
McCLOUD AREA PD ZONE CHANGE (Z-17-01)
DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

COUNTY OF SISKIYOU
806 S. MAIN STREET
YREKA, CA 96097



April 4, 2017

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study, which concludes that a Mitigated Negative Declaration is the appropriate CEQA document for the McCloud Area PD Zone Change (Z-17-01). This Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

If revisions are adopted in the proposed project in accordance with CEQA Guidelines Section 15070(b), including the adoption of mitigation measures included in this document, a Mitigated Negative Declaration is prepared.

Additionally, CEQA provides for a number of exemptions from environmental review, including the "general rule" exemption, statutory exemptions, and categorical exemptions. CEQA Guidelines Section 15061, which details what types of projects are exempt from CEQA, states the following:

- a) *Once a lead agency has determined that an activity is a project subject to CEQA, a lead agency shall determine whether the project is exempt from CEQA.*
- b) *A project is exempt from CEQA if:*
 - (1) *The project is exempt by statute (see, e.g. Article 18, commencing with Section 15260).*

1.0 INTRODUCTION

- (2) *The project is exempt pursuant to a categorical exemption (see Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2.*
- (3) *The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.*
- (4) *The project will be rejected or disapproved by a public agency. (See Section 15270(b)).*
- (5) *The project is exempt pursuant to the provisions of Article 12.5 of this Chapter.*

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "The lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the County of Siskiyou (County) is the lead agency for the proposed McCloud Area PD Zone Change (Z-17-01).

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed McCloud Area PD Zone Change (Z-17-01). This document is divided into the following sections:

1.0 Introduction – This section provides an introduction and describes the purpose and organization of the document.

2.0 Project Information – This section provides general information regarding the project, including the project title, lead agency and address, contact person, brief description of the project location, general plan land use designation, zoning district, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. Also listed in this section is a checklist of the environmental factors that are potentially affected by the project.

3.0 Project Description – This section provides a detailed description of the proposed project.

4.0 Environmental Checklist – This section describes the environmental setting and overview for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," "less than significant with mitigation incorporated," and "potentially significant" in response to the environmental checklist.

5.0 References – This section identifies documents, websites, people, and other sources consulted during the preparation of this Initial Study.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Environmental Checklist, is the analysis portion of this Initial Study. The section provides an evaluation of the potential environmental impacts of the project. There are eighteen environmental issue subsections within Section 4.0, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 18, consist of the following:

- | | |
|---------------------------------------|--|
| 1. Aesthetics | 10. Land Use and Planning |
| 2. Agriculture and Forestry Resources | 11. Mineral Resources |
| 3. Air Quality | 12. Noise |
| 4. Biological Resources | 13. Population and Housing |
| 5. Cultural Resources | 14. Public Services |
| 6. Geology and Soils | 15. Recreation |
| 7. Greenhouse Gas Emissions | 16. Transportation/Traffic |
| 8. Hazards and Hazardous Materials | 17. Utilities and Service Systems |
| 9. Hydrology and Water Quality | 18. Mandatory Findings of Significance |

Each environmental issue subsection is organized in the following manner:

The **Environmental Setting** summarizes the existing conditions at the regional, subregional, and local level, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Checklist Discussion/Analysis** provides a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

No Impact: No project-related impact to the environment would occur with project development.

Less Than Significant Impact: The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant With Mitigation Incorporated: An impact that may have a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project” (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after analysis would reduce the project-related impact to a less than significant level.

Potentially Significant Impact: An impact that is “potentially significant” but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an EIR is required.

2.0 PROJECT INFORMATION

1. **Project title:** McCloud Area PD Zone Change (Z-17-01)
2. **Lead agency name and address:** Siskiyou County
Community Development - Planning Division
806 South Main Street
Yreka, CA 96097
3. **Contact person and phone number:** Britt Dveris – Senior Planner
(530) 841-2100
4. **Project location:** The project site is located due north of State Highway 89 and immediately west and east of Haul Road in the unincorporated community of McCloud, Siskiyou County, California on APNs 049-051-280, 049-062-110, 049-062-140, 049-062-170, 049-062-220, 049-062-230, 049-062-240, 049-062-470, 049-062-480, 049-051-280, 049-062-110, 049-062-140, 049-062-170, 049-062-220, 049-062-230, 049-062-240, 049-062-470, 049-062-480, 049-062-190, 049-062-200, 049-062-210, 049-062-120, 049-062-130, 049-062-150, 049-062-180. **(See Exhibit 1.)**
5. **Project sponsor’s name and address:** Siskiyou County
Community Development - Planning Division
6. **General Plan designation:** Soils: Erosion Hazard (High); Building Foundation Limitation (Severe Pressure Limitations Soils); Wildfire Hazard (High); Woodland Productivity (High Suitability)
7. **Current Zoning:** Planned Development – Single Family Residential (PD/RES-1) and Planned Development - Rural Residential (PD/R-R)

Proposed Zoning: Single-Family Residential (RES-1) and Rural Residential (R-R)
8. **Description of project:** The project consists of elimination of the Planned Development zoning district and replacing it with Single-Family Residential (RES-1) and Rural Residential (R-R) zoning.
9. **Surrounding land uses and setting:** Surrounding land uses within 0.5 mile of the project site include single-family residences to the north, west, and southwest, timberland and forested open space, McCloud Elementary and High schools, and portions of the central McCloud commercial district, the old mill site, and horse stables.
10. **Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):**
 - Regional Water Quality Control Board, Central Valley Region (RWQCB)

2.0 PROJECT INFORMATION

- California Department of Forestry and Fire Protection (Cal Fire)
- California Department of Fish and Wildlife (CDFW)
- Siskiyou County Air Pollution Control District (SCAPCD)
- Siskiyou County Public Works Department
- McCloud Community Services District (MCSD)

11. Environmental factors potentially affected:

The environmental factors checked below would be potentially affected by this project, 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 checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

12. Determination: (To be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project could not have an effect on the environment, and a CEQA EXEMPTION will be prepared.
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Britt Dveris
Printed Name

Senior Planner
Title

XXXXXXXX

Date

County of Siskiyou

Lead Agency

3.1 PROJECT LOCATION

The project site is located due north of State Highway 89 and immediately west and east of Haul Road in the unincorporated community of McCloud, Siskiyou County, California. The project site includes the following APNs: 049-051-280, 049-062-110, 049-062-140, 049-062-170, 049-062-220, 049-062-230, 049-062-240, 049-062-470, 049-062-480, 049-051-280, 049-062-110, 049-062-140, 049-062-170, 049-062-220, 049-062-230, 049-062-240, 049-062-470, 049-062-480, 049-062-190, 049-062-200, 049-062-210, 049-062-120, 049-062-130, 049-062-150, 049-062-180. (See Exhibit 1)

3.2 EXISTING SITE CONDITIONS

The project site is adjacent to Haul Road, an approximately 24-foot wide paved, private roadway located within a 60-foot easement that intersects with Hwy 89 to the south. Outside of roadways and other disturbed areas, the project site is characterized by mixed coniferous forest and shrub undergrowth. McCloud Community Services District (MCSD) sewer and water infrastructure, including fire hydrants, are in place along Haul Road to serve future development.

3.3 ADJACENT LAND USES

Adjacent parcels are largely undeveloped. There are residentially zoned lots to the north of the project site along Haul Road, large timbered landholdings to the east, a US Forest Service ranger station approximately 375 feet to the west, and a Caltrans road maintenance facility on the opposite side of Hwy 89 approximately 200 feet to the south. The more densely developed areas of McCloud are located roughly 0.25 mile west of the project site. Surrounding zoning is RR-B-2.5, R-R-B-40, RES-1, RES-4, RES-2, and TP.

3.4 PROJECT OVERVIEW

The proposed project is elimination of the PD zoning, leaving the RES-1 and Rural Residential zoning in place.

The current zoning was established in 1998 (Ordinance No. 98-11). The Planned Development zoning designation (Z-97-04) was established to allow for alternative street plate standards, specifically to eliminate the required curb, gutter, and sidewalk standard. The alternative standards approved with the PD zone change, which included a six-foot wide paved shoulder-walkway, would have been applicable to a proposed extension of Minnesota Avenue and internal road circulation. in

The PD zoning included a Development Plan that provided a lot and street layout. A tentative map accompanied the PD application and identifies a lot configuration identical to the Development Plan. While the PD was approved as a zone change and the tentative map was approved, the map was never recorded and has expired. As such, the underlying parcels remain in their original configurations. However, the PD zoning remains in effect. This means that any proposed BLAs or TPMs must be consistent with the PD Development Plan OR the Development Plan must be revised to be consistent with the BLA or TPM.

The County's interest in rescinding the PD zoning came about as a result of Planning Division staff's analysis of the Rhodes Tentative Parcel Map application (TPM 15-08) and the realization that, like the Rhodes family, the other property owners within the PD likely would have no interest in developing in accordance with the approved Development Plan. Accordingly, the County has initiated a zone change that rescinds the PD zoning, replacing it with RES-1 and Rural

3.0 PROJECT DESCRIPTION

Residential. This would allow the Rhodes family and other property owners with PD zoning to file tentative parcel maps and boundary line adjustments without the complication of the PD.

Before the County began the zone change process, as a courtesy, the property owners within the PD were contacted by letter and asked whether they concur with this proposed action. Note, however, that, with proper notice, the County can change the zoning without property owner concurrence. To date, no objections have been voiced.

Should the proposed rezone of the project site be approved, the RES-1 and Rural Residential zoning would allow for one single-family dwelling, a guest house¹, and residential accessory structures and uses on each of the proposed lots, as well as a second dwelling unit with approval of a use permit, as is currently allowed under the PD designation.

3.5 PROJECT APPROVALS

The County of Siskiyou is the Lead Agency for this project. In addition, permits and/or approvals may be required from the following agencies:

Regional Water Quality Control Board, Central Valley Region (RWQCB)

The RWQCB typically requires a General Permit for Discharges of Storm Water Runoff (Construction General Permit) be obtained under the National Pollution Discharge Elimination System (NPDES) for projects that disturb more than one acre of soil. Typical conditions associated with such a permit include the submittal of and adherence to a storm water pollution and prevention plan (SWPPP), as well as prohibitions on the release of oils, grease or other hazardous materials.

