten siding. Based on the foundation formed using plywood as opposed to the older board-formed style, Ms. Marvin indicated the building was likely constructed sometime during the 1970s. Based on the age of the building, the lack of associated historical resources, and the lack of historical information related to it, the building is not considered eligible for listing in the NRHP or the CRHR.

The Shasta Retreat Lift Station was constructed at the same time as the I-5 Lift Station and has undergone periodic and routine maintenance over the years. This Lift Station was also constructed on a concrete foundation with similar materials as the I-5 Lift Station. No additional information regarding the history of the building was identified. As is the case with the I-5 Lift Station, based on the age of the building and the lack of historical information related to it, the Shasta Retreat Lift Station would not be eligible for listing in the NRHP or CRHR.

The River Avenue Lift Station is a standard concrete masonry building with no distinguishing architectural features. The building is not over 50 years old and does not meet any of the four criteria prerequisite for listing in the NRHP or the CRHR.

The CRI concluded that the project would have no effect on any known cultural resources. Based on the geomorphological and topographic characteristics of the project area, the results of the records and literature search, and the age of the soils mapped in the area, and past disturbances, the project area is considered to have a low potential for contextual integrity for both historic and prehistoric cultural resources. Because there is always some potential for previously unknown cultural resources to be encountered during site excavation, the following standard construction measures would be included in construction contracts for the project to address the inadvertent discovery of cultural resources and human remains:

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

## DOCUMENTATION:

**California Air Resources Control Board.** Area Designations Maps—State and National.

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**California Department of Conservation, California Geological Survey.** 2020. California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed July 2020.

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**California Department of Transportation.** 2020. California State Scenic Highway Mapping System. Siskiyou County. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed June 2020.

**California Environmental Protection Agency.** 2020. Cortese List Data Resources.

<http://www.calepa.ca.gov/sitecleanup/corteselist/>. Accessed January 2020.

**City of Dunsmuir.** 2006. City of Dunsmuir General Plan.

[https://static1.squarespace.com/static/54c9a764e4b0ee5502d31f04/t/54c9d944e4b052377d6f6c5a/1422514500245/general\\_plan\\_2006.pdf](https://static1.squarespace.com/static/54c9a764e4b0ee5502d31f04/t/54c9d944e4b052377d6f6c5a/1422514500245/general_plan_2006.pdf). Accessed June 2020.

**ENPLAN.** 2020. Biological Study Report, Dunsmuir Collection System Improvement Project.

\_\_\_\_\_. 2019. Cultural Resources Inventory, Dunsmuir Collection System Improvement Project.

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