CALIFORNIA HIGHWAY PATROL

QUINCY AREA OFFICE REPLACEMENT PROJECT

Initial Study/Mitigated Negative Declaration

February 2019

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Quincy Area Office Replacement Project

Initial Study/Mitigated Negative Declaration

Prepared for:

State of California
Department of General Services
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West Sacramento, CA 95605

On behalf of the Lead Agency:

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ACRONYMS AND ABBREVIATIONS

AB	assembly bill
ADA	Americans with Disabilities Act
AFY	acre-feet per year
AGR	agricultural water supply
ALUC	Airport Land Use Commission
AP	agricultural preserve
APN	assessor's parcel number
AST	above-ground storage tank
ATCM	airborne toxic control measures
AVCSD	American Valley Community Services District
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMP	best management practices
BP	before present
C&D	construction and demolition
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
Cal EMA	California Emergency Management Agency
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal OES	California Governor's Office of Emergency Services
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASGEM	California Statewide Groundwater Elevation Monitoring Program
CBC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act (also known as the Superfund Act)
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHHSL	California Human Health Screening Level
CHP	California Highway Patrol
CIWMA	California Integrated Waste Management Act
CIWMB	California Integrated Waste Management Board
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
COLD	cold freshwater habitat
COS	conservation and open space
CO2	carbon dioxide
CO2e	carbon dioxide equivalent
CPRPD	Central Plumas Recreation and Park District
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
cy	cubic yards
dB	decibel
dBA	A-weighted decibel
DMV	California Department of Motor Vehicles
DOC	California Department of Conservation
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
DTSC	California Department of Toxic Substances Control
DUE	dwelling unit equivalent
DWR	California Department of Water Resources
ESBSSA	Essential Services Buildings Seismic Safety Act
EIR	environmental impact report
EO	executive order
EQSD	East Quincy Services District
ESA	Endangered Species Act
ESL	environmental screening level

FAA	Federal Aviation Administration
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FERC	Federal Energy Regulatory Commission
FMMP	Farmland Mapping and Monitoring Program
ft	feet
ft2	square feet
FTA	Federal Transit Administration
GHG	greenhouse gas
GSA	groundwater sustainability agency
GSP	groundwater sustainability plan
HAP	hazardous air pollutant
HCP	habitat conservation plan
HI	hazard index
hp	horsepower
HRA	health risk assessment
HUC	hydrologic unit code
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
H2S	hydrogen sulfide
in/sec	inches per second
IND	industrial service supply
IS/MND	initial study/mitigated negative declaration
KOP	key observation point
kVA	kilovolt-ampere
kW	kilowatt
Ldn	energy average of the A weighted sound levels occurring during a 24 hour period
LEED	Leadership in Energy & Environmental Design
Leq	equivalent steady-state sound level
Lmax	maximum sound level
Lmin	minimum sound level
LOS	level of service

LUST	leaking underground storage tank
Lxx	sound level exceeded x percent of a specific time period
MAP	Model Accreditation Plan
MBTA	Migratory Bird Treaty Act
MD	midday
MGY	million gallons per year
MLD	Most Likely Descendant
MMT	million metric tons
mph	miles per hour
MRZ	mineral resource zone
MTCO2e	metric tons of carbon dioxide equivalents
MUN	municipal water supply
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NEIC	Northeast Information Center
NEHRP	National Earthquake Hazards Reduction Program
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
NIST	National Institute of Standards and Technology
NMFS	National Marine Fisheries Service
NOD	Notice of Determination
NOx	oxides of nitrogen
NO2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act of 1977
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSAQMD	North Sierra Air Quality Management District
NSF	National Science Foundation
NSR	New Source Review
NWI	National Wetlands Inventory
OEHHA	[California] Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
Pb	lead

PCBs	polychlorinated biphenyls
PCUSD	Plumas County Unified School District
PG&E	Pacific Gas & Electric Company
PM2.5	particulate matter of aerodynamic radius of 10 micrometers or less
PM10	particulate matter of aerodynamic radius of 10 micrometers or less
POW	hydropower generation
ppd	pounds per day
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
Proposed Project	CHP Quincy Area Office Replacement Project
PSD	Prevention of Significant Deterioration
PST	Pacific Standard Time
QCSD	Quincy Community Services District
QFPD	Quincy Fire Protection District
RCRA	Resource Conservation and Recovery Act of 1976
REC1	water contact recreation
REC2	non-contact recreation
RF	radiofrequency
RMP	risk management plan
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	senate bill
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazard Mapping Act
SHN	SHN Consulting Engineers and Geologists, Inc.
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act of 1975
SO2	sulfur dioxide
SPCC	Spill Prevention, Control, and Countermeasure
SPI	Sierra Pacific Industries
SPWN	spawning, reproduction, and/or early development
SR	State Route
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
TCP	traditional cultural property
TCR	tribal cultural resource
UNFFR Project	Upper North Fork Feather River Hydroelectric Project
USC	U.S. Code
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
VdB	vibration velocity in decibels
WILD	wildlife habitat
Williamson Act	California Land Conservation Act of 1965
WR	Water Resources
WRCC	Western Regional Climate Center
WSRP	West Roseville Specific Plan
WWTP	wastewater treatment plant
°F	degrees Fahrenheit
µg/m3	micrograms per cubic meter
§	section

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Chapter 1
INTRODUCTION

The California Highway Patrol (CHP) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed CHP Quincy Area Office Replacement Project (Proposed Project). The Proposed Project and its location are described in depth in Chapter 2, *Project Description*. This document was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) of 1970 (as amended) and the CEQA Guidelines (14 California Code of Regulations [CCR] § 15000 *et seq.*).

1.1 INTENT AND SCOPE OF THIS DOCUMENT

This IS/MND has been prepared in accordance with CEQA, under which the Proposed Project is evaluated at a project level (CEQA Guidelines § 15378). CHP, as the lead agency under CEQA, will consider the Proposed Project's potential environmental impacts when considering whether to approve the Project. This IS/MND is an informational document intended for use in the planning and decision-making process for the Proposed Project and does not recommend approval or denial of the Proposed Project.

The site plans for the Proposed Project included in this IS/MND are conceptual. CHP anticipates that the final design for the Proposed Project would include some modifications to these conceptual plans, and the environmental analysis has been developed with conservative assumptions to accommodate some level of modification.

This IS/MND describes the Proposed Project; its environmental setting, including existing conditions and regulatory setting, as necessary; and the potential environmental impacts of the Proposed Project with regard to the following topics:

Aesthetics	Land Use and Planning
Agricultural/Forestry Resources	Mineral Resources
Air Quality	Noise
Biological Resources	Population and Housing
Cultural Resources	Public Services
Geology, Soils, and Seismicity	Recreation
Greenhouse Gas Emissions	Transportation and Traffic
Hazards and Hazardous Materials	Tribal Cultural Resources
Hydrology and Water Quality	Utilities and Service Systems

1.2 PUBLIC INVOLVEMENT PROCESS

Public disclosure and dialogue are priorities under CEQA. CEQA Guidelines § 15073 and § 15105(b) require that the lead agency designate a period during the IS/MND process when the public and other agencies can provide comments on the potential impacts of the Proposed Project. Accordingly, CHP is now circulating this document for a 30-day public and agency review period.

To provide input on this project, please send comments to the following contact:

Jennifer Parson, Senior Environmental Planner
State of California Department of General Services
Real Estate Services Division, Project Management & Development Branch
Energy & Environmental Section
707 Third Street, 4th Floor, MS 509
West Sacramento, CA 95605
Email: quincy-comments@chp-ceqa.com

During its deliberations on whether to approve the Proposed Project, CHP will consider all comments received before 5:00 p.m. on the date identified in the Notice of Intent for closure of the public comment period.

1.3 ORGANIZATION OF THIS DOCUMENT

This IS/MND contains the following components:

Chapter 1, *Introduction*, provides a brief description of the intent and scope of this IS/MND, the public involvement process under CEQA, and the organization of and terminology used in this IS/MND.

Chapter 2, *Project Description*, describes the Proposed Project, including its purpose and goals, the site where the Proposed Project would be constructed, the construction approach and activities, operation-related activities, and related permits and approvals.

Chapter 3, *Environmental Checklist*, presents the checklist used to assess the Proposed Project's potential environmental effects, which is based on the model provided in Appendix G of the CEQA Guidelines. This chapter also includes a brief environmental setting description for each resource topic and identifies the Proposed Project's anticipated environmental impacts, as well as any mitigation measures that would be required to reduce any potentially significant impacts to a less-than-significant level.

Chapter 4, *References*, provides a bibliography of printed references, websites, and personal communications used in preparing this IS/MND.

Appendices

Appendix A	*Local Laws, Regulations, and Policies*
Appendix B	*Air Quality Data*
Appendix C	*Health Risk Assessment Memorandum and Supporting Documentation*
Appendix D	*Biological Resources Background Information*
Appendix E	*Cultural Resources Documentation*
Appendix F	*Noise Analysis*
Appendix G	*Traffic Data*
Appendix H	*Mitigation Monitoring and Reporting Program*

1.4 IMPACT TERMINOLOGY

This IS/MND uses the following terminology to describe the environmental effects of the Proposed Project:

- A finding of *no impact* is made when the analysis concludes that the Proposed Project would not affect the particular environmental resource or issue.
- An impact is considered *less than significant* if the analysis concludes that no substantial adverse change in the environment would result and that no mitigation is needed.
- An impact is considered *less than significant with mitigation* if the analysis concludes that no substantial adverse change in the environment would result with the inclusion of the mitigation measures described.
- An impact is considered *significant or potentially significant* if the analysis concludes that a substantial adverse effect on the environment could result.
- *Mitigation* refers to specific measures or activities that would be adopted by the lead agency to avoid, minimize, rectify, reduce, eliminate, or compensate for an otherwise significant impact.
- A *cumulative impact* refers to one that can result when a change in the environment would result from the incremental impacts of a project along with other related past, present, or reasonably foreseeable future projects. Significant cumulative impacts might result from impacts that are individually minor but collectively significant. The cumulative impact analysis in this IS/MND focuses on whether the Proposed Project's incremental contribution to significant cumulative impacts caused by the project in combination with past, present, or probable future projects is cumulatively considerable.
- Because the term "significant" has a specific usage in evaluating the impacts under CEQA, it is used to describe only the significance of impacts and is not used in other contexts within this document. Synonyms such as "substantial" are used when not discussing the significance of an environmental impact.