California Department of Forestry and Fire Protection (Cal Fire)

Cal Fire provides wildland fire protection services to the project area, which has been identified as being located within a State Responsibility Area (SRA). Fire Safe Regulations have been prepared and adopted by the state to establish minimum wildfire protection standards for development within the SRA. Fire Safe Regulations are not intended to apply to existing structures, roads, streets, private lanes, or facilities. However, these regulations are applicable to all construction activities in conjunction with the creation of new parcels, new roads, use permit, and building permit approvals within the SRA, approved after January 1, 1991.

Siskiyou County Air Pollution Control District (SCAPCD)

SCAPCD is responsible for enforcing federal, state, and local air quality regulations and ensuring that federal and state air quality standards are met within the county. These standards are set to protect the health of sensitive individuals by restricting how much pollution is allowed in the air. To meet the standards, SCAPCD enforces federal laws and state laws on stationary sources of pollution and passes and enforces its own regulations as necessary to address air quality concerns. SCAPCD has promulgated numerous rules and regulations governing the construction and operation of new or modified sources of air pollutants emissions within the air basin.

Siskiyou County Public Works Department, Road Division

¹ Guest houses are not approved for permanent occupancy and are not permitted to have cooking facilities.

An encroachment permit may be required from the Siskiyou County Public Works Department for any road improvements to publicly maintained roads.

McCloud Community Services District (MCSD)

Sewer and water will be provided by MCSD. A will-serve letter stating that the MCSD has the ability to serve development will be required as a condition of future development in the project area.

California Department of Transportation (Caltrans)

Should the property owners in the project area wish to complete work within the Caltrans right-of-way, an encroachment permit from Caltrans would likely be required.

3.6 RELATIONSHIP OF PROJECT TO OTHER PLANS

SISKIYOU COUNTY GENERAL PLAN

The proposed project is entirely within the unincorporated McCloud community of Siskiyou County. The Siskiyou County General Plan is the fundamental document governing land use development in the unincorporated area of the county. The General Plan includes numerous goals and policies pertaining to land use, circulation, noise, open space, scenic highways, seismic safety, safety, conservation, energy, and geothermal. The General Plan Land Use Element was most recently adopted on August 12, 1980. Future development within the project site will be required to abide by all applicable goals and policies included in the County's adopted General Plan.

BASIN PLAN FOR THE CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

The project site is located within the Sacramento River Basin, which is under the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). One of the duties of the RWQCB is development of "basin plans" for the hydrologic area over which it has jurisdiction. The Basin Plan sets forth water quality objectives for both surface water and groundwater for the region, and it describes implementation programs to achieve these objectives. The Basin Plan provides the foundation for regulations and enforcement actions of the Central Valley RWQCB.

In October 2011, the Central Valley RWQCB revised the Water Quality Control Plan for the Central Valley (Basin Plan). The Basin Plan defines existing and potential beneficial uses of surface water and groundwater in the Sacramento River Basin and sets forth water quality objectives for these waters (RWQCB, 2011).

3.0 PROJECT DESCRIPTION

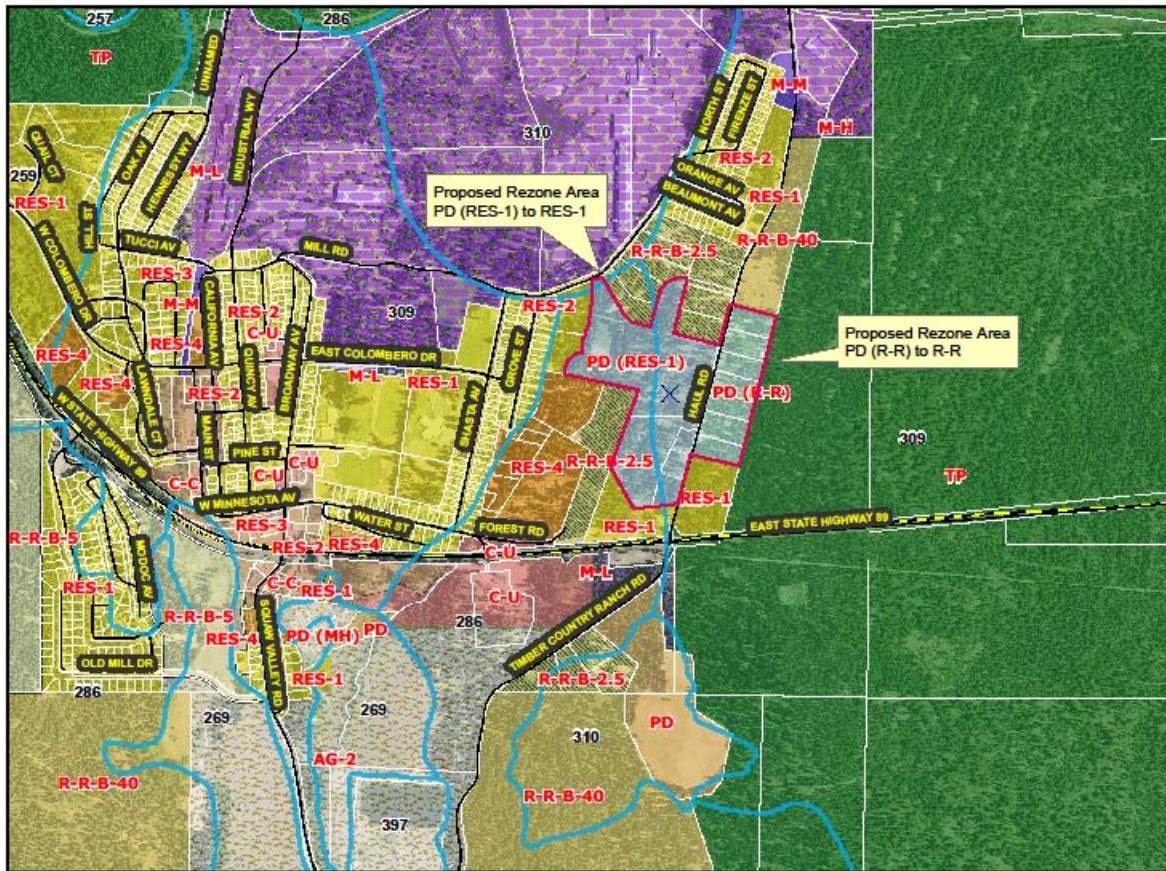


Exhibit 1



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4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

The project site is located north of State Highway 89 to the west and east sides of Haul Road in the community of McCloud, California. The most prominent nearby feature is Mount Shasta, a 14,179-foot dormant volcano that is visible throughout much of the region. Also nearby are Black Butte, a 6,634-foot satellite cone of Mount Shasta and Mt. Eddy, the highest summit in the Trinity Mountains, at 9,025 feet.

The project site is relatively flat, generally sloping 3 to 5 percent from the east/northeast to the west/southwest. The site is characterized by open coniferous forest and shrubs. The project site is surrounded by residentially zoned parcels to the north and west, timber preserves to east, and commercial, industrial, and residentially zoned parcels on the south side of State Hwy 89. Most of the parcels within the project site and surrounding parcels are undeveloped. The California Department of Transportation (Caltrans) has a road maintenance facility (sand house) southwest of the project site on the south side of Hwy 89.

There are no officially designated state scenic highways in the project vicinity; however, the segment of Hwy 89 bordering the site is eligible for designation as a State Scenic Highway (Caltrans, 2015) and is identified as a scenic highway in the *Scenic Highways Element* of the Siskiyou County General Plan. Further, it has been designated as part of the Volcanic Legacy Scenic Byway All-American Road, which is a nationally recognized scenic route that extends from Crater Lake in Oregon to Mount Lassen in California.

Discussion of Impacts:

a) *Less Than Significant Impact.* Although the project site is located in a scenic area, it is not part of a scenic vista. The project site is located immediately adjacent to Hwy 89 and is at the eastern edge of the community of McCloud. While the project would allow for the development of new residential structures, future dwellings would be substantially similar to existing structures in the project vicinity. Additionally, the proposed parcel sizes, combined with permitted uses in the RES-1 and R-R zoning district would not significantly alter the existing landscape. Therefore, potential changes to the visual character of the project site are considered less than significant.

- b) *Less Than Significant Impact.* There are no state scenic highways in the project vicinity; however, as noted above, Hwy 89 is part of the Volcanic Legacy Scenic Byway and is designated as a scenic highway in the Siskiyou County General Plan. The construction of single-family dwellings and residential accessory structures would likely result in the removal of some trees and other vegetation as the lots are developed. There are no rock outcroppings or historic structures at the site. The anticipated removal of a limited number of trees would not significantly alter the existing landscape. Therefore, because future development would be relatively limited, the proposed project would not significantly impact scenic resources along the Scenic Byway. Additionally, no other scenic resources would be damaged as a result of the project.
- c) *Less Than Significant Impact.* See Response 4.1(a). Although the existing visual character of the project site would likely change somewhat as a result of future development of the proposed residential parcels, such changes would be consistent with adjacent residential development in the community of McCloud. As a result, visual changes to the project site from a limited number of new single-family dwellings and/or other permitted uses would be less than significant.
- a) *Less Than Significant Impact.* It's anticipated that any future outdoor lighting resulting from residential development of the lots would be consistent with existing residential development in the community of McCloud. Additionally, future development of the project site would be subject to Section 10-6.5602 of the Siskiyou County Code, which requires that exposed sources of light, glare, or heat be shielded so as not to be directed outside the premises. Adherence to County Code Section 10-6.5602 would ensure that potential impacts associated with light or glare would remain less than significant.

Mitigation Measures:

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>4.2 AGRICULTURE AND FORESTRY RESOURCES. 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 Department 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 the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:</p>				
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 nonagricultural 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

The project site is located adjacent to lots zoned RR-B-2.5, RES-1, RES-4, RES-2, R-R-B-40 and TP. There are no agricultural lands at or adjacent to the project site according to the California Department of Conservation, Farmland Mapping and Monitoring Program. Further, there are no Williamson Act contracted lands in the vicinity of the project site.

Discussion of Impacts:

- a) *No Impact.* As identified on the 2010 Siskiyou County Important Farmland Map published by the California Department of Conservation's Farmland Mapping and Monitoring Program, none of the land within the project site is considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

- b) *No Impact.* The project site is not subject to a Williamson Act contract and is not located near any contracted lands. Therefore, the project will not adversely impact agricultural activity and/or a Williamson Act contract.
- c) *Less Than Significant Impact.* The project would not involve any development or changes to the environment that would conflict with existing zoning or cause rezoning of forest land, because the site is zoned for single family residential use and this is not proposed to change. Portions of the project site include potentially harvestable timber, but the site is not zoned or used for timber production. The future residential development on the project site could result in forested lands being removed from timber production.
- d) *Less Than Significant Impact.* According to the USDA, the site is classified as *forest lands* pursuant to PRC Section 12220(g) due to the 10 percent or more native tree cover at the site. The project site is also identified in the Siskiyou County General Plan as being in an area of Woodland Productivity – High Suitability. Portions of the project site include potentially harvestable timber. However, the site is not currently used or anticipated for use as *forest lands*, as it is zoned for residential use, and is surrounded by both Timber Preserve and non-forestry uses. Future development could result in loss of trees. However, such loss is not considered substantial. Given these factors, the impact to forest resources is considered less than significant. A California Timberland Conversion Permit and / or Timber Harvest Plan may be required for any future tree removal for the project
- e) *Less Than Significant Impact.* See subsection (d), above. The project is not located on farmland. While some trees *may* be removed when the lots are developed, the division of land into four single-family lots and a remainder would have a less than significant impact on agriculture and forestry resources.

Mitigation Measures:

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.3 AIR QUALITY. 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) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

The project site is located in a region identified as the Northeast Plateau Air Basin (NEPAB), which principally includes Siskiyou, Modoc, and Lassen counties. This larger air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting the project area is the Siskiyou County Air Pollution Control District (SCAPCD). Within the SCAPCD, the primary sources of air pollution are wood burning stoves, wildfires, farming operations, unpaved road dust, managed burning and disposal, and motor vehicles.

As noted above, the SCAPCD is the local air quality agency with jurisdiction over the project site. The SCAPCD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs and regulates agricultural and non-agricultural burning. Other SCAPCD responsibilities include monitoring air quality, preparing air quality plans, and responding to citizen air quality complaints.

Ambient Air Quality Standards

Air quality standards are set at both the federal and state levels of government (**Table 4.3-1**). The federal Clean Air Act requires the Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and suspended particulate matter. The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants as well as those regulated by the federal standards. When the concentrations of pollutants are below the allowed standards within an area, that area is considered to be in attainment of the standards.

**Table 4.3-1
Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary ¹	Federal Secondary ¹	California ²
Ozone	8 Hour	0.07 ppm	0.07 ppm	0.07 ppm
	1 Hour	--	--	0.09 ppm
Carbon Monoxide	8 Hour	9 ppm	--	9 ppm
	1 Hour	35 ppm	--	20 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.053 ppm	0.03 ppm
	1 Hour	100 ppb	--	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	--	--
	24 Hour	0.14 ppm	--	0.04 ppm
	3 Hour	--	0.5 ppm	--
	1 Hour	75 ppb	--	0.25 ppm
Fine Suspended Particulate Matter (PM _{2.5})	Annual	12.0 µg/m ³	15.0 µg/m ³	12 µg/m ³
	24 Hour	35.0 µg/m ³	35.0 µg/m ³	--
Suspended Particulate Matter (PM ₁₀)	Annual	--	--	20 µg/m ³
	24 Hour	150 µg/m ³	150 µg/m ³	50 µg/m ³
Sulfates	24 Hour	--	--	25 µg/m ³
Lead	30 Day	--	--	1.5 µg/m ³
	Calendar Qtr	1.5 µg/m ³	1.5 µg/m ³	--
Hydrogen Sulfide	1 Hour	--	--	0.03 ppm
Vinyl Chloride	24 Hour	--	--	0.01 ppm
Visibility-Reducing Particles	8 Hour (10 am - 6 pm PST)	--	--	(³)

Source: California Air Resources Board, 2015

¹ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public

National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

² California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter - PM₁₀, PM_{2.5}, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

³ Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.

Air Quality Monitoring

Ozone (hourly and 8-hour average) is the only contaminant that receives continuous monitoring in Siskiyou County, while suspended particulate matter (PM_{2.5} and PM₁₀) is monitored every six days.

The closest SCAPCD air quality monitoring station to the project site is located in the City of Yreka approximately 31 miles from the project site. This station monitors ozone and particulate matter (PM₁₀ and PM_{2.5}). **Table 4.3-2** shows particulate matter from monitoring efforts from 2012 - 2014 at the Yreka station.

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**Table 4.3-2
Siskiyou County Air Quality Data**

Pollutant	Standard	Year		
		2013	2014	2015
<i>Ozone (O₃)</i>				
Maximum 1-Hour Concentration (ppm)		0.077	0.082	0.068
Maximum 8-Hour Concentration (ppm)		0.071	0.066	0.061
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	0	0	0
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.07 ppm	1	0	0
<i>Inhalable Particulates (PM₁₀)¹</i>				
Maximum 24-Hour Concentration (µg/m ³)		54.6	90.6	59.0
Estimated No. of Days Exceeding State Standard	> 50 µg/m ³	*	*	*
Estimated No. of Days Exceeding Federal Standard	> 150 µg/m ³	0	0	0
<i>Ultra-Fine Particulates (PM_{2.5})</i>				
Maximum 24-Hour Concentration (µg/m ³)		43.5	71.9	51.0
Estimated No. of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	12.3	*	*

Source: California Air Resources Board, 2016

¹ Siskiyou County is no longer required to monitor PM₁₀.

* Insufficient data

Monitored Air Pollutants

Ozone is a gas comprised of three oxygen atoms. It occurs both in the earth's upper atmosphere and at ground level. Ozone can be either beneficial or detrimental to human health, depending on its concentration and where it is located. Beneficial ozone occurs naturally in the earth's upper atmosphere, where it acts to filter out the sun's harmful ultraviolet rays. Bad ozone occurs at ground level and is created when cars, industry, and other sources emit pollutants that react chemically in the presence of sunlight. Ozone exposure can result in irritation of the respiratory system, decreased lung function, aggravated asthma, and possible lung damage with persistent exposure.

PM₁₀ (i.e., suspended particulate matter less than 10 microns) is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. The size of the particles (about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited.

PM_{2.5} (i.e., suspended particulate matter less than 2.5 microns) is similar to PM₁₀ in that it is an air contaminant that consists of tiny solid or liquid particles; though in this case the particles are about 0.0001 inches or smaller (often referred to as fine particles). PM_{2.5} is typically formed in the atmosphere from primary gaseous emissions that include sulfates emitted by power plants and industrial facilities and nitrates emitted by power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions.

Inhalation of PM_{2.5} and PM₁₀ can cause persistent coughing, phlegm, wheezing, and other physical discomfort. Long-term exposure may increase the rate of respiratory and cardiovascular illness.

As shown in **Table 3.2** above, neither the project site nor Siskiyou County have been identified as having significant air quality problems and are considered to be in attainment or unclassified for all federal and state air quality standards. As a result, the County is not subject to an air quality attainment or maintenance plan.

Discussion of Impacts:

- a) *No Impact.* Siskiyou County is classified as being in attainment or unclassified for all federal and state air quality standards and, as a result, is not subject to an air quality plan.
- b) *Less Than Significant Impact.* See Response 4.3(a) above. While particulate matter (i.e., dust) and diesel emissions could be generated during future residential development of the project site, the amount of construction emissions likely to be generated during the development is minor. Further, construction emissions would be temporary and cease once construction is complete. As a result, there would not be a violation of air quality standards associated with the project site nor would project-related emissions contribute substantially to an existing or projected air quality violation.
- c) *Less Than Significant Impact.* See Responses 4.3(a) and 4.3(b) above. Any air contaminants likely to be generated as a result of future development would have a negligible impact on the County's ability to meet federal and state air quality standards.
- d) *Less Than Significant Impact.* Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, persons with illnesses, and others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and senior care facilities are examples of sensitive receptors. The project site is in an area of sparse development. The nearest home sites are approximately 500 feet northwest of the project site, located at the Squaw Valley Mobile Home and Trailer Park, and there is housing for workers at the McCloud Ranger Station approximately 400 feet west of the site. The soils at the site, Shasta loamy sand, 0 to 5 percent slope and Ponto sandy loam, 2 to 15 percent slopes, have low to moderate potential for erosion. Future land disturbances would be limited to driveway and home site clearing. Due to the limited foreseeable land disturbance, potential for erosion based on soil types, and the existence of groundcover, brush, trees, and low density residential development, dust from erosion or wind is considered less than significant. Additionally, potential diesel emissions during construction are considered negligible. Therefore, there would be a less than significant impact.
- e) *Less Than Significant Impact.* Offensive odors rarely cause any physical harm; however, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Odor impacts on residential areas and other sensitive receptors, such as daycare centers and schools, are of particular concern. Major sources of odor-related complaints by the general public commonly include wastewater treatment facilities, landfill disposal facilities, food processing facilities, agricultural activities, and various industrial activities (e.g., petroleum refineries, chemical and fiberglass manufacturing, painting/coating operations, feed lots/dairies, composting facilities, landfills, and transfer stations).

The proposed rezoning would not generate offensive odors as the project is limited to the rezoning of land and the extension of utilities for future residential development. Temporary,

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localized odors during construction may occur. Odors would be generated by tailpipe emissions from diesel-powered construction equipment. Odors would not affect a substantial number of residences or be present for an extended period of time. Accordingly, potential odor impacts are considered less than significant.