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Chapter 2
PROJECT DESCRIPTION

2.1 BACKGROUND AND NEED FOR THE PROJECT

The California Highway Patrol (CHP) is the statewide law enforcement agency responsible for enforcing vehicular and traffic laws on state highways and freeways; regulating the transport of goods, including hazardous waste; and serving as emergency responders to incidents on the state's highway system. CHP's mission is to provide "the highest level of safety, service, and security to the people of California" (CHP 2018). To fulfill this mission, CHP has the following objectives:

- prevent loss of life, injuries, and property damage;
- maximize service to the public and assistance to allied agencies;
- manage traffic and emergency incidents;
- protect public and state assets; and
- improve departmental efficiency.

CHP law enforcement services are currently provided to Quincy and its surrounding areas via the CHP Northern Division's existing Quincy Area Office at 86 West Main Street, Quincy, California. An increasing number of CHP employees have been assigned to the Quincy area, and the existing facility's primary building and support structures are outdated and too small to support the additional staff and related equipment. Therefore, a new CHP facility is required in the Quincy area.

2.2 PROPOSED PROJECT PURPOSE AND OBJECTIVES

The CHP Quincy Area Office Replacement Project (Proposed Project) is being constructed as part of a statewide effort to replace aging or inadequate CHP field offices and other facilities. The purpose of the Proposed Project is to relocate the Quincy Area Office currently on Main Street and replace it with new upgraded facilities on Lee Road.

Specific project objectives are as follows:

- construct a facility that meets CHP's statewide programming requirements (e.g., provision of a citation clearance area and additional/separate locker rooms for female employees);
- construct a facility in the Quincy Area Office's service area that provides efficient access to the highway system;

- develop a CHP facility that is accredited under the U.S. Green Building Council's (USGBC) Leadership in Energy & Environmental Design (LEED) program at the "Silver" or better level of certification, as required by state law where economically feasible;

- meet the California Essential Services Buildings Seismic Safety Act requirements by designing and constructing a facility capable of providing essential services to the public after a disaster; and

- construct a facility that meets the standards of the Americans with Disabilities Act (ADA), California Green Code, and Title 24 energy and resource standards.

2.3 PROPOSED PROJECT LOCATION AND SETTING

The Proposed Project site is located north of the intersection of Lee Road and Alta Avenue in the community of Quincy in Plumas County, California (**Figures 2-1** and **2-2**). The Proposed Project site is approximately 0.1 mile north of State Route 70 and 2 miles east of the existing Quincy Area Office, which is located at 86 West Main Street in Quincy. The site has assessor parcel number (APN) 117-140-027-000 and is approximately 5 acres.

The site has a low slope and is undeveloped consisting of low grasses throughout. Fencing is located near a portion of the Project site's eastern and on its entire western and southern boundaries. An access gate is currently located at the southern boundary on Lee Road. A drainage starting from Lee Road near the southeast corner of the site runs in a northeasterly direction along the eastern side of the Project site. The site is currently used for livestock grazing.

Overhead Pacific Gas and Electric Company (PG&E) power lines and poles parallel the site's southern boundary along Lee Road. Currently, there are no domestic water, sewer or gas lines which are currently jurisdictionally available for use on the site (though they do exist within the Lee Road right-of-way), nor is there a municipal storm drain system serving the site.

Adjacent land uses include agricultural land to the north and east, residential uses on large parcels to the west. The parcel to the east of the site is currently occupied by a barn structure and water trough. An animal hospital, residences, a few dining areas, gas stations, and commercial uses are situated across Lee Road to the south of the Project site (SHN Consulting Engineers and Geologists, Inc. [SHN] 2017).

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Prepared by:
Horizon WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

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Figure 2-1: Project Vicinity

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

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Prepared by:

Horizon
WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

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Figure 2-2
Project Site

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

2.4 PROPOSED PROJECT CHARACTERISTICS

The Proposed Project involves the construction and operation of a replacement CHP Area Office and associated improvements. The conceptual site plan and building design for the CHP Area Office are shown in **Figure 2-3** and **Figure 2-4**, respectively. Note: The plans shown on Figure 2-3 and Figure 2-4 are conceptual; CHP anticipates that the final design for the Proposed Project would include modifications to these plans.

The Proposed Project would develop approximately 3.8 acres (approximately 163,500 square feet [ft^2]) within the 5-acre site. Approximately 2.8 acres (approximately 122,000 ft^2) of the developed project site would be new impervious surfaces; the remainder of the site would be unpaved, such as for landscaping or snow storage. These area quantities are subject to change pending final design.

This section continues with a discussion of the Project facilities, construction activities, and operational activities that would be part of the Proposed Project. The section also discusses the proposed changes from the existing CHP Quincy Area Office operations, to the extent they are relevant to the environmental analysis.

2.4.1 PROJECT FACILITIES

The Proposed Project would include occupied structures, a radio tower, secured and visitor parking areas, enclosures and storage areas/spaces, a fuel island with above-ground fuel tank, utility improvements, and other ancillary improvements. Conceptual locations of Project facilities are indicated on Figure 2-3.

Structures

Structures that would be part of the Proposed Project include a main office building, an automobile service building, a radio vault building, and a secured storage building. A general description of each structure is provided below. Details of the site preparation work are provided in Section 2.4.2, "Construction."

Main Office Building: The main office building would likely be a single-story building of approximately 19,200 ft^2. The facility would be built to meet California Green Code and Title 24 resource standards and achieve a USGBC LEED Silver or higher accreditation. The USGBC grants LEED certification based on a scoring system related to eight major categories: location and transportation; sustainable sites; water efficiency; energy and atmosphere; materials and resources; indoor environmental quality; innovation; and regional priority (USGBC 2018).

The main building would include:

- offices and work stations;
- break room/conference room;
- interview rooms;
- briefing/training room;
- armory;

- gun cleaning room with gun cleaners/solvents and materials storage;
- issue room (for officer patrol equipment storage);
- evidence processing, logging, and storage areas;
- men's/women's restrooms, locker rooms, and showers;
- "physical means of arrest" training room and storage;
- lactation room;
- rain gear lockers;
- voice/data room; and
- janitorial, mechanical, and electrical rooms

Automobile Service Building: The automobile service building would be a single-story building totaling approximately 5,400 ft^2 that would include an office, two auto service bays, a car wash bay, a vehicle service equipment area, new tire storage area, vehicle parts storage room, restroom, and an air compressor room. This structure may be attached or in very close proximity to the main office building. Quart containers of new oil and one 275-gallon used oil tank would be stored in or adjacent to the automobile service building. The automobile service bays would have vehicle lifts for servicing and maintaining CHP vehicles.

Radio Vault Building: The one-story radio vault building would be approximately 750 ft^2 and would include a radio vault room and an equipment storage space.

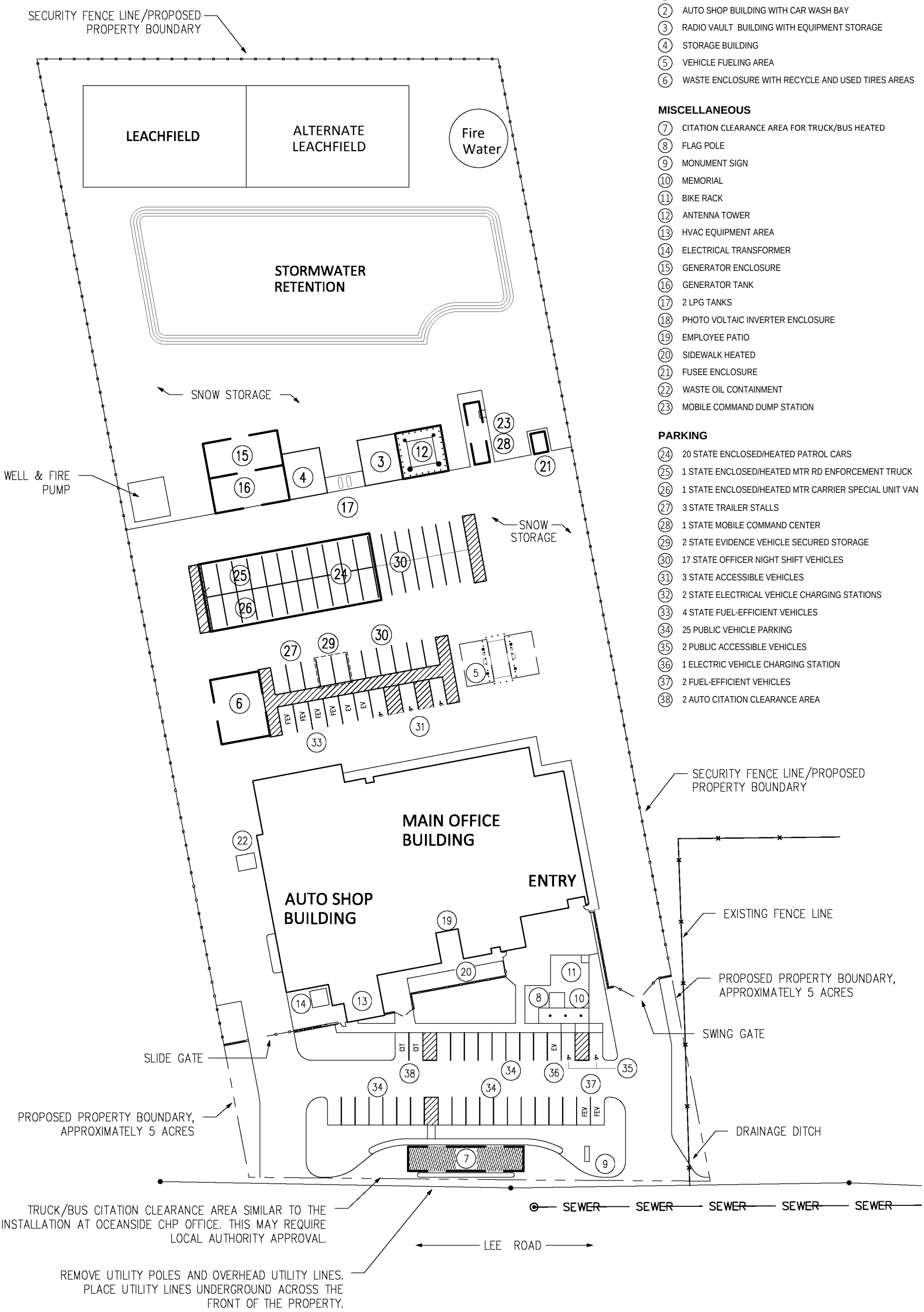
Property Storage Building: The one-story property storage building would include a bulk evidence and property storage area and a secured storage area. The building would be heated to prevent degradation of stored equipment. The total size of the building would be approximately 750 ft^2. This use could be combined with the radio vault building.