Mitigation Measures:

None required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.4 BIOLOGICAL RESOURCES. 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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or 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 federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Setting:

The United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the California Native Plant Society (CNPS) document species that may be rare, threatened or endangered. Federally listed species are fully protected under the mandates of the Federal Endangered Species Act (FESA). "Take" of listed species incidental to otherwise lawful activity may be authorized by either the USFWS or the National Marine Fisheries Service (NMFS), depending upon the species.

Under the California Endangered Species Act (CESA), CDFW has the responsibility for maintaining a list of threatened and endangered species. CDFW also maintains lists of "candidate species" and "species of special concern" which serve as "watch lists." State-listed species are fully protected under the mandates of CESA. "Take" of protected species incidental

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to otherwise lawful management activities may be authorized under Section 2081 of the Fish and Game Code of California.

Under Section 3503.5 of the California Fish and Game Code, it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (i.e., raptors) or to take, possess or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.

The Native Plant Protection Act (California Fish and Game Code Sections 1900-1913) prohibits the taking, possessing, or sale within the state of any rare, threatened or endangered plants as defined by the CDFW. Project impacts on these species would not be considered significant unless the species are known to have a high potential to occur within the area of disturbance associated with the project.

Special-Status Species

Special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their native habitat (locally, regionally, or nationally) and are identified by a state and/or federal resource agency as such. These agencies include governmental agencies such as CDFW, USFWS, or private organizations such as CNPS. The degree to which a species is at risk of extinction is the limiting factor on a species' status designation. Risk factors to a species' persistence or population's persistence include habitat loss, increased mortality factors (take, electrocution, etc.), invasive species, and environmental toxins. In context of environmental review, special-status species are defined by the following codes:

- 1) Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996 candidates);
- 2) Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.);
- 3) Designated as Species of Special Concern by the CDFW;
- 4) Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515); and
- 5) Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1b and 2.

CDFW submitted early consultation comments, dated June 24, 2015, for the previously proposed Tatom TPM, which is within the project site, regarding the potential for special-status species to occur in the project vicinity based upon a review of the California Natural Diversity Database (CNDDDB). According to CDFW, northern goshawk (*Accipiter gentilis*) and pallid bat (*Antrozous pallidus*) are wildlife species of special concern that have the potential to occur within the project site. In addition, CDFW identified four special status plant species that also have the potential to occur on the project site (see **Table 4.4-1** below). In order to mitigate potential impacts to these special-status species, CDFW recommends that surveys be conducted prior to construction and/or that construction activities occur during certain times of the year when the species are less likely to be present.

In addition, critical habitat designations within the general vicinity of the project site were checked using the USFWS Critical Habitat Portal (USFWS, 2015b); however, according to USFWS, no critical habitats have been identified within or adjacent to the project site.

**Table 4.4-1
CNPS List of Special Status Plant Species Potentially Occurring
In the Vicinity of the Project Area**

Common Name	Specific Name	CNPS List	Likelihood of Occurrence ¹
Wilkin's harebell	<i>Campanula wilkinsiana</i>	1B.2	Possible
Aleppo avens	<i>Geum aleppicum</i>	2B.2	Possible
Rattlesnake fern	<i>Botrypus virginianus</i>	2B.2	Possible
Pacific fuzz wort	<i>Ptilidium californicum</i>	4.3	Possible

List 1B: Plants rare, threatened or endangered in California and elsewhere.
List 2: Plants rare, threatened or endangered in California, but more common elsewhere.
List 4: Plants of limited distribution.
Threat 0.1: Seriously threatened in California (high degree/immediacy of threat)
Threat 0.2: Fairly threatened in California (moderate degree/immediacy of threat)
Threat 0.3: Not very threatened in California (low degree/immediacy of threats or no current threats known)

1. Likelihood of occurrence based on species' habitat requirements and the presence of required habitat in the project site.
Known: the species has been reported as inhabiting or frequenting the project site.
Likely: Required habitat exists at the project site and has been reported nearby.
Possible: Marginal required habitat exists onsite, and/or required habitat exists in surrounding areas.
Unlikely: Required habitat does not exist at the project site nor does it exist nearby.

Discussion of Impacts:

a) *Less Than Significant with Mitigation Incorporated.*

Special-Status Plants: Based on comments received from CDFW, four special-status plant species have the potential to occur in the project vicinity. As such, mitigation measure **MM 4.1** is provided below in order to reduce potential impacts to special-status plant species to a level that is considered less than significant.

Special-Status Wildlife: Northern goshawk and pallid bat have been identified in the project vicinity and have the potential to be present at the project site. As such, in order to reduce potential impacts to the northern goshawk and pallid bat to a level that is considered less than significant, mitigation measures **MM 4.2** and **MM 4.3** are provided below.

b) *No Impact.* The project area does not contain, nor is it adjacent to, any riparian or other identified sensitive community.

c) *No Impact.* The project area does not contain wetlands or "waters of the U.S." as regulated by the U.S. Army Corps of Engineers (USACE).

d) *Less Than Significant with Mitigation Incorporated.* Existing habitat within the project area provides suitable foraging and nesting opportunities for raptors and other migratory birds. Both raptors and migratory birds are protected under the Migratory Bird Treaty Act (MBTA) and may be impacted by project implementation should they be present. All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the MBTA. There are numerous trees located within the project

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site that have the potential to support nesting activity. Trees removed during the nesting season as a result of project implementation could result in direct impacts to the special-status avian species and other nesting birds should they be present. Therefore, mitigation measure **MM 4.2** is provided below in order to reduce potential impacts to migratory birds to a level that is considered less than significant.

- e) *No Impact*. The proposed project would not conflict with any local policies or ordinances protecting biological resources.
- f) *No Impact*. No habitat conservation plans, natural community conservation plans, or other local, regional, or state habitat conservation plans apply to the project area.

Mitigation Measures:

MM 4.1 Prior to construction on the project site, project proponents shall retain a qualified biologist to survey for Wilkin's harebell (*Campanula wilkinsiana*), Aleppo avens (*Geum aleppicum*), Rattlesnake fern (*Botrypus virginianus*), and Pacific fuzz wort (*Ptilidium californicum*). Surveys shall be completed consistent with CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*. If the special-status plant species indicated above are located on the project site, the plants shall either be avoided or, if avoidance is not possible, the applicant's biologist shall develop a transplantation/relocation plan in consultation with California Department of Fish and Wildlife based on best management practices for the particular plant species. In addition, the results of the botanical survey shall be sent to the Department at: California Department of Fish and Wildlife, Attn: CEQA, 601 Locust Street, Redding, CA 96001.

Timing/Implementation: Prior to construction or land disturbances on the project site.

Enforcement/Monitoring: Siskiyou County Community Development Department - Planning Division

MM 4.2 In order to avoid impacts to the northern goshawk, nesting migratory birds and/or raptors protected under Fish and Game Code Section 3503, one of the following shall be implemented:

- a. Vegetation removal associated with construction shall be limited to September 1 through January 31 when birds are not nesting; or
- b. If vegetation removal will occur during the avian breeding season of February 1 through August 31, a survey for nesting migratory birds shall be completed by a qualified biologist no more than one week prior to vegetation removal associated with construction. If an active nest is located during the survey, no vegetation shall be removed until the young have fledged, as determined through additional monitoring by a qualified biologist. The results of the nesting bird survey(s) shall be sent to the Department at: California Department of Fish and Wildlife, Attn: CEQA, 601 Locust Street, Redding, CA 96001.

Timing/Implementation: No more than one week prior to vegetation removal during the avian breeding season of February 1 through August 31.

Enforcement/Monitoring: Siskiyou County Community Development Department - Planning Division

MM 4.3 No more than one week prior to the removal of vegetation and/or construction activities on the project site, a qualified bat biologist shall conduct a survey for sensitive bat species. If maternal roosts are found during the maternal roosting season (April 1 – August 31), a non-disturbance buffer shall be established around the roost by a qualified biologist in consultation with the Department. No vegetation removal or construction activities shall occur within this non-disturbance area until the young have left the roost, as determined through additional monitoring by a qualified biologist. If bat roosts are found outside the maternal roost season, then the qualified bat biologist shall develop and implement a relocation plan in consultation with California Department of Fish and Wildlife. The results of the pre-construction surveys shall be sent to the Department at: California Department of Fish and Wildlife, Attn: CEQA, 602 Locust Street, Redding, CA 96001.

Timing/Implementation: No more than one week prior to removal of vegetation for construction activities.

Enforcement/Monitoring: Siskiyou County Community Development Department – Planning Division

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting:

During a previous entitlement process at the project site, an archaeological survey of the property located on the west side of Haul Road was conducted in July 1995 by Dan Megann of Coyote and Fox Enterprises(C&FE). Dense vegetation was mechanically removed to allow ground inspection of the site. The survey found no archaeological sites and no isolated artifacts and/or feature locations.

A second survey of the project site was conducted in July 2000 by Trudy Vaughn of C&FE. Prior to fieldwork, a review of archaeological records was conducted at the Northeast Information Center (NEIC) of the California Historical Resources Information System (CHRIS). During the survey, no archaeological sites were discovered and no isolated artifacts or feature locations were noted.

Discussion of Impacts:

- a) *Less Than Significant with Mitigation Incorporated.* As described above, no historical resources have been identified within the project site. However, ground disturbance associated with development of the site has the potential to impact subsurface historic resources should any be present. Therefore, mitigation measure **MM 5.1** is provided to address the potential for the discovery of any unrecorded or previously unknown resources.
- b) *Less Than Significant with Mitigation Incorporated.* While no evidence of archaeological resources has been identified within the project site, ground disturbance has the potential to impact subsurface archaeological resources should any be present. Therefore, mitigation measure **MM 5.1** is included to address the potential for the discovery of any unrecorded or previously unknown resources.
- c) *Less Than Significant with Mitigation Incorporated.* There are no records of paleontological resources being discovered within or immediately adjacent to the project site. Nevertheless, unanticipated and accidental discoveries of paleontological resources are possible as future development of the project site occurs. Therefore, in order to ensure that potential impacts to paleontological resources remain less than significant, mitigation measure **MM 5.2** is provided below.