Miscellaneous Site Elements

Vehicle Fueling Area: The vehicle fueling area would include an approximately 12,000-gallon aboveground fuel storage tank with two mechanized dispensers, a canopy over the fueling area, and temporary parking for a fuel tanker truck while refilling the gasoline tank, covering an area of approximately 3,300 ft^2. The fuel storage tank would have self-integrated secondary containment. Gasoline stored in the fuel island would be used to supply CHP vehicles. The vehicle fueling area would have protection against freezing for equipment and water ponding near the fuel island.

Radio Tower: The radio tower would consist of a 120-foot-tall steel lattice communications tower and a 20-foot-tall mast supporting a 4- to 8-foot-long lightning rod: comprising a total height of up to 148 feet. The total area at the tower base would be approximately 625 ft^2. No tower lighting or markings are required by the Federal Aviation Administration at this time.

Waste Enclosure: A waste enclosure would be constructed on the Project site. The enclosure would contain covered areas for two trash dumpsters, used-tire racks, and recycling bins. The waste enclosure would be approximately 1,300 ft^2.



BUILDINGS/STRUCTURES

1. MAIN OFFICE BUILDING WITH 5 STALL CARPORT
2. AUTO SHOP BUILDING WITH CAR WASH BAY
3. RADIO VAULT BUILDING WITH EQUIPMENT STORAGE
4. STORAGE BUILDING
5. VEHICLE FUELING AREA
6. WASTE ENCLOSURE WITH RECYCLE AND USED TIRES AREAS

MISCELLANEOUS

7. CITATION CLEARANCE AREA FOR TRUCK/BUS HEATED
8. FLAG POLE
9. MONUMENT SIGN
10. MEMORIAL
11. BIKE RACK
12. ANTENNA TOWER
13. HVAC EQUIPMENT AREA
14. ELECTRICAL TRANSFORMER
15. GENERATOR ENCLOSURE
16. GENERATOR TANK
17. 2 LPG TANKS
18. PHOTO VOLTAIC INVERTER ENCLOSURE
19. EMPLOYEE PATIO
20. SIDEWALK HEATED
21. FUSEE ENCLOSURE
22. WASTE OIL CONTAINMENT
23. MOBILE COMMAND DUMP STATION

PARKING

24. 20 STATE ENCLOSED/HEATED PATROL CARS
25. 1 STATE ENCLOSED/HEATED MTR RD ENFORCEMENT TRUCK
26. 1 STATE ENCLOSED/HEATED MTR CARRIER SPECIAL UNIT VAN
27. 3 STATE TRAILER STALLS
28. 1 STATE MOBILE COMMAND CENTER
29. 2 STATE EVIDENCE VEHICLE SECURED STORAGE
30. 17 STATE OFFICER NIGHT SHIFT VEHICLES
31. 3 STATE ACCESSIBLE VEHICLES
32. 2 STATE ELECTRICAL VEHICLE CHARGING STATIONS
33. 4 STATE FUEL-EFFICIENT VEHICLES
34. 25 PUBLIC VEHICLE PARKING
35. 2 PUBLIC ACCESSIBLE VEHICLES
36. 1 ELECTRIC VEHICLE CHARGING STATION
37. 2 FUEL-EFFICIENT VEHICLES
38. 2 AUTO CITATION CLEARANCE AREA

Prepared by:
Horizon Water and Environment

Prepared for:
California Highway Patrol

Source: DGS 2018

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Figure 2-3. Conceptual Project Overview

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

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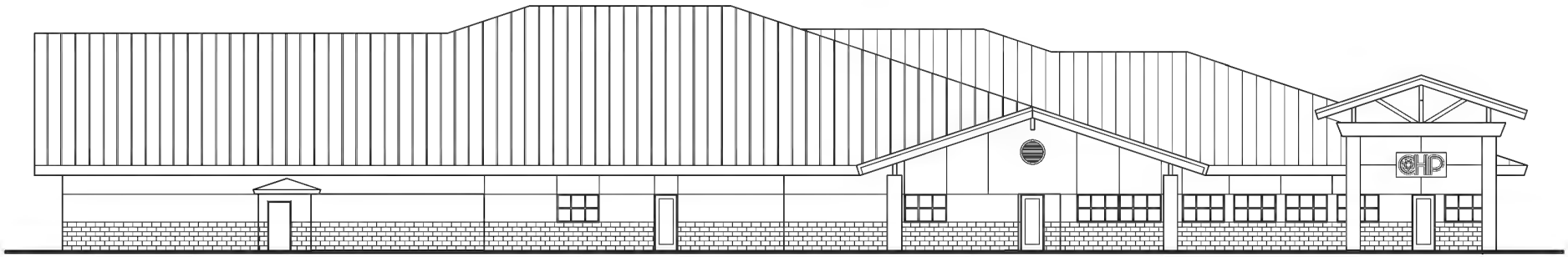
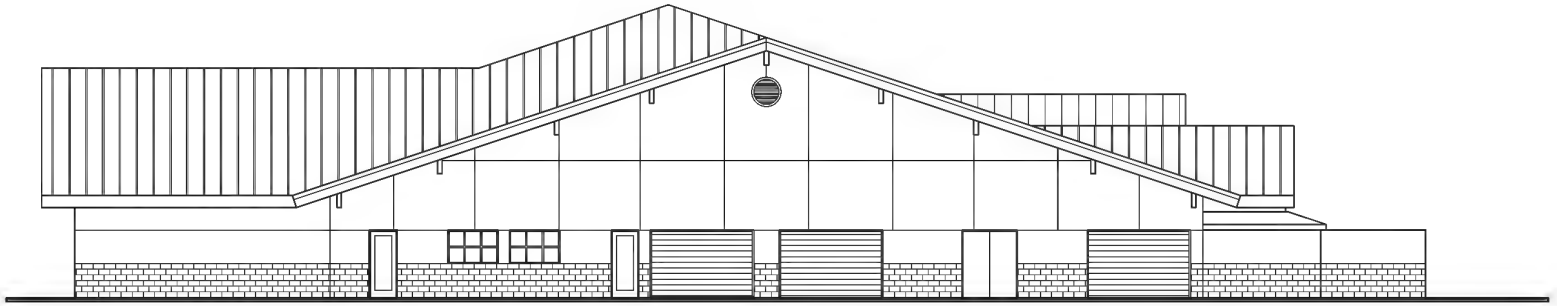


SOUTH
NO SCALE



WEST
NO SCALE

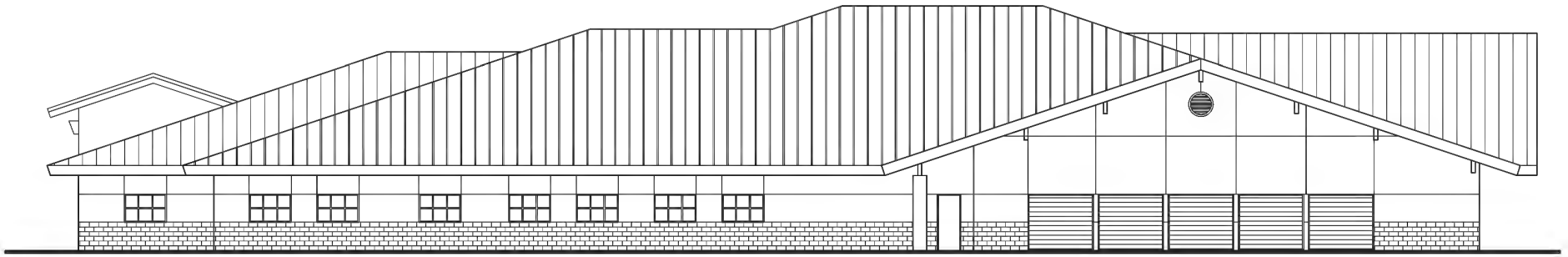
Prepared by:
Horizon

Prepared for:
California Highway Patrol

Source: DGS 2018

Figure 2-4.
Conceptual General Building Design (1 of 2)

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration



NORTH
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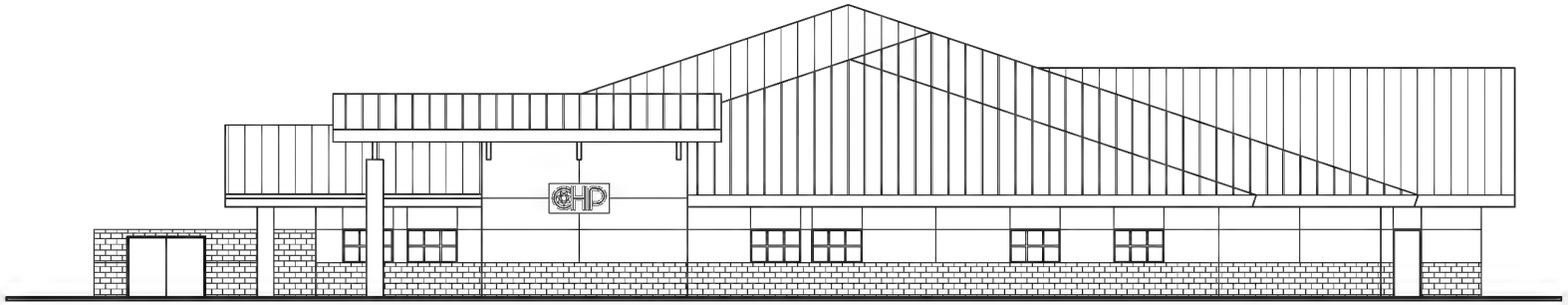

EAST
NO SCALE

Prepared by:
Horizon

Prepared for:
California Highway Patrol

Source: DGS 2018

Figure 2-4.
Conceptual General Building Design (2 of 2)

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

Waste Oil Containment: Up to an approximately 275-gallon waste oil tank would be located in an area near the automobile service building and that area would be approximately 120 ft^2.

Heating, Ventilation, and Air Conditioning Equipment Area: The heating, ventilation, and air conditioning (HVAC) system would be approximately 800 ft^2. The HVAC system would provide fully automated and continuous space heating, ventilation and cooling to all areas of the office building and automobile service building that would be designed for occupancy. The HVAC equipment would be protected from weather conditions.

Emergency Generator and Tank Area: The partially-walled generator area would contain an emergency diesel generator, exhaust system, cooling system, diesel fuel supply and storage systems, engine control system, and miscellaneous cables and equipment to support the generator's operation. The emergency generator's capacity would be between 250 and 300 kilowatts (kW). Aboveground diesel fuel tanks would hold minimum 96 hours of fuel supply for continuous full-load operation, which would equate to approximately 4,000 gallons. The emergency generator would be used as a power source for the Area Office facilities, as necessary, if primary power sources were to fail. The total area of the generator and tank area would be approximately 2,240 ft^2.

Fusee Enclosure: Fusees (flares) would be stored within a steel container inside this three-sided, non-flammable enclosure (approximately 200 ft^2).

Parking and Citation Clearance Area

Parking and Carport Areas: The Proposed Project would have a visitor parking area and a secured parking area for CHP vehicles and equipment. The secured and visitor parking areas would provide approximately 86 parking spaces and total approximately 33,400 ft^2; within this area, approximately 4,400 ft^2 would be a heated and ventilated enclosure. The visitor parking area would have approximately 25 spaces, two spaces for handicap-accessible parking (includes one for van parking), two spaces for fuel-efficient vehicles, one space for an electric vehicle, and two spaces for automobiles associated with the citation clearance area described below, for a total of 32 spaces. An electric vehicle charging station would be located in the electric vehicle parking space. The secured parking area would have approximately 54 total spaces. Within this parking area, the patrol, motor road enforcement, and motor carrier specialist vehicles parking spaces would be inside a heated and ventilated enclosure. The secured parking area also includes space for trailers, a mobile command center, officer and non-uniformed employee personal vehicles, electric and fuel-efficient vehicles, and handicap-accessible vans.

Citation Clearance Area: Citation clearance parking areas would be provided for verifying correction of citations and processing for standard passenger vehicles as well as larger commercial vehicles, such as buses. The citation clearance parking areas would total approximately 4,800 ft^2. Citations issued to passenger and commercial vehicles may include violations for outdated registration tags, missing license plates, missing mirrors, malfunctioning engine or exhaust systems, and other vehicle violations ("fix-it tickets"). The purpose of the citation clearance area at the CHP Quincy Area Office is to provide space in which officers can safely determine whether violations have been addressed. For citation clearance involving passenger vehicles, the driver parks in the appropriate designated citation clearance parking area and requests verification of citation correction from an officer on duty. These verifications occur throughout the day and typically take less than 5 minutes.

Following a satisfactory verification of citation, the citation is cleared and the driver leaves the site. For citation clearance checks involving commercial vehicles, an appointment with the CHP Commercial Unit officer is required. The commercial vehicle parks in the larger designated citation clearing area for the verification. Commercial vehicle verifications for correction of citations are scheduled several times per week; they take more time than passenger vehicle checks and may require multiple engine shut-downs and periods of engine idling.

Ancillary Improvements

Fencing and Gates: The Proposed Project's secured areas would be surrounded by a 6-foot-high concrete-block masonry fence with 2-foot metal pickets. Access-controlled metal rolling gates would be installed at the authorized vehicle entrances/exits to/from the secured parking area. Associated with each of the rolling vehicle access gates would be a metal personnel-gate with access control measures.

Fire Hydrants: Fire hydrants would be installed in accordance with applicable requirements of the Office of the State Fire Marshal and local fire department.

Landscape and Irrigation: Landscaping requiring minimal maintenance and an automatic irrigation system would be installed on the Project site. Plants selected would be freeze-hardy and able to withstand the weight of snow for months at a time. The irrigation system installed would have protection against freezes.

Exterior Lighting: Exterior lighting would be installed throughout the site for security purposes; lighting would be located along the site perimeter, but it would be directed downward and shielded to reduce light dispersion. Lighting must meet CHP safety protocols, which require 24-hour lighting of the facility. Entrances would have brighter lighting than the parking areas and office building. Flagpoles would have lighting which may be directed upward or downward, pending final design.

Flagpoles and Monument: Three metal flag poles, each 30 feet high, would be installed in front of the CHP office building near the visitor parking area. A CHP monument sign would be installed near the visitor parking area.

Snow Considerations: The Proposed Project would include design considerations for snow conditions, because snow may remain on the site for several months each year. Site considerations include providing for regular snowplowing of parking areas and inclusion of on-site areas to store excess plowed snow, as shown in Figure 2-3. Sidewalks (approximately 7,000 ft^2) would include active in-slab snow melt systems. Salt would be used sparingly to de-ice any remaining walkway slippery areas. All site utilities and water sources would have freeze protection. Site walls and fences would be designed for extended periods of snowpack load to one side. In addition, all building entrances would have roof coverage above doorways to direct roof snow away from adjacent walking and parking areas. Main entry points would have additional protection against blown snow.

Utilities and Stormwater Drainage

Utilities: The Project site will have immediate access to utilities, including water, sewer, electricity, natural gas, and communications infrastructure which are located below and

along Lee Road. However, the site is currently not connected to any of these utility infrastructure lines. **Table 2-1** lists anticipated utility agencies that would serve the Proposed Project.

Note that the site is in unincorporated Plumas County and is currently not within the American Valley Community Services District, the primary provider of water and sanitary sewer services in the Quincy area. As part of the Proposed Project's planning process, the State has applied for annexation of the Proposed Project site into the Town of Quincy. In the event that the annexation process is successful, water and sanitary sewer services would be provided by American Valley Community Services District. However, if the annexation process is not successful, a septic system and water supply system would be installed on the Proposed Project site (shown on Figure 2-3). The septic system would consist of a belowground 3,750-gallon septic tank and two leach fields (each approximately 7,000 ft^2). The water system would include a well (approximately 20 feet deep), domestic water pump, fire pump, and a 280,000-gallon water tank dedicated for domestic uses with 255,000 gallons dedicated to fire flow uses. The domestic water pump would likely be comprised of an electric, 2 horsepower (hp) pump, and the fire protection system pump would likely be comprised of a 50-hp diesel pump. The maximum height of the water tank would be 40 feet aboveground.

Table 2-1. Local Utility Agencies in the Project Area

Utility Service	Utility Agency
Water Supply	American Valley Community Services District (previously East Quincy Services District)
Sanitary Sewer	American Valley Community Services District
Electrical and Gas Service	PG&E
Data and Phone Service	HughesNet

As part of the Proposed Project, it is anticipated the existing aboveground electric power lines and telecommunication lines located along the Project site's southern boundary and Lee Road would be relocated below ground. This is to provide a more secure means of vehicular ingress/egress from/to Lee Road.

Stormwater Drainage: As shown in Figure 2-3, a drainage originating from Lee Road, parallels the Project site's eastern boundary side and flows in a northeasterly direction. There is no municipal storm drain system that serves the site. Site runoff from the Project site would be directed north-northeast to a stormwater management area in the northern portion of the Project site. Site runoff would be managed and discharged according to post-construction stormwater requirements issued by the State Water Resources Control Board.

2.4.2 CONSTRUCTION

Construction Methods

Site Preparation and Earthwork: Site preparation would include clearing and grubbing; fence removal; removal of the utility poles and relocation of power and telecommunication

lines belowground along Lee Road; excavation, import, and placement of fill; and compacting the fill and other materials. Clearing and grubbing would be conducted using standard excavators, bulldozers, and hand labor. As there are no trees on the Project site, no tree removal would occur.

To the extent feasible, excavated soil may be reused on-site. Fill would be delivered to the building sites by conventional haul trucks (approximately 15 cubic yards [cy] per load). Fill material would be placed with an excavator and compacted with a compactor/roller. To allow proper drainage on the Project site, the Project footprint may need to be raised by about 2 feet, which would require up to approximately 12,260 cy of fill.

In the event that a septic system is installed on-site, the tank would require excavation of up to 12 feet and the leach field would involve excavation of up to 4 feet. Similarly, in the event that a groundwater well gets constructed, the well would require up to 20 feet of excavation pending depth of access to adequate groundwater.

Table 2-2 provides the anticipated number of potential worker- and construction-related trips for the Proposed Project's various construction phases.

Table 2-2. Worker and Construction Trips During Various Construction Phases for the Proposed Project

Construction Phase	Worker Trips	Vendor Trips	Hauling Trips	Total One-Way Trips by Construction Phase
Demolition	0	0	0	0
Site Preparation	90	0	1,532	1,622
Grading	120	0	0	120
Construction	11,270	4,600	0	15,870
Paving	360	0	0	360
Coating	180	0	0	180

Buildings and Structures: Construction of buildings and structures will include the following activities:

- delivery of pre-cast concrete wall panels or concrete masonry units for walls and/or concrete delivery, forming, and placement, and rebar placement;
- structural steel work (erection/assembly, welding and bolting);
- installation of electrical/instrumentation work;
- masonry or pre-cast concrete wall construction;
- installation of mechanical equipment and piping; and

- installation of interior and exterior finish materials and assemblies (doors, windows, etc.).

Pipelines and Underground Utilities: Drainage, water supply, wastewater pipelines, electric lines along Lee Road, and other underground utilities would be installed in open trenches, typically using conventional cut-and-cover construction techniques. The first step in the construction process would be surface preparation, including removing any structures, pavement, or vegetation from the surface of the trench area using jackhammers, graders, pavement saws, mowing equipment, bulldozers, front-end loaders, and/or trucks. A backhoe, track-mounted excavator, or similar equipment would then be used to dig trenches for pipelines or installation of underground utility equipment. The width of the trench would generally vary between 3 and 5 feet and the depth would be approximately three times the pipeline diameter. The diameter of pipelines would vary by service flow requirements, material type, and purpose.

In most locations, trenches would likely have vertical sidewalls to minimize the amount of soil excavated and the area needed for the construction easement. Soil excavated from the trench would be stockpiled alongside the trench or in staging areas for later reuse in backfilling the trench, or for fill at other on-site locations, if appropriate. Native soil would be reused for backfill to the greatest extent possible; however, it may not have the properties necessary for compaction and stability. If not reusable, the soil would be hauled off site for disposal at an appropriate disposal site.

The final step in the installation process is to restore the ground surface. Site restoration would generally involve paving, installing landscaping, or installing erosion controls, as necessary.

Construction Equipment

The main pieces of equipment that may be used are as follows:

- track-mounted excavator
- small crane
- end dump truck
- 10-wheel dump truck
- paving equipment
- flat-bed delivery truck
- concrete truck
- grader
- bulldozer
- backhoe
- compactor
- front-end loader
- water truck
- forklift
- compressor/jack hammer
- mowing equipment (e.g., weed eater, commercial lawnmower)
- boom truck

Construction Fencing

The construction area would be fenced for safety and security purposes.