- d) *Less Than Significant With Mitigation Incorporated.* There is no record of Native American or early European burial sites within or adjacent to the project site. Regardless, there is a possibility of the unanticipated and accidental discovery of human remains during ground-disturbing project-related activities. Therefore, mitigation measure **MM 5.3** is provided below to address the potential discovery of any unrecorded or previously unknown resources.

Mitigation Measures:

MM 5.1 If, during the course of site development, cultural resources (i.e., prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered, all work shall cease in the area of the find, the Siskiyou County Community Development Department – Planning Division shall be immediately notified, and a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. The County shall consider mitigation recommendations presented by a professional archaeologist and implement a measure or measures that the County deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Timing/Implementation: During ground disturbance activities associated with development of the site.

Enforcement/Monitoring: Siskiyou County Community Development Department - Planning Division

MM 5.2 If, during the course of site development, paleontological resources (e.g., fossils) are discovered, all work shall cease in the area of the find, the Siskiyou County Community Development Department – Planning Division shall be immediately notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. The County shall consider the mitigation recommendations presented by a professional paleontologist and implement a measure or measures that the County deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Timing/Implementation: During ground disturbance activities associated with development of the site.

Enforcement/Monitoring: Siskiyou County Community Development Department - Planning Division

MM 5.3 If, during the course of site development, human remains are discovered, all work shall cease in the area of the find, the Siskiyou County Community Development Department – Planning Division shall be immediately notified, and the County Coroner must be notified, according to Section 5097.98 of the California Public Resources Code and Section 7050.5 of the California Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in California Code of Regulations Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: During ground disturbance activities associated with development of the site.

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Enforcement/Monitoring: Siskiyou County Community Development Department -
Planning Division

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.6 GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to 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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Setting:

As indicated on the 2010 Fault Activity Map of California (DOC, 2010), there are a number of faults located in the region. The closest of these include the Mount Shasta faults located approximately 11 miles to the north/northwest. None of these faults, however, have shown evidence of displacement within the last 700,000 years. The nearest potentially active faults (i.e., faults along which displacement has occurred within the past 200 years) are located in the Cedar Mountain Fault Zone approximately 18 miles northeast of the project site. The largest earthquake originating along this fault zone in recent times had a magnitude of 4.6 and occurred in August 1978 (USGS, 2015).

The Seismic Safety and Safety Element of the Siskiyou County General Plan states that over a 120-year period, nine or ten earthquakes capable of “considerable damage” have occurred in the region. No deaths have been reported from these quakes and building damage was

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considered minor or unreported. No known damage has resulted from an earthquake in the McCloud area. Regardless, Siskiyou County, like much of California, is located in an area with potential for major damage from earthquakes corresponding to intensity VII on the Modified Mercalli Scale.

Although much of area around Mount Shasta was impacted by a massive debris flow during the collapse of ancestral Mount Shasta (i.e., a volcano that was located on the site of contemporary Mount Shasta until roughly 160,000 to 360,000 years ago), landslides are not prominent in the area. The project site is relatively level, generally with slopes of less than 5 percent. Further, standard construction practices limit the amount of potential erosion, and the California Building Code addresses necessary construction techniques to accommodate soils with expansive characteristics.

According to the USDA Natural Resources Conservation Service (NRCS), which classifies soils throughout the United States, the project area soils are classified as #286 – Ponto sandy loam, 2 to 15 percent slopes, and #309 – Shasta loamy sand, 0 to 5 percent slope. The Ponto series consists of very deep, well drained soils that formed in volcanic ash. These soils have low shrink-swell potential, moderately rapid permeability, slow or medium runoff, and low or moderate water erosion potential. The Shasta series consists of very deep, somewhat excessively drained soils that formed in glacial outwash derived from extrusive igneous rock. These soils have low shrink-swell potential, very rapid permeability, very slow or slow runoff, and low water erosion potential.

Discussion of Impacts:

a)

- i) *Less Than Significant Impact.* There are no known active or potentially active faults within or adjacent to the project site. The closest mapped faults to the project area lie approximately 18 miles to the northeast. The California Geologic Survey does not identify the project site as being in an area affected by this fault or any other Alquist-Priolo Earthquake Fault Zone.
- ii) *Less Than Significant Impact.* See Response 4.6(a)(i) above. The project site is located in a potentially seismically active area and, as a result, any structures resulting from the proposed subdivision of land would likely to be subject to future seismic activity. Improperly designed and/or constructed structures could be subject to damage from seismic activity with resulting injury or death for the occupants. However, any future development resulting from the subdivision of land would be required to be designed to meet all California Building Code seismic design standards, as well as site-specific and project-specific recommendations contained in the geotechnical analysis required prior to building permit issuance.
- iii) *Less Than Significant Impact.* Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:
 - Loss of bearing strength – soils liquefy and lose the ability to support structures
 - Lateral spreading – soils slide down gentle slopes or toward stream banks
 - Flow failures – soils move down steep slopes with large displacement

- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

Three factors are required for liquefaction to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Impacts associated with liquefaction are unlikely given the well-drained soils on the project site and low incidence of seismic activity in the region.

iv) *Less Than Significant Impact.* Because the project site is relatively flat and the nearest hillsides do not show a history of instability, the potential for landslides is considered low.

b) *Less Than Significant With Mitigation Incorporated.* Erosion is the process by which soil material is detached and transported from one location to another by wind or water. Erosion occurs naturally in most systems but is often accelerated by human activities that disturb soil and vegetation. The rate at which natural and accelerated erosion occur is largely a function of climate, soil cover, slope conditions, and inherent soil properties.

According to the Natural Resource Conservation Service, the soil types identified within the project site exhibit a low or moderate potential for water erosion (USDA-NRCS, 1994). Further, limited land disturbances are likely to result from future development of single-family residences and residential accessory structures on the proposed parcels. Nevertheless, in order to ensure that potential impacts due to wind and water erosion remain less than significant, **MM 6.1** is recommended below.

c) *Less Than Significant Impact.* The potential for landslides on the project site was addressed under Response 4.6(a)(iv) and was determined to be less than significant. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse was addressed under Response 4.6(a)(iii) and was also determined to be less than significant.

d) *Less Than Significant Impact.* Expansive or shrink-swell soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water, greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. The soils at the project site are considered to have low shrink-swell potential. In addition, standard procedures as required by the California Building Code would reduce any potential impact associated with shrink-swell soils to a level that is considered less than significant.

e) *No Impact.* Future development on the project site will be provided with sewer service from the MCSD. As such, there will be no impacts resulting from soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures:

MM 6.1 Development applicants shall either revegetate soils disturbed by land clearing for residential dwellings and accessory structures or provide and maintain an adequate ground cover within these disturbed areas. Adequate ground cover may be accomplished through paving and/or laying down wood chips, shredded bark, or similar material(s). If construction activities are suspended for six (6) or more months, disturbed soils shall be revegetated or adequately covered until construction activities

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resume. Upon completion of construction activities, soils shall be revegetated or adequately covered within six (6) months.

Timing/Implementation: During ground disturbance activities associated with land clearing for driveways and construction of residential dwellings and accessory structures.

Enforcement/Monitoring: Siskiyou County Community Development Department – Planning Division

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.7 GREENHOUSE GAS EMISSIONS. 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 gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

No air district or other regulatory agency in northern California has identified a significance threshold for greenhouse gas (GHG) emissions generated by a proposed project, or a methodology for analyzing impacts related to GHG emissions or global climate change. By the adoption of Assembly Bill (AB) 32 and Senate Bill (SB) 97, however, the State of California established GHG reduction targets and has determined that GHG emissions as they relate to global climate change are a source of adverse environmental impacts in California. AB 32, the California Climate Solutions Act of 2006 (see Statutes 2006, Chapter 488, enacting Health and Safety Code, Sections 18500–38599), establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions.

The impact that GHG emissions have on global climate change does not depend on whether the emissions were generated by stationary, mobile, or area sources, or whether they were generated in one region or another. Thus, consistency with the state’s requirements for GHG emissions reductions is the best metric for determining whether the proposed project would contribute to global warming. In the case of the proposed project, if the project substantially impairs the state’s ability to conform to the mandate to reduce GHG emissions to 1990 levels by the year 2020, then the impact of the project would be considered significant.

Discussion of Impacts:

- a) *Less Than Significant Impact.* The proposed project is a zone change which would have no direct impact on greenhouse gas emissions. Future development of the project site, however, would result in minor greenhouse gas emissions associated with the use of fossil fuel powered equipment during construction of single-family homes and/or other permitted uses. Nevertheless, these emissions would be of a limited scope and duration and would have a less than significant impact on the environment.
- b) *No Impact.* The proposed project would not conflict with any adopted plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions.

Mitigation Measures:

None required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an 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 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a 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) For a project within the vicinity of a private airstrip, 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"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR), Title 22, Section 662601.10, as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or

incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Most hazardous material regulation and enforcement in Siskiyou County is managed by the Siskiyou Community Development Department - Environmental Health Division, which refers large cases of hazardous materials contamination or violations to the Central Valley Regional Water Quality Control Board (RWQCB) and the California Department of Toxic Substances Control (DTSC). When issues of hazardous materials arise, it is not at all uncommon for other agencies to become involved, such as the Air Pollution Control District and both the federal and state Occupational Safety and Health Administrations (OSHA).

Under Government Code Section 65962.5, both the California Department of Toxic Substances Control and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists for previous development proposals within the project site did not identify any hazardous waste violations in the vicinity of the project site.

Discussion of Impacts:

- a) *No Impact.* Because the proposed zoning of the property is for single-family residential development and the future use of the site includes single-family dwellings, the proposed project is not anticipated to result in the routine transport, use, or disposal of hazardous materials.
- b) *Less Than Significant Impact.* See Response 4.8(a). Although unlikely, a potential accidental release of hazardous materials could occur during future development of the project site. Any such release would likely be minor spillages of fuels and oils associated with construction equipment. However, there is nothing specific to the project that would indicate a greater likelihood for an accidental release of hazardous materials than during development of other residences in the County. As such, potential impacts are considered less than significant.
- c) *Less Than Significant Impact.* The proposed project is not located within one-quarter mile of an existing or proposed school. Although McCloud Elementary School is located approximately 0.27 miles from the site, there is nothing about the project that is likely to result in hazardous emissions or that would entail the handling of hazardous or acutely hazardous materials, substances, or waste.
- d) *No Impact.* According to the DTSC Envirostor database and SWRCB GeoTracker database, which were reviewed on July 30, 2015, the project site has not been identified as a hazardous material spill site. The McCloud Ranger Station, located approximately 400 feet west of the site is identified as a Leaking Underground Storage Tank cleanup site. The cleanup status is completed and the case was closed as of December 27, 2007.
- e) *No Impact.* The project site is more than two miles from any public or private airport. The closest public airport to the project site is the Dunsmuir Mott Airport, located approximately seven miles west of the project site. While there is an old landing strip located approximately 1.9 miles north of the site shown on USGS topographic maps, the landing strip has not been in use for a number of years.

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- f) *No Impact*. See Response 4.8(e). The project site is not located in the vicinity of a private airstrip.
- g) *Less Than Significant Impact*. There is nothing about the proposed subdivision of land, including future development of the resultant parcels, that would substantially interfere with an adopted emergency response or evacuation plan.
- h) *Less Than Significant Impact*. According to the Siskiyou County General Plan, the project site is located in an area mapped as Wildfire Hazard (High). There is the potential for wildland fires in the region given the relatively dry summer climate, with hot days and wind, and the project site location in a wildland-urban interface. However, both the current project and any resultant future development would be required to comply with Fire Safe Regulations enacted pursuant to Public Resources Code Sec. 4290. Additionally, fire hydrants are located along Haul Road.

Mitigation Measures:

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.9 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

The most significant hydrologic feature in the project vicinity is Squaw Valley Creek, located approximately 1,000 feet west of the project site. No other significant surface water features exist in the project vicinity.

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No groundwater wells would be installed as part of or as a result of the project. Water and wastewater disposal services necessary to serve future development would be provided by the MCSD. The MCSD utilizes three spring sources to meet the potable water demand of its customers.

As mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping program, none of the project area is located within the 100-year floodplain. (FIRM Map 06093C3063D).

Discussion of Impacts:

- a) *Less Than Significant Impact.* The proposed rezoning would not impact water quality standards and/or waste discharge requirements. As the project site is developed with residences in the future, it is likely that some grading would be necessary to prepare the home sites for development. Nevertheless, Squaw Valley Creek, and other hydrologic features in the project vicinity are sufficiently distant that there would be no adverse impacts to these features.
- b) *Less Than Significant Impact.* Although the project would likely result in the creation of impervious surfaces as residential development occurs, these surfaces would be relatively limited and would not interfere with groundwater recharge. Domestic water will be provided by the MCSD, so groundwater at the site will not be depleted due to this proposed development.
- c) *Less Than Significant Impact.* Future development of the driveways and other improvements on the project site would result in an increase in impervious surfaces on the project site. However, due to the limited amount of development that has the potential to occur, the size of the lots, and the rapid permeability of project site soils, it's anticipated that any sediment laden stormwater would percolate into the ground prior to leaving the project site. Furthermore, sediment laden stormwater would only be anticipated if development occurs during adverse weather conditions. Because not all parcels are likely to develop simultaneously during the winter, the potential for off-site siltation is considered minimal. Should all lots and the access road be developed at the same time, however, it is possible that more than one acre of ground could be disturbed. Were this scenario to present itself, the developer would be required to obtain a General Construction Stormwater Permit from the RWQCB, the approval of which requires preparation of a stormwater pollution prevention plan (SWPPP) subject to RWQCB review and approval. In order to be approved, the SWPPP would need to include best management practices (BMPs) designed to reduce or eliminate erosion and runoff. BMPs typically include the use of straw wattles, covering stockpiled materials, revegetation of disturbed areas, silt fences, and other physical means of slowing stormwater flow from graded areas in order to allow sediment to settle out.
- d) *Less Than Significant Impact.* See Response 4.9(c) above. The minor grading activities associated with future residential development would not substantially alter the existing drainage pattern such that there would be an increased risk of flooding on- or off-site.
- e) *Less Than Significant Impact.* See Responses 4.9(c) through 4.9(d) above. Any minor increase in stormwater runoff resulting from development of impervious surfaces would be negligible relative to the amount of undeveloped land that would remain adjacent to the home sites capable of accommodating the runoff.
- f) *Less Than Significant Impact.* See Responses 4.9(a) through 4.9(e).

- g) *No Impact.* The project is not within a 100-year flood hazard area.
- h) *No Impact.* See Response 4.9(g) above.
- i) *No Impact.* The project would not result in the failure of a levee or dam, nor would it expose people or structures to a significant risk of loss, injury or death involving flooding.
- j) *No Impact.* The project site is not located near an ocean or large body of water with potential for seiche or tsunami. The project is located approximately six miles from McCloud Reservoir. As discussed under Responses 4.6(a)(iii) and 4.6(a)(iv), the project area is not at risk of mudflows.

Mitigation Measures:

None required.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.10 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

The basis for land use planning at the project site is the County's General Plan. The Land Use Element of the General Plan provides the primary guidance on issues related to land use and land use intensity. The Land Use Element provides designations for land within the County and outlines goals and policies concerning development and use of that land.

The primary goal of the Land Use/Circulation Element of the Siskiyou County General Plan is to allow the physical environment to determine the appropriate future land use pattern that will develop in Siskiyou County. This is contrary to conventional planning practice in which one master land use map indicates future land use patterns based primarily on social, political, and economic factors. Its focus is for future development to occur in areas that are easiest to develop without entailing great public service costs, that have the least negative environmental effect, and that do not displace or endanger the county's critical natural resources.

The technique used for the development of the Land Use Element involved preparation of a series of overlay maps identifying development constraint areas. Constraints take the form of both natural, physical barriers or problems and those culturally imposed on the basis of resource protection. The combination of overlay maps provides a visual display of tones representing physical constraints in a particular geographic area in terms of the perceived effect of urban development. In identifying an absence of physical constraints, it also indicates where urban development may proceed without encountering known physical problems.

Siskiyou County General Plan *Land Use Element* identifies the project site as being located within the following mapped areas: Soils – Erosion Hazard; Building Foundation Limitation – Severe Pressure Limitations Soils; Wildfire Hazard (High); and Woodland Productivity – Highly Suitable. The following are the applicable policies established for development within those mapped resource and natural hazard areas:

Policy no. 7 *Specific mitigation measures will be provided that lessen soil erosion, including contour grading, channelization, revegetation of disturbed slopes and soils, and project timing (where feasible) to less[en] the effect of seasonal factors (rainfall and wind).*

- Policy no. 8 Enforce building construction standards (uniform building code) and public works requirements.*
- Policy no. 30 All development proposed within a wildfire hazard area shall be designed to provide safe ingress, egress, and have an adequate water supply for fire suppression purposes in accordance with the degree of wildfire hazard.*
- Policy no. 31 The minimum parcel size shall be one acre on zero to 15 percent slope, and five areas on 16 to 29 percent slope.*
- The permitted density will not create erosion or sedimentation problems.*
- Policy no. 32 Single-family residential, light industrial, light commercial, open space, non-profit and non-organizational in nature recreational uses, commercial/recreational uses, and public or quasi-public uses only may be permitted.*
- The permitted uses will not create erosion or sedimentation problems.*

In addition to the policies noted above, the following composite policies have been determined to be applicable to the proposed project:

- Policy no. 41.3(e) All proposed uses of the land shall be clearly compatible with the surrounding and planned uses of the area.*
- Policy no. 41.3(f) All proposed uses of the land may only be allowed if they clearly will not be disruptive or destroy the intent of protecting each mapped resource.*
- Policy no. 41.5 All development will be designed so that every proposed use and every individual parcel of land created is a buildable site, and will not create erosion, runoff, access, or fire hazard or any other resource or environmentally related problems.*
- Policy no. 41.6 There shall be a demonstration to the satisfaction of the Siskiyou County Health Department and/or the California Regional Water Quality Control Board that sewage disposal from all proposed development will not contaminate ground water.*
- Policy no. 41.7 Evidence of water quality and quantity acceptable to the Siskiyou County Health Department must be submitted prior to development approval.*
- Policy no. 41.8 All proposed development shall be accompanied by evidence acceptable to the Siskiyou County Health Department as to the adequacy of on-site sewage disposal or the ability to connect into an existing city or existing Community Services District with adequate capacity to accommodate the proposed development. In these cases the minimum parcel sizes and uses of the land permitted for all development will be the maximum density and lands uses permitted that will meet minimum water quality and quantity requirements, and the requirements of the county's flood plain management ordinance.*

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- Policy no. 41.9 Buildable, safe access must exist to all proposed uses of land. The access must also be adequate to accommodate the immediate and cumulative traffic impacts of the proposed development.*
- Policy no. 41.12 All significant historic and prehistoric places and features when identified shall be preserved and protected in accordance with accepted professional practices.*
- Policy no. 41.13 All rare and endangered plant species identified and recognized by state and federal government shall be preserved and protected in accordance with accepted professional practices.*
- Policy no. 41.18 Conformance with all policies in the Land Use Element shall be provided, documented, and demonstrated before the County may make a decision on any proposed development.*
- Policy no. 41.19 It is the intent of all the policies in the Land Use Element to accomplish the following:*
- b. Ensure compatibility of all land uses. (Subsections a, c, and d are not applicable to the project.)*

In concert with the General Plan, the Siskiyou County Code establishes zoning districts within the County, and specifies allowable uses and development standards for each district. Under state law, each jurisdiction's zoning must be consistent with its general plan. The proposed zoning of the project site is Single-family Residential (RES-1) and Rural Residential (R-R). Pursuant to Section 10-6.3.702 of the Siskiyou County Code, the RES-1 and R-R districts permit single-family dwellings and residential accessory structures and uses.