Decommissioning of Existing Facility

The existing CHP Quincy Area Office at 86 West Main Street would be decommissioned to allow for future use as a State-owned surplus building. If the State determines that there is

no other State use for the property, the property would be included in the annual omnibus surplus legislation and, upon enactment, would be sold pursuant to Government Code Section 11011 *et seq*.

Construction Schedule

Construction of the Proposed Project is anticipated to last for approximately 18 months, beginning in 2021, with completion in 2022. Within this timeframe, the majority of construction work involving use of operating equipment would be performed within a 15-month period. Construction activities would typically be performed Monday through Friday between 7 a.m. and 6 p.m. After-hours work and work on Saturdays, Sundays, and state holidays may be permitted at the discretion of the State of California.

2.4.3 EXISTING AND PROPOSED OPERATIONS

Existing Operations

The existing CHP Quincy Area Office located at 86 West Main Street in Quincy comprises an office building (3,250 ft^2), secured and visitor parking and driveway (7,622 ft^2), communications tower mounted on the office building roof, and vehicle maintenance building (1,250 ft^2). The site has a 107-hp emergency generator that is permitted to operate up to 100 hours per year. The existing facility uses electricity provided by PG&E and propane provided by Suburban Propane. Water supply services and sanitary sewer services are provided by East Quincy Services District (now American Valley Community Services District). Stormwater generated at the existing site gets conveyed to Plumas County's storm drainage system.

The existing Quincy Area Office is staffed by 27 uniformed CHP officers and 5 non-uniformed support personnel, and is operated 7 days per week, 24 hours per day by shift employees. Shifts generally run from 6:00 a.m. to early afternoon, from early afternoon to 10:00 p.m., and from 10:00 p.m. to 6:00 a.m. Most non-uniformed staff are present from 8:00 a.m. to 5:00 p.m., Monday through Friday. Approximately 13 employees typically work between the hours of 7:00 a.m. and 6:00 p.m.

Proposed Project Operations

Employees and Vehicle Equipment Use

To fulfill its law enforcement and public safety activities at all times, the proposed CHP facility would be utilized 7 days per week, 24 hours per day, by shift employees, with shifts similar to those of the existing area office.

The Proposed Project is projected to have 37 employees comprised of 30 uniformed CHP officers and 7 non-uniformed support personnel. While on duty, approximately 4 to 9 uniformed CHP personnel would patrol local highways and respond to assistance calls during day shifts. The average vehicle miles traveled by each CHP staff person at the Project site would remain approximately the same as for the existing area office. Overall, average vehicle miles traveled would incrementally increase based on the increased number of staff persons employed at the new office. **Table 2-3** compares the number of employees associated with the existing and proposed facilities.

Table 2-3. Comparison of Staffing Levels at Existing and Proposed Quincy Area Offices

	Existing CHP Area Office	Proposed CHP Area Office
Employees (Total)	32	37
Uniformed Officers	27	30
Other Staff	5	7

Facility Operation

Operation of the CHP Quincy Area Office would require periodic deliveries of automotive service equipment/materials (e.g., oil, lubricants, tires, etc.), fuel, office supplies and other equipment. Fuel would be delivered on an approximate monthly basis. Hazardous materials stored on-site (e.g., used oil and used tires) would be transported approximately once per month to an appropriate hazardous waste facility for disposal or recycling. Other hazardous material (e.g., oil) would generally be delivered quarterly, or as needed. If a septic system is installed on-site, solids in the septic tank would generally be cleaned out and removed on an annual basis.

Similar to the existing CHP Quincy Area Office operations, Proposed Project operations would include periodic office building alarm tests and vehicle siren tests during daily shift changes. Shift change tests are a mandatory practice that involves testing sirens, vehicle lights, and the vehicle camera. In general, as shifts change, CHP vehicle sirens would be tested briefly to ensure functionality before vehicles leave the Project site. The office building alarm would be a part of the fire protection system for the facility and would always be active. The alarm would be tested every 6 months and emit a loud alert, typically lasting 30 seconds. In addition, the emergency generator would be tested periodically. For the purposes of this analysis, it is assumed that the emergency generator would be 400 horsepower and in operation for 1 hour over 100 days per year. This assumption allows for short weekly and longer monthly test periods that are required for the CHP facility.

2.5 PERMITS AND APPROVALS

Because the project site is owned by the State, local regulations do not apply to the Proposed Project. Local regulations may apply to off-site activities (e.g., connections to existing infrastructure in the public right of way). Local regulations are described by resource topic in **Appendix A. Table 2-4** describes the permits and regulatory compliance requirements, along with the responsible or permitting agency, for the Proposed Project.

Table 2-4. Applicable Permit and Regulatory Requirements

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
Central Valley Regional Water Quality Control Board	Clean Water Act Section 402	National Pollutant Discharge Elimination System (NPDES) program regulates discharges of pollutants	NPDES General Construction Permit Notification

Regulatory Agency	Law/Regulation	Purpose	Permit/ Authorization Type
Central Valley Regional Water Quality Control Board	Porter-Cologne Water Quality Control Act	Regulates discharges of materials to land and protection of beneficial uses of waters of the state	Waste Discharge Requirement (WDR), if required
Central Valley Regional Water Quality Control Board	Onsite Wastewater Treatment System Policy	Requires notification if a new septic system does not meet the conditions set forth in Plumas County's Local Agency Management Program	WDR, if required
Northern Sierra Air Quality Management District	Rules 102 and 110	Stationary Source Permits for Emergency Generator, Refueling Station, Storage Tanks	Permit to Construct and Permit to Operate
California Department of Fish and Wildlife	Fish and Game Code Section 1602	Applies to activities that will substantially modify a river, stream, or lake; includes reasonable conditions to protect those resources	Streambed Alteration Agreement, if required
PG&E	PG&E Easement Requirements	Establish compliance with PG&E's right-of-way/easement requirements to remove utility poles and relocate overhead power lines belowground	Encroachment Permit, if necessary, or compliance letter
Plumas County Department of Public Works	Plumas County Encroachment Permit	Potential encroachment into county right-of-way	Encroachment Permit, if necessary
Plumas County Department of Public Works	Plumas County Stormwater Permit	Potential impacts to the drainage and/or culvert that traverses underneath Lee Road	Stormwater permit, if necessary
Plumas County Environmental Health Department	Sewage Disposal System Permit	Applies to construction of new septic systems	Permit to construct a sewage disposal system, if necessary
American Valley Community Services District	American Valley Community Services District Easement Requirements	Establish compliance with American Valley Community Services District's right-of-way/easement requirements	Encroachment Permit, if necessary, or compliance letter
American Valley Community Services District	New water supply and sewer connection	Obtain water supply and sewer main connections at the project site	Connection permits, if annexation process is successful

1

Chapter 3
ENVIRONMENTAL CHECKLIST

1.	**Project Title**	CHP Quincy Area Office Replacement Project
2.	**Lead Agency Name and Address**	California Highway Patrol 601 N. Seventh Street, Building Sacramento, California 95811
3.	**Contact Person, Phone Number and Email**	Chuck King, Chief quincy-comments@chp-ceqa.com
4.	**Project Location and Assessor's parcel number (APN)**	Lee Road and Alta Avenue in the community of Quincy, California. The project would develop one parcel (APN 117-140-027-000).
5.	**Property Owner(s)**	State of California
6.	**General Plan Designation**	Agricultural Preserve
7.	**Zoning**	Agricultural Preserve
8.	**Description of Project**	See Chapter 2, *Project Description*
9.	**Surrounding Land Uses and Setting**	The site is currently used for grazing and does not contain any structures. Residences on large parcels of land are located to either side of the Proposed Project site; open grazing land is north of the property. Light industrial businesses are located on the south side of Lee Road, opposite the Project area, as are some residences. Light industry is mixed with residences all along Lee Road and on Alta Avenue in the Project Vicinity.
10.	**Other Public Agencies whose Approval or Input May Be Needed**	Central Valley Regional Water Quality Control Board (RWQCB), Northern Sierra Area Air Quality Management District (NSAQMD), California Department of Fish and Wildlife (CDFW), Pacific Gas & Electric Company (PG&E), Plumas County Department of Public Works, Plumas County Environmental Health Department, American Valley Community Services District
11.	**Hazards or Hazardous Materials**	The project site is not located on the lists enumerated under Section 65962.5 of the Government Code, including, but not limited to, lists of hazardous waste facilities.

This chapter of the Initial Study/Mitigated Negative Declaration (IS/MND) assesses the environmental impacts of the California Highway Patrol (CHP) Quincy Area Office Replacement Project (Proposed Project) based on the environmental checklist provided in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The environmental resources and potential environmental impacts of the Proposed Project are described in the individual subsections below. Each section (3.1 through 3.18) provides a brief overview of regulations and regulatory agencies that address the resource and describes the existing environmental conditions for that resource to help the reader understand the conditions that could be affected by the Proposed Project. Relevant local laws, regulations, and policies are described in Appendix A. In addition, each section includes a discussion of the rationale used to determine the significance level of the Proposed Project's environmental impact for each checklist question. For environmental impacts that have the potential to be significant, mitigation measures are identified that would reduce the severity of the impact to a less-than-significant level.

Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by the Proposed Project, as indicated by the checklist on the following pages.

☐ Aesthetics

☐Agriculture and Forestry Resources

☒Air Quality

☒Biological Resources

☒Cultural Resources

☒Geology/Soils

☐ Greenhouse Gas Emissions

☒Hazards and Hazardous Materials

☐ Hydrology/Water Quality

☐ Land Use/Planning

☐ Mineral Resources

☐Noise

☐ Population/Housing

☐ Public Services

☐ Recreation

☒Transportation/Traffic

☒Tribal Cultural Resources

☐ Utilities/Service Systems

☒Mandatory Findings of Significance

Determination

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of sources of information cited in this document, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site.

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) 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.

C. D. [illegible]
Signature

2-20-19
Date

Name: Chuck King, Asst. Chief

California Highway Patrol

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3.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

3.1.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

No federal regulations are applicable to aesthetics in relation to the Proposed Project.

State Laws, Regulations, and Policies

In 1963, the California State Legislature established the California Scenic Highway Program, a provision of the Streets and Highways Code, to preserve and enhance the natural beauty of California (California Department of Transportation [Caltrans] 2018a). The state highway system includes designated scenic highways and those that are eligible for designation as scenic highways.