Discussion of Impacts:

- a) *No Impact.* The project would not result in the division of an existing community as the project site is located within the community of McCloud in an area of compatible and similar uses.
- b) *No Impact.* The project would not conflict with applicable plans that have jurisdiction over the project area. Consistent with the applicable County land use policies, the project is rezoning to residential uses compatible with adjacent land uses. Further, access adequate to accommodate project related and cumulative traffic would be provided, all necessary building permits would be obtained prior to development, and conformance with state Fire Safe regulations would be required. In addition, the MCS D would provide sewer and water service to the site. As such, the proposed project is consistent with the County's general plan and zoning.
- c) *No Impact.* See Section 4, Biological Resources. No habitat conservation or natural community conservation plans are applicable to the project site.

Mitigation Measures:

None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.11 MINERAL RESOURCES. 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 important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

Historically, gold mining was responsible for the establishment of several communities within Siskiyou County. Although some mining still takes place, the resource is greatly diminished and no longer plays a significant role in the economy. Nevertheless, gold continues to draw interest in the region, especially when gold prices are high.

The State Mining and Geology Board has the responsibility to inventory and classify mineral resources and could designate such mineral resources as having a statewide or regional significance. If this designation occurs, the local agency must adopt a management plan for such identified resources. At this time, there are no plans to assess local mineral resources for the project area or Siskiyou County.

Discussion of Impacts:

- a) *No Impact.* The project would not result in the loss of an available known mineral resource that would be of value to the region or residents of the state.
- b) *No Impact.* See Response 4.11(a) above. There are no locally important mineral resource recovery sites within the project area delineated in the County General Plan.

Mitigation Measures:

None required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.12 NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a 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"/>
f) For a project within the vicinity of a private airstrip, 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"/>

Setting:

The Siskiyou County General Plan Noise Element identifies land use compatibility standards for exterior community noise for a variety of land use categories for project planning purposes. For residential land uses, an exterior noise level of 60 Ldn (Day-Night Level) is identified as being "acceptable" requiring no special noise insulation or noise abatement features unless the proposed development is itself considered a source of incompatible noise for a nearby land use. The outdoor noise level planning criteria identified in the Noise Element are intended to "assure that a 45 Ldn indoor level will be achieved by the noise attenuation of regular construction materials."

Existing noise sources in the project area are fairly limited, but include local and through traffic, and activities common in residentially developed areas. The most consistent noise at the project site is local and through traffic on Hwy 89, immediately south of the project site. The speed limit on this section of Hwy 89 is 65 MPH for passenger vehicles and 55 MPH for trucks with three or more axles and vehicles pulling trailers.

Caltrans traffic count data indicate traffic volumes on Hwy 89 decreased between 2002 and 2014. According to the data, both annual average annual daily traffic (AADT) and peak month average daily traffic (ADT) have decreased; however, traffic volumes have generally leveled off

since 2007. AADT is the total traffic volume for the year divided by 365 and ADT is the average daily traffic for the month of heaviest traffic flow, which for Hwy 89 is either July or August.

Table 4.12.1 Caltrans Hwy 89 at Broadway Historic Traffic Counts

Year	2002		2008		2014	
Intersection	AAADT	Peak Month	AAADT	Peak Month	AAADT	Peak Month
Hwy 89/Broadway	2,800	4,250	2,600	4,000	2,650	3,600

Two noise studies were completed in 2002 (Bollard & Brennan 2002a; Bollard & Brennan 2002b), one that includes the portion of the project site east of Haul Road, and a second for a project located on the west side of Haul Road and north of the project site. Both of the noise studies analyzed traffic noise from Hwy 89 and Haul Road. Regarding Hwy 89, the analysis found that 60 dB Ldn from travel lane centerline would be achieved at a distance of 180 feet, based on 64 dB (Ldn) reading at 100 feet. Estimated noise levels for Haul road were 63 dB (Ldn) at 100 feet and 60 dB (Ldn) at 157 feet from travel lane centerline. Standard residential construction typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and 15 dB with windows open. The above-referenced noise studies assumed development of a 300-unit ministorage facility north of the project site and buildout of the three industrially-zoned parcels located at the northern end of Haul Road. The 300-unit ministorage was never constructed, and if it were to be proposed at the same location in the future, it would require either a zone change and/or a conditional use permit, both of which are considered discretionary actions subject to CEQA review.

Discussion of Impacts:

a) *Less Than Significant With Mitigation Incorporated.* The proposed project would generate temporary noise levels during construction of the dwellings that may affect nearby noise-sensitive receptors. Noise-sensitive receptors located in the project vicinity include a limited number of residences, USFS McCloud Ranger District offices, the McCloud Elementary School, and the McCloud High School. Temporary construction noise would likely consist of heavy equipment, backup alarms, construction trucks, and paving equipment. Although construction noise is temporary in nature, it could pose a nuisance to noise-sensitive receptors adjacent to the project area. Implementation of mitigation measure **MM 12.1** would reduce potential construction noise impacts to a level that is considered less than significant. In addition, noise levels would increase once the project site is developed. Typical noise sources attributed to single-family dwellings include landscaping equipment, automobiles, power tools, domestic animals, heating and cooling systems, and audio equipment. However, due to the low density allowed on the project site and existing in the surrounding area, it is not anticipated that these noise sources would expose people to noise levels in excess of the noise standards established in the Noise Element of the Siskiyou County General Plan.

State Hwy 89 and Haul Road are permanent noise generators in close proximity to the project site. As detailed above, without sufficient distance or buffering from roadways, future residents at the site may be subjected to noise levels in excess of the General Plan Noise Element standards. To reduce potential noise impacts to a less-than-significant level, **MM 12.2** is recommended below. Mitigation measure **MM 12.2** is intended to prevent structures that would typically be occupied or inhabited by humans in areas with decibel readings greater than 60 Ldn, while allowing future residents to construct structures that are

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not typically occupied by humans within said areas. As such, **MM 12.2** would reduce potential impacts to a level that is considered less than significant.

- b) *Less Than Significant Impact.* During development of the project site, heavy equipment may be utilized that could generate localized groundborne vibration and groundborne noise perceptible to residences or other sensitive uses in the immediate vicinity of the construction site. However, since the duration of impact would be brief and would occur during less sensitive daytime hours (i.e., between 7:00 a.m. and 7:00 p.m.), the impact from construction-related groundborne vibration and groundborne noise is considered less than significant
- c) *Less Than Significant Impact.* Development of the project site would result in a minimal increase in ambient noise levels associated with the addition of a limited number of single-family dwellings. This is considered less than significant as the project site is adjacent to a large subdivision, and is compatible with that use.
- d) *Less Than Significant With Mitigation Incorporated.* See Response 4.11(a).
- e) *No Impact.* The project site is not located within two miles of a public airport or within an airport land use plan area.
- f) *No Impact.* The project is not located in the vicinity of a private airstrip.

Mitigation Measures:

MM 12.1 During project site development construction activities shall be limited to 7:00 a.m. to 7:00 p.m. Monday through Friday, and from 8:00 a.m. to 6:00 p.m. on Saturdays. Construction activities are prohibited on Sundays and federal holidays. This condition shall be noted on future Improvement Plans.

Timing/Implementation: During grading and construction of improvements

Enforcement/Monitoring: County of Siskiyou - Public Works Department

MM 12.2 In order to reduce potential noise levels affecting future residences on the project site, one of the following mitigation measures shall be implemented:

- 1) Future development applicants shall include on building site plans the 60 dB Ldn noise contours and their distance from the edge of road right-of-ways/easements. Said noise contours shall be equal to 157 feet from the Haul Road travel lane centerlines and 180 feet from the State Highway 89 travel lane centerline(s), as determined in the environmental noise assessment for the Kit Carpenter project, prepared by Bollard & Brennan, Inc., and dated August 13, 2002. A map note shall state the following:

No residential structures or residential accessory structures designed to be occupied or inhabited by humans, as defined by the California Building Code as either "Habitable Space" or "Occupiable Space" shall be constructed within the 60 dB Ldn noise contour.

OR

- 2) Prior to development of any parcel in the project site, the applicant shall hire a consultant experienced in conducting noise studies to complete an environmental noise assessment. The environmental noise assessment shall analyze noise impacts from traffic on both Haul Road and State Highway 89, and include a map exhibit(s) of the 60dB Ldn contours. The distance from edge of road right-of-ways/easements of said contours shall be included on the map exhibit. The noise assessment shall be provided to the Community Development Department – Planning Division for review. Subsequent to Planning Division review and acceptance of the noise impact analysis, the applicant shall include on the Parcel Map, or an additional map sheet, the 60 dB Ldn noise contours. Additionally, a map note shall state the following:

No residential structures or residential accessory structures designed to be occupied or inhabited by humans, as defined by the California Building Code as either "Habitable Space" or "Occupiable Space" shall be constructed within the 60 dB Ldn noise contour;

Timing/Implementation: Prior to recordation of the future Parcel Maps
Enforcement/Monitoring: Siskiyou County Community Development Department – Planning Division

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.13 POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

The project site is located in the community of McCloud, a once bustling lumber town. The project site is within an area of the community characterized by rural residential densities, and is in relatively close proximity to higher population densities in the historic core of McCloud.

Discussion of Impacts:

- a) *Less Than Significant Impact.* The project, which is a rezoning, has the potential to result in the development of a limited number of new residential structures. The proposed zone change, which removes the PD zoning and retains the underlying RES-1 and R-R zoning, is not growth inducing.
- b) *No Impact.* There are currently very few dwellings on the project site; therefore, the project would not displace any housing.
- c) *No Impact.* Because the proposed project would rezone the project site for residential use, no people would be displaced by the project.

Mitigation Measures:

None required.

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

Setting:

FIRE PROTECTION

Fire protection services for the project site are provided by the California Department of Forestry and Fire Protection (Cal Fire). The nearest Cal Fire station is staffed year round and is located at 1509 Squaw Valley Road, approximately two miles from the project site. Additionally, the McCloud Fire Department, located at 319 Tucci Ave, is 1.3 driving miles from the project site.

POLICE PROTECTION

Police protection services at the project site are provided by the Siskiyou County Sheriff's Department. The nearest Sheriff's Department substation is located at 241 Ski Village Drive, Mt. Shasta, located approximately 14.4 driving miles from the site. Additionally, the California Highway Patrol and Mt. Shasta Police offices are all located within 14 miles of the project site. These agencies would likely provide additional support to the Sheriff's Department in case of any emergency.

SCHOOLS

The area is served by the McCloud Elementary School District for kindergarten through 8th grade at 332 Hamilton Way. The Siskiyou Union High School District serves high school-aged children in grades 9 through 12 at McCloud High School, 133 Campus Way. Both schools currently operate well under their capacity. Both schools also impose development fees on new construction to offset any impact development would have on increased enrollment.

RECREATION

Recreational opportunities for both youth and adults are varied and plentiful in the project area. Nearby McCloud River and McCloud Reservoir provide opportunities for water recreation, including boating, swimming, fishing, and other outdoor activities. The Mt. Shasta Ski Park, approximately nine miles distant, includes opportunities for downhill and cross country skiing as well as summer activities such as hiking and mountain biking. Horseback riding stables and trails are located less than one mile from the project site. In addition, the MCSD owns and operates Hoo Hoo Park, which includes playground equipment, picnic areas, horseshoe pits, ball fields, a

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concessions stand, and restrooms. Hoo Hoo Park is located approximately 0.5 mile from the project site.

OTHER PUBLIC FACILITIES

Other public facilities found in the project vicinity include the Siskiyou County Library - McCloud Branch, MCSD offices, the U.S. Postal Service McCloud post office, and public lands owned and administered by the Bureau of Land Management and the U.S. Forest Service.

Discussion of Impacts:

- a) *Less Than Significant Impact.* The project site is located within the MCSD and fire hydrants are located along Haul Road. Additionally, Cal Fire PRC 4290 regulations are applicable at the site. The project would not affect the provision of fire protection services.
- b) *Less Than Significant Impact.* The division of land and the addition of a limited number of new dwellings would not generate a significant increase in calls for police protective services or affect the provision of police services in the community.
- c) *Less Than Significant Impact.* Development of the project site would potentially result in a minor increase in school enrollments, which would be offset by development impact fees. The project would not generate a need for new school facilities.
- d) *Less than Significant Impact.* Development of the project site may result in a minor increase in use of nearby Hoo Hoo Park and other nearby recreational sites, however, all facilities can easily accommodate any minor increase in use.
- e) *No Impact.* The project would not impact any other governmental services or facilities.

Mitigation Measures:

None required.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

Recreational opportunities for both youth and adults are varied in the project area. The McCloud River, Squaw Valley Creek, and McCloud Reservoir provide the opportunities for a variety of public outdoor recreation activities including, fishing, boating, swimming, and water recreation. The MCSD operates Hoo Hoo Park, approximately 0.5 mile from the project site.

Discussion of Impacts:

- a) *Less Than Significant Impact.* The potential increase in population resulting from development of the project site would have a negligible impact on local recreation facilities and would not cause deterioration or the need for expanded or new facilities.
- b) *No Impact.* See Response 4.15(a). The project does not include the construction of recreational facilities or require the construction or expansion of such.

Mitigation Measures:

None required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.16 TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting:

The project site is located on the east and west sides of Haul Road, a privately-maintained road. Haul Road intersects with State Hwy 89 at the southerly edge of the project site. Haul Road, a two-lane road, approximately 24 feet wide, with one- to two-foot shoulders and a chip seal surface, is currently paved to County and Cal Fire road standards.

The County of Siskiyou provides a public bus system, Siskiyou Transit and General Express (STAGE), which makes several stops in the community of McCloud and connects McCloud with other communities along the Interstate 5 corridor.

The terrain and layout of the project area is favorable for bicycle and pedestrian circulation. Most streets in McCloud have low traffic volumes, permitting their safe use by bicyclists and pedestrians. Additionally, Forest Road provides a connection between Haul Road and the rest of the community, eliminating the need for pedestrians to use Hwy 89 to get to local goods and services.

Discussion of Impacts:

- a) *Less Than Significant Impact.* Development of the project site under the proposed RES-1 and R-R zoning would result in a relatively minor increase in local traffic. This increase in traffic would not be substantial in relation to the existing traffic load and capacity of the area road network, and all area road segments and intersections would continue to maintain a level of service of "C" or better, resulting in a stable flow of traffic with little delay at intersections. Because the project would not decrease the level of service of the area road network or the intersections to less than "C", the proposed project is consistent with the Siskiyou County Circulation Element.
- b) *Less Than Significant Impact.* See Response 4.16(a). The proposed project would not conflict with an applicable congestion management program or level of service standard.
- c) *No Impact.* The closest public airport to the project site is the Dunsmuir Mott Airport, located approximately seven miles to the west. However, there are no project components that would affect air traffic patterns.
- d) *Less Than Significant Impact.* The proposed project would not substantially increase hazards due to a design feature or incompatible uses.
- e) *Less Than Significant Impact.* Access to the project site would be from Haul Road and/or Mill Road. Trips generated by future development of the project site would not impair emergency access to the site, or create off-site impediments to emergency access vehicles.
- f) *No Impact.* The project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Mitigation Measures:

None Required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.17 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting:

WATER

Domestic water would be provided by the McCloud Community Services District (MCSD). A recommended condition of approval on all future parcel maps will be that the applicant provides to the County a "will serve" letter from the MCSD prior to recordation of the map.

WASTEWATER

Wastewater disposal and treatment would be provided by the MCSD. A recommended condition of approval on all future parcel maps will be that the applicant provides to the County a "will serve" letter from the MCSD prior to recordation of the map.

STORM DRAINAGE

Given the low density of development in the project vicinity and the permeability of area soils, existing storm drainage facilities are limited. No curb or gutter is located in the project vicinity.

SOLID WASTE

The Black Butte transfer station is located at 3710 Springhill Road in Mt. Shasta. Solid waste from this transfer station is subsequently transported and disposed of at the Dry Creek Landfill in White City, Oregon. Under existing state permits, the Dry Creek Landfill may accept 972 tons of solid waste per day until the year 2056 and had an estimated remaining capacity of 28,421,000 cubic yards in 2006 (CH2M HILL, 2006).

Discussion of Impacts:

- a) *Less Than Significant Impact.* Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Central Valley Regional Water Quality Control Board (RWQCB) implements these acts by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices. Future residences built on the project site would be served by the McCloud CSD wastewater treatment plant and would result in a negligible increase in wastewater flows.
- b) *Less Than Significant Impact.* Future residences built on the project site would be served by the MCSD water system. The MCSD currently has adequate water rights and capacity to serve future residential development allowed under RES-1 zoning.
- c) *Less Than Significant Impact.* See Responses 4.9(c), 4.9(d) and 4.9(e). No new or expanded stormwater drainage facilities are required for the project. The project site is large enough to accommodate additional stormwater runoff associated with additional development.
- d) *Less Than Significant Impact.* The MCSD has existing entitlements and capacity to serve residential development. There are existing water and wastewater facilities within the Haul Road right-of-way.
- e) *Less Than Significant Impact.* See Response 4.17(a).
- f) *Less Than Significant Impact.* Solid waste from the project site will be transported to the Black Butte Transfer Station and subsequently disposed of at the Dry Creek Landfill in southern Oregon. Under existing permits, the landfill may accept 972 tons of solid waste per day until the year 2056. The project's daily contribution to the landfill relative to the landfill's capacity is considered less than significant.
- g) *Less Than Significant Impact.* The proposed project would comply with all state and federal statutes regarding solid waste.

Mitigation Measures:

None required.

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	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts:

- a) *Less Than Significant With Mitigation Incorporated.* While several Initial Study sections have identified the potential for significant environmental impacts without mitigation, including potential impacts to special-status species and cultural resources, with the implementation of mitigation measures proposed within the relevant sections of this Initial Study, all potential project impacts would be reduced to a level that is considered less than significant.
- b) *Less Than Significant With Mitigation Incorporated.* Implementation of the proposed project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, with implementation of mitigation measures proposed within the relevant sections of this Initial Study, these potential cumulative impacts would be reduced to a level that is considered less than significant.
- c) *Less Than Significant Impact.* The proposed project would not result in adverse impacts on human beings either directly or indirectly.

5.1 DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

The following documents were used or to determine the potential for impact from the proposed project. Compliance with federal, state, and local laws is assumed in all projects.

Bollard & Brennan. 2002a. Environmental Noise Assessment "Kit Carpenter Development." August 13, 2002. Available for review at Siskiyou County Community Development – Planning Division.

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- . 1980. *Siskiyou County General Plan, Land Use and Circulation Element*. http://www.co.siskiyou.ca.us/sites/default/files/docs/GP_LandUse-CirculationElement.pdf
- . 1975. *Siskiyou County General Plan, Seismic Safety and Safety Element*. http://www.co.siskiyou.ca.us/sites/default/files/docs/GP_SeismicSafety-SafetyElement.pdf.
- Siskiyou County Department of General Services. 2015. "STAGE (Siskiyou Transit and General Express)." <http://www.co.siskiyou.ca.us/content/transportation-division-stage>. Website accessed July 31, 2015.
- SWRCB (State Water Resources Control Board). 2015. GeoTracker Database. <http://geotracker.waterboards.ca.gov/>. Website accessed July 31, 2015.
- USDA-NRCS (United States Department of Agriculture, Natural Resources Conservation Service). 1994. *Soil Survey of Intermountain Area, California, Parts of Lassen, Modoc, Shasta, and Siskiyou Counties*.
- USFWS (US Fish and Wildlife Service). 2015. Critical Habitat Portal. <http://criticalhabitat.fws.gov/>. Website accessed July 30, 2015.
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