California State Route (SR) 70 and SR 89 in the vicinity of the Project site are eligible State scenic highways (Caltrans 2018b). SR 70 extends from just north of Sacramento to U.S. Route 395, primarily along the Feather River. SR 89 runs northwest from U.S. Route 395 near Topaz Lake, through several mountain communities, to Interstate 5 near the base of Mount Shasta. The two routes overlap in the portion running through American Valley and the communities of Quincy and East Quincy. For the purposes of this analysis, the portion that runs through Quincy and East Quincy is referred to as SR 70.

3.1.2 ENVIRONMENTAL SETTING

The Proposed Project is located in American Valley in the vicinity of East Quincy, Plumas County, California, which is in the northeast portion of California at the far northern end of

the Sierra Nevada mountain range. The region is marked by rugged, mountainous terrain. The Plumas National Forest land is located more than 2 miles north of the Project site.

The Project site is located to the north of the Lee Road and Alta Avenue intersection in East Quincy (see Figure 2-1). The Project site is located on an undeveloped and a gently sloped parcel consisting of low grasses throughout with fencing bordering the majority of the site. Utility poles and power lines border the site to the south along Lee Road. The site is currently used for grazing purposes. Land uses surrounding the Project site include agricultural land to the north and east, residential and industrial uses to the west, and a combination of residential and commercial uses to the south. More specifically, an animal hospital and a few residences are located immediately south of the site along Lee Road. A barn and water trough are located just southeast of the site. Industrial uses including a couple of storage facilities are located west of the Project site. A California Department of Motor Vehicles (DMV) facility, fire station, a few dining areas, and gas stations are located farther south of the Project site.

The following sections provide further details on the existing visual setting and viewer groups near the Project site.

Visual Character and Quality of the Site

The Project site is a relatively flat and approximately 5-acre parcel. The property is currently comprised of low grasses with fencing surrounding the site, and utility poles and transmission lines located along the site's southern border. The site is largely characterized by agricultural uses as the Project site is currently used for grazing and an adjacent barn and trough are located nearby. A few mature trees are visible along the site's western and northern borders.

The dominant visual features surrounding the site are agricultural land to the north and east, residential and light industrial development to the west, and residential and commercial uses to the south. The forested mountains located farther north and south of Quincy are also visible from the Project vicinity. While the Project site has an agricultural character, the site is also influenced by surrounding residential, commercial, and industrial uses. The visual quality of the site is considered moderate.

Light and Glare

Nighttime lighting is necessary to provide and maintain safe environments. Light that falls beyond the intended area of illumination is referred to as "light trespass." The most common cause of light trespass is spillover light, which occurs when a lighting source illuminates surfaces beyond the intended area, such as when building security lighting or parking lot lights shine onto neighboring properties. Spillover light can adversely affect light-sensitive uses, such as residences, at night. Both light intensity and fixtures can affect the amount of light spillover. Modern, energy-efficient fixtures that face downward, such as shielded light fixtures, are typically less obtrusive than older, upward-facing light fixtures.

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass, polished surfaces, or metallic architectural features. During daylight hours, the amount of glare depends on the intensity and direction of sunlight.

The most notable lighting in or near the Project site is from streetlights and vehicle headlights along Lee Road, as well as lighting from the business and residences surrounding the Project site.

Scenic Highways and Corridors

California SR 70 and SR 89 are eligible State scenic highways in the vicinity of the Project site. These two routes coincide as they pass through American Valley, East Quincy, and Quincy. As previously indicated, the portion of highway that passes near the Project site is referred to as SR 70 throughout this document. The highway is approximately 500 feet south of the Project site along East Main Street in East Quincy, then passes to the west through Quincy, and finally turns north to northeast extending through the Plumas National Forest more than 2 miles northwest of the Project site. In general, with the exception of brief views accessible from East Main Street at Alta Avenue, existing development blocks most views of the Project site from SR 70. In addition, mature trees line the highway within Plumas National Forest and block all external views from the highway. Motorists' views of the Project site from SR 70 are also limited given the short duration of view (seconds) and their focus on driving.

Scenic Vistas

A scenic vista is generally defined as a designated viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Views looking north toward the Plumas National Forest from the general direction of the Project site could be considered a local scenic vista, as it is a relatively uninterrupted view of open space with a backdrop of dense National Forest land. The Project site is not considered a scenic vista, and there are no other designated scenic vistas in the region.

Viewer Sensitivity

Viewer sensitivity is another consideration in assessing the effects of visual change. Sensitivity is a function of factors such as the visibility of resources in the landscape, proximity of viewers to the visual resource, elevation of viewers relative to the visual resource, frequency and duration of views, number of viewers, and types and expectations of individuals and viewer groups.

Photos of the Project site and surrounding area were captured to provide existing views and conditions of the Project site. A location map identifying where the key observation point (KOP) photos were taken is provided in **Figure AES-1.** Five KOPs, as shown in **Figures AES-2 through AES-4**, were selected as being representative of the typical public views of the Project site and the types of visual resources that are present in the vicinity of the Project site. While some of these KOPs provide existing views looking in the direction of the Project site from locations with limited views or no view, they are considered KOPs due to the sensitivity that viewers may have to their surroundings from these locations.

Existing views of the Project site and vicinity from each of these viewpoints are described as follows:

- **KOP 1**: This KOP shows the view from Lee Road near the residence to the west of the Project site, looking northeast (**Figure AES-2,** top photo). This KOP represents views from the perspective of a motorist traveling east along Lee Road. This view also

represents a typical view from the residence located just west of the Project site. A few trees and a power line are located along the road, which partially obscure direct views of the site. Shrubbery, dried grasses, and fencing are visible in the foreground. The hillsides and mountains of Plumas National Forest can also be seen in the distance.

- **KOP 2**: This KOP shows a northwest facing view of the Project site from Lee Road (Figure AES-2, bottom photo). This KOP represents views from the perspective of a motorist traveling west along Lee Road and a typical view from the residence located just south of this viewpoint on Lee Road. From this viewpoint, expansive views of the dried grasses and fencing along the Project site's border can be seen. Mature trees lining the Project site's western border, a residence, and industrial buildings can be seen beyond the Project site.

- **KOP 3**: This KOP shows a north facing view of the Project site from the SR 70 and Alta Avenue intersection (**Figure AES-3**, top photo). This viewpoint is located roughly 500 feet south of the Project site. From this perspective, primary views consist of a few commercial businesses including a carpet store, auto collision repair shop, a fire station, power lines, and some mature trees. The Project site can be seen in the middle ground beyond Lee Road.

- **KOP 4**: This KOP shows another northwest facing view of the Project site from Lee Road (Figure AES-3, bottom photo). This viewpoint is located immediately southeast of the nearby barn. This is a representative view from the perspective of a motorist traveling west on Lee Road and also shows a typical view from the nearby residence located just south of the viewpoint. The barn dominates views from this perspective. Other visible elements include power lines, trees, shrubs and grasses along Lee Road. The forested mountains and hillsides are visible in the background.

- **KOP 5**: This KOP shows a distant south-facing view from Carol Lane W. looking toward the Project site (**Figure AES-4**). This viewpoint is located approximately 0.4 mile north of the Project site, representing typical views from the perspective of residents located along Carol Lane W. From this KOP, dominant views include open space grasslands in the foreground and the expansive forested mountains in the background. In the vicinity of the Project site, storage buildings and other development in East Quincy are somewhat visible but the view is dominated by the mountains in the background and grasslands in the foreground.

Viewer Groups

Viewer groups in the vicinity of the Project site and their sensitivity to visual changes are described below. Viewer groups with visual access to the Project site are divided into the categories of motorists, patrons of nearby businesses, and residents. Viewer sensitivity is often correlated to existing land use patterns and some viewer groups are considered more sensitive to change than others.

Motorists

Motorists traveling on Lee Road have close-up views of the Project site (KOPs 1, 2, and 4). Motorists' views would be short in duration due to the speed of travel. Such viewers have

limited expectations of the setting, though the site's undeveloped nature and views of surrounding mountains are visually appealing. Motorists in this area would most likely be employees of the surrounding businesses including the nearby lumber mill (Sierra Pacific Industries), storage and other industrial facilities, and residents. Travelers along SR 70, an eligible scenic highway, may have very brief views of the Project site as they pass by Alta Avenue (KOP 3), but due to the presence of various commercial buildings, restaurants, and gas stations along the highway, distance, and speed of travel, the Project site is barely visible. In general, as a viewer group, motorists in the area would have moderate sensitivity to the surrounding viewshed.

Patrons and Employees of Nearby Businesses

Businesses in the area surrounding the Project site include an animal hospital, storage facilities, and a mixture of industrial and commercial buildings to the south. As mentioned above, a large lumber mill is located to the west of the Project site. Patrons of these businesses likely visit on an infrequent and temporary basis, with limited expectations of the surrounding setting. Employees working at the animal hospital and nearby storage facility would have a higher sensitivity due to their frequency and duration of views. However, since these employees are expected to be focused on their work, their viewer sensitivity is considered low to moderate.

Residents

The Project site is immediately visible from several residences located adjacent to the site to the west and across Lee Road to the south (KOPs 1, 2, and 4). In general, as a viewer group, residents have a heightened sensitivity to the surrounding viewshed because they have high frequency and duration of views, as well as an expectation of a consistent setting. Some mature trees and the electric transmission lines partially obstruct views of the Project site, though the majority of the site is clearly visible. The residents to the north of the Project site (along Carol Lane W.) have very distant views of the Project site and, since views are dominated by the open space in the foreground and mountains in the background, residents located on Carol Lane W. have a low viewer sensitivity.

Recreational

Recreational users to natural areas have a heightened sensitivity to their surroundings and have an expectation of a consistent setting. Plumas National Forest is located to the north of the Project site and includes several trails and camping areas. However, the Project site is not visible from the primary route in this area due to distance and the extensive vegetation and mature trees lining the roadway.

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Prepared by:

Horizon
WATER and ENVIRONMENT

Prepared for:
California Highway Patrol

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Figure AES-1
Viewpoints Surrounding Proposed Project Site

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

KOP 1: Existing view of the Project site looking northeast from Lee Road near the residence to the west of the project site.

KOP 2: Existing view of the Project site looking northwest from Lee Road.

Prepared by:

Horizon WATER and ENVIRONMENT

Figure AES-2.
Existing Views from KOPs 1 and 2

Prepared for:
California Highway Patrol

Quincy Area Office Replacement Project
Inital Study/Mitgated Negative Declaration

KOP 3: Existing view looking north toward the Project site from the Alta Avenue and SR 70 intersection.

KOP 4: Existing view of the Project site and nearby barn structure looking northwest from Lee Road.

Prepared by:

Horizon WATER and ENVIRONMENT

Figure AES-3.
Existing Views from KOPs 3 and 4

Prepared for:
California Highway Patrol

Quincy Area Office Replacement Project
Inital Study/Mitgated Negative Declaration

KOP 5: Existing distant view looking south toward the Project site from Carol Lane W.

Prepared by:

Horizon WATER and ENVIRONMENT

Figure AES-4.
Existing View from KOP 5

Prepared for:
California Highway Patrol

Quincy Area Office Replacement Project
Inital Study/Mitgated Negative Declaration

3.1.3 DISCUSSION OF CHECKLIST RESPONSES

a. Adverse effects on scenic vistas—*Less than Significant*

A scenic vista is generally considered a view of an area that has remarkable scenery or a natural or cultural resource that is indigenous to the area. No scenic vistas have been officially designated for the project site or vicinity in the Plumas County General Plan (Plumas County 2013).

Construction activities associated with the Proposed Project would cause some temporary visual changes at the Project site. A variety of construction equipment, as listed in Section 2.4.2, "Construction," would be present during construction. The temporary presence of this equipment and associated construction activities would be out of character for the area given that the site is currently undeveloped and used for grazing purposes. No construction equipment would be present on the Project site after the completion of the construction phase of the Proposed Project. Because construction would be temporary and the site is not located within a scenic vista, construction impacts would be less than significant.

The Proposed Project would result in aboveground physical changes to the viewshed, including the presence of:

- buildings and enclosures,
- aboveground tanks,
- parking areas,
- 6-foot-tall concrete-block masonry fence with 2-foot metal pickets along with metal rolling gates,
- 24-hour exterior lighting meeting CHP safety protocols,
- three metal flagpoles, each 30 feet high,
- CHP monument sign near the visitor parking area,
- vehicle fueling area that would include a canopy over the fueling area, and
- 148-foot-tall communications tower.

In addition, in the event that the Project site does not get annexed into the Town of Quincy and the Project cannot hook up to American Valley Community Services District's water and sanitary sewer services, a 40-foot-tall aboveground water storage tank would be installed and would be partially visible.

Figure 2-3 shows the Project's conceptual site plan, and Figure 2-4 shows conceptual cross-section views of the replacement CHP Area Office. The Proposed Project would result in a visual change as the site is currently undeveloped. The CHP offices would be one-story buildings. Motorists traveling on Lee Road and Alta Avenue would have clear but fleeting

views of the CHP Area Office. Residents and employees and patrons of nearby businesses would have close-up views of the CHP Area Office's fencing, parking area, and main office building. The communications tower would also be visible, though the bottom portion would be partially blocked by existing facility structures and facility fencing.

The 148-foot-tall communications tower would be the most prominent visual feature on the Project site. The specific tower location on the Project site is unknown at this time and will be identified during final design but, due to the tower's height, it would likely be visible from all KOPs. The tower would be the tallest structure in the Project area and would likely be seen from a wide area around the Project site including KOP 5 (from Carol Lane W.). However, as stated above, the tower is not projected to block or alter scenic vistas. Visitors and employees of the commercial and retail businesses to the south of the Project site have reduced sensitivity to the surrounding viewshed due to the limited number of windows exposed to the Project site.

Although the CHP Area Office would be visible to nearby businesses, passerby motorists, and residents, the facility would be generally consistent in character with nearby industrial facilities to the west of the Project site and public facilities (e.g., the DMV facility and fire station) to the south.

These changes would not substantially affect the quality of views for these viewer groups. Moreover, there are no designated scenic vistas in the Project area that would be affected by the Proposed Project. Therefore, this impact would be **less than significant**.

b. Damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway—*Less than Significant*

The Project site is not visible from any officially designated scenic highway and does not include any scenic resources within the area of a designated state scenic highway. SR 70, which travels through East Quincy and Quincy to the south of the Project site, is eligible for designation as a State scenic highway. As shown in Figure AES-3, top photo, the Project site is visible at the SR 70 and Alta Avenue intersection. While the CHP Area Office buildings, communications tower, and other proposed aboveground structures may be partially visible at this intersection, due to the speed of travel along this highway and distance from the Project site, such views would be fleeting. The presence of other buildings and mature trees along SR 70 also obstruct views of the Project site from other sections along SR 70. Therefore, this impact would be **less than significant**.

c. Changes to existing visual character or quality—*Less than Significant*

The Project site's existing visual character is agricultural, represented primarily by the low grasses throughout the property, perimeter fencing, few trees located along the Project site boundary, and transmission lines to the south of the site along Lee Road. The site' visual character is also influenced by surrounding land uses including open space agricultural land to the north, residential uses to the west and south, the animal hospital immediately south, and the barn structure to the east of the site. Other surrounding land uses include industrial development and storage facilities to the west, a fire station and DMV facility to the south along Alta Avenue, and commercial uses farther south (near SR 70).

Construction activities associated with the Proposed Project could result in temporary changes to the visual character of the area due to the presence of construction crews and heavy equipment. The duration of construction would be temporary and the scale of changes in views would be limited to the surrounding businesses and residents, and passerby motorists on Lee Road. Views of the Project site from KOP 5 (along Carol Lane W.) would be obscured due to distance. Therefore, during construction, this impact would be less than significant.

Figure 2-3 and Figure 2-4 show conceptual site plans and cross-sectional views of the replacement CHP Area Office. As described in impact discussion "a," structures that may be most prominent include the main office building, parking lot, and communications tower. In the event that the Project site does not get annexed by the Town of Quincy and a water storage tank gets built, the tank would also be prominently visible. With the exception of the communications tower and potential water storage tank, the other facilities would be generally compatible in scale and type with the surrounding commercial and industrial facilities. The new communications tower would be the most prominent structure visible to nearby residents, motorists, and other nearby viewers. However, views of the forested mountains and hillsides in the background would still be visible beyond the tower and other CHP facilities. Thus, despite the Project area's moderate visual quality, introduction of the tower and other CHP facilities would not substantially degrade the site and surrounding area's visual character or quality. Therefore, this impact would be **less than significant.**

d. New sources of light or glare—*Less than Significant*

The most notable lighting in the project site vicinity is from street lighting and vehicle headlights from cars driving along Lee Road, as well as lighting from other businesses surrounding the Project site. The shop building and some of the materials and equipment on site have the potential for producing some glare from sunlight reflecting off of the rooftop of the shop building and from the metal equipment.

Operation of the Proposed Project would include the use of nighttime security lighting throughout the site. This would include lighting dispersed throughout the facilities, as well as in the parking area, illuminating on-site flag poles, and illuminating the CHP monument sign. Aside from the flag pole, all exterior lighting would be shielded and directed downward to minimize off-site glare. The flag poles require specialized lighting because of their height and may utilize either downward or upward lighting. However, the flagpoles are located near the front of the office building within the interior of the site, so in the event that upward lighting is used, the lighting would not spill over onto adjacent properties, and would not create a substantial visual contrast with the night sky.

Nighttime lighting at the Project site could be visible to motorists driving by. However, all lighting except for possibly the flagpole lighting would be directed downward, thereby minimizing light from falling onto surrounding properties.

The windows and buildings of the new structures and steel material of the communications tower could create new sources of glare. Daytime glare can cause an annoyance for viewers and a potential safety hazard for motorists. However, the proposed buildings and ancillary structures would not significantly affect viewers or motorists because they would be located away from roadways behind the perimeter wall and fencing and would not generate substantial glare. The communications tower is not anticipated to represent a source of glare that would be substantial enough to create annoyance relative to existing conditions. As a result, the impacts related to glare and nighttime lighting would be **less than significant**.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use in a manner that will significantly affect timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, or other public benefits?	☐	☐	☐	☒
e. Involve other changes in the existing environment that, because of their location or nature, could result in a conversion of Farmland to a nonagricultural use?	☐	☐	☐	☒

3.2.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to agricultural and forestry resources and the Proposed Project.

State Laws, Regulations, and Policies

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP), administered by the California Department of Conservation (CDOC), produces maps and statistical data for use in analyzing impacts on California's agricultural resources (CDOC 2017a). FMMP rates and classifies

agricultural land according to soil quality, irrigation status, and other criteria. Important farmland categories are as follows (CDOC 2017b):

Prime Farmland: Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields. Prime Farmland must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Farmland of Statewide Importance: Farmland similar to Prime Farmland, but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Farmland of Statewide Importance must have been used for irrigated agricultural production at some time during the 4 years before the FMMP's mapping date.

Unique Farmland: Farmland of lesser quality soils used for the production of the state's leading agricultural crops. These lands are usually irrigated but might include non-irrigated orchards or vineyards, as found in some climatic zones. Unique Farmland must have been cropped at some time during the 4 years before the FMMP's mapping date.

Farmland of Local Importance: Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act of 1965 (commonly referred to as the Williamson Act) allows local governments to enter into contracts with private landowners for the purpose of preventing conversion of agricultural land to non-agricultural uses (CDOC 2017c). In exchange for restricting their property to agricultural or related open space use, landowners who enroll in Williamson Act contracts receive property tax assessments that are substantially lower than the market rate.

3.2.2 ENVIRONMENTAL SETTING

The approximately 5-acre Project site is comprised of fenced undeveloped land with some low-lying grasses. Some grazing occasionally occurs on the project site. The site has been continuously used as a ranching operation since the late 1800's aside from its temporary use as an airstrip in the 1930s and 1940s (SHN Consulting Engineers & Geologists, Inc 2017). The 5-acre site is a State-owned parcel that originated from two parcels that have areas of approximately 220 acres and 8 acres, and are designated for agricultural uses. Grazing occurs on these two original parcels.

The Project site is designated as Agricultural Preserve (AP) in the Plumas County General Plan and zoned as AP (Plumas County 2013; Plumas County 2018). However, the Project site is not under a Williamson Act contract (CDOC 2013) and is not considered Important Farmland by CDOC. Plumas County is not mapped in the FMMP, and the soils are rated as Class 4 and 6, which do not meet the criteria for Prime Farmland under CEQA (USDA 1961 and USDA 2018).

The existing Quincy Area Office (which would be replaced by the Proposed Project) is located approximately 2 miles west of the Proposed Project site. This existing facility appears to be on land designated for commercial use and has no existing agricultural or forestry resources/activity (Plumas County 2013).

3.2.3 Discussion of Checklist Responses

a, e. Convert Farmland to non-agriculture use; Result in other changes that could result in the conversion of Farmland to non-agricultural use—*No Impact*

No land within or adjacent to the Project site is classified as Important Farmland by the CDOC. Although grazing / ranching occasionally occurs on the site, and has historically taken place on the site, the site is not considered Farmland by CDOC. Therefore, construction and operation of the Proposed Project would not result in the loss or conversion of lands designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland to non-agricultural use.

No agricultural or forestry activity is present on the existing Quincy Area Office CHP facility property, so decommissioning and transfer of this existing facility to the state surplus would not result in the conversion of farmland to non-agricultural use. Overall, **no impact** would occur.

b. Conflict with existing zoning for agriculture use or a Williamson Act Contract—*Less than Significant*

As described in Section 3.2.3 above, the Project site is designated as AP in the County's general plan and is zoned as AP (Plumas County 2013; Plumas County 2018). The AP designation in the General Plan serves to preserve agricultural uses, and the zoning code implements the General Plan. Permitted uses in the AP Zone include agricultural and forestry-related uses, single dwelling units, and child day care homes (Plumas County Code Sec. 9-2.3002). Other types of uses are permitted subject to issuance of a special use permit, such as public utility facilities, transport stations, and recreational uses. Generally, the minimum gross lot area in the AP Zone is 80 acres (Plumas County Code Sec. 9-2.3004).

While the Proposed Project would be a public service facility, it likely would not be considered a public utility facility. In addition, the Proposed Project site would be approximately 5 acres, which is less than the typical minimum gross lot area of 80 acres, However, the Proposed Project site is owned by the State of California, which is not subject to local land use laws, such as county general plan land use designations and zoning. In addition, the Proposed Project site is located along a road at the edge of the two parcels from which it originated, and would not impair the use of those parcels for agricultural purposes, particularly the larger parcel of more than 200 acres. As a result, the Proposed Project would not conflict with the existing zoning for agricultural use. Therefore, this impact would be less than significant.

Because the Project site is not under a Williamson Act contract, the Proposed Project would not conflict with any Williamson Act contracts. The existing Quincy Area CHP facility is not zoned for agricultural use or on land enrolled in a Williamson Act contract. Therefore,

transfer of this property to the state surplus would not result in conflicts with such uses. Overall, this impact would be **less than significant.**

c, d. Conflict with existing zoning for forest land or timberland zoned Timberland Production; Result in the loss of forest land or conversion of forest land to non-forest use—*No Impact*

There are no trees on the Proposed Project site, and existing land cover at the Project site is not considered forest. Likewise, the site is not zoned as forest land or included in a Timberland Production Zone. Therefore, construction and operation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. **No impact** would occur.

3.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When 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?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 REGULATORY SETTING

Federal and State Laws, Regulations, and Policies

The Clean Air Act is implemented by the U.S. Environmental Protection Agency (USEPA) and sets ambient air limits, the National Ambient Air Quality Standards (NAAQS), for six criteria pollutants: particulate matter of aerodynamic radius of 10 micrometers or less (PM_{10}), particulate matter of aerodynamic radius of 2.5 micrometers or less ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), ground-level ozone, and lead. Of these criteria pollutants, particulate matter and ground-level ozone pose the greatest threats to human health.

The California Air Resources Board (CARB) sets standards for criteria pollutants in California that are more stringent than the NAAQS and include the following additional contaminants: visibility-reducing particles, hydrogen sulfide, sulfates, and vinyl chloride. The Proposed Project is located within the Mountain Counties Air Basin and managed by the Northern Sierra Air Quality Management District (NSAQMD). NSAQMD manages air quality in the Nevada, Plumas, and Sierra counties' portion of the Mountain Counties Air Basin for

attainment and permitting purposes. **Table AQ-1** provides the attainment status of the Mountain Counties Air Basin in the Quincy area for the federal and state standards.

Table AQ-1. Attainment Status of the State and Federal Ambient Air Quality Standards

Contaminant	Averaging Time	Concentration	State Standards Attainment Status[1]	Federal Standards Attainment Status[2]
Ozone (O_3)	1-hour	0.09 ppm	U	See footnote 3
	8-hour	0.070 ppm	U	
		0.075 ppm		A See footnote 3
CO	1-hour	20 ppm	A	
	8-hour	35 ppm		U/A
		9.0 ppm	A	U/A
NO_2	1-hour	0.18 ppm	A	
		0.100 ppm[5]		U/A
	Annual arithmetic mean	0.030 ppm	A	
		0.053 ppm		U
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm	A	
		0.075 ppm		U
	24-hour	0.04 ppm	A	
		0.14 ppm		U
	Annual arithmetic mean	0.030 ppm		U
Particulate Matter (PM_{10})	24-hour	50 µg/m^3	N	
		150 µg/m^3		U
	Annual arithmetic mean	20 µg/m^3	N	
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3		U/A
	Annual arithmetic mean	12 µg/m^3	U	U/A
Sulfates	24-hour	25 µg/m^3	A	
Lead (Pb)[6]	30-day average	1.5 µg/m^3	A	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm	U	
Vinyl Chloride[6] (chloroethene)	24-hour	0.010 ppm	U	

Contaminant	Averaging Time	Concentration	State Standards Attainment Status[1]	Federal Standards Attainment Status[2]
Visibility-Reducing Particles	8 hour (10:00 to 18:00 PST)	See footnote 4	U	

A – attainment
N – non-attainment
U – unclassified

ppm – parts per million
µg/m3 – micrograms per cubic meter

Notes:

1. California standards for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility-reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour, or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. In particular, measurements that are excluded include those that the California Air Resources Board (CARB) determines would occur less than once per year on average.
2. National standards shown are the "primary standards" designed to protect public health. National air quality standards are set by USEPA at levels determined to be protective of public health with an adequate margin of safety. National standards other than for ozone, particulates, and those based on annual averages are not to be exceeded more than once per year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentrations is 0.075 ppm (75 parts per billion) or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 $\mu g/m^3$. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 $\mu g/m^3$. Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met by spatially averaging annual averages across officially designated clusters of sites and then determining if the 3-year average of these annual averages falls below the standard.
3. The national 1-hour ozone standard was revoked by USEPA on June 15, 2005. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 ppm to 0.070 ppm. An area meets the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 ppm. This table provides the attainment statuses for the 2015 standard of 0.070 ppm.
4. Statewide Visibility-Reducing Particle Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per km when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment resulting from regional haze and is equivalent to a 10-mile nominal visual range.
5. To attain this standard, the 3-year average of the ninety-eighth percentile of the daily maximum 1-hour average at each monitoring station within an area must not exceed 0.100 ppm (effective January 22, 2010).
6. CARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure below which there are no adverse health effects determined.

Sources: CARB 2018, USEPA 2018a, USEPA 2018b

USEPA and CARB regulate various stationary sources, area sources, and mobile sources. USEPA has regulations involving performance standards for specific sources that may release toxic air contaminants (TACs), known as hazardous air pollutants (HAPs) at the federal level. In addition, USEPA has regulations involving emission criteria for off-road sources such as emergency generators, construction equipment, and vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications. Airborne toxic control measures (ATCMs), including the following relevant measures, are implemented to address sources of TACs:

- ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater
- ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- ATCM to Reduce Particulate Emissions from Diesel-Fueled Engines Standards for Non-vehicular Diesel Fuel
- ATCM for Stationary Compression Ignition Engines
- ATCM for Emissions of Chlorinated Toxic Air Contaminants from Automotive Maintenance and Repair Activities

Local Laws, Regulations, and Policies

Local laws, regulations, and policies are provided in **Appendix A**. The analysis below references NSAQMD rules, regulations, and plans.

NSAQMD has established mass emission thresholds of significance (NSAQMD 2009). NSAQMD developed a tiered approach to significance levels as shown in **Table AQ-2**. The threshold tiers are accompanied by a list of suggested mitigation measures depending on the threshold tier. If emissions for oxides of nitrogen (NO_X), reactive organic gases (ROG), and PM_{10} exceed 136 pounds per day (ppd) (i.e., fall into Threshold Tier Level C), then there would be a potentially significant impact. Additional guidance on the applicability of these levels is provided in Appendix A.

Table AQ-2. NSAQMD Thresholds of Significance

Threshold Tier	NOx (ppd)	ROG (ppd)	PM_{10} (ppd)
Level A	<24	<24	<79
Level B	24-136	24-136	79-136
Level C	>136	>136	>136

Source: NSAQMD 2009

3.3.2 ENVIRONMENTAL SETTING

The Project site is located in the town of Quincy in Plumas County, California, in the Mountain Counties Air Basin. The Mountain Counties Air Basin encompasses approximately 4,549 square miles and includes Plumas, Sierra, Nevada, Amador, Calaveras, Tuolumne, Mariposa and portions of Placer and El Dorado Counties. Within this air basin, Plumas County's varying topography of mountain peaks and high-elevation valleys creates diverse precipitation patterns between the western and eastern portions of the county. Western areas of the county, such as the City of Portola, experience a rain shadow effect from the Sierra Nevada Crest (Plumas County 2012). The Quincy and East Quincy areas, including the Project site, are located in the American Valley, which is surrounded by rugged, mountainous terrain.

The Quincy area has a temperate climate with moderate temperature fluctuations and high amounts of precipitation. Average monthly temperatures in the Quincy area range from an

average minimum of 23.5 degrees Fahrenheit (°F) to an average maximum of 89.5 °F (Western Regional Climate Center [WRCC] 2018). Average annual precipitation in the Quincy area is approximately 40 inches, with precipitation occurring as rain or snow primarily from October through April (WRCC 2018.)

Plumas County, in the Quincy area, is designated as a state non-attainment area for PM_{10}. The primary causes of PM_{10} in the county are road dust and wildfires (Plumas County 2012). It is in attainment or unclassified for all other federal and state criteria air pollutants, as shown in Table AQ-1.

The Project site is generally open land. Some residential, commercial, industrial, and recreational areas are located near the Project site. The closest residence is approximately 135 feet (41 meters) southwest of the project site. Quincy Elementary School is the nearest school located approximately 940 feet (289 meters) to the southwest of the site. The closest daycare and preschool are at Head Start (Sierra Cascade Family Opportunities) located about 1,430 feet (436 meters) to the northwest. The recreational area nearest to the Project site, the Plumas County Fairgrounds, is 3,270 feet (997 meters) to the west. All measurements are from the nearest Project site boundary, and actual sources of air emissions may be further away than this distance.

3.3.3 Discussion of Checklist Responses

a. Conflict with or obstruct implementation of the applicable air quality plan—*Less than Significant*

Apart from one criteria pollutant (PM_{10}), the Quincy area, including the Project site, is in attainment or unclassified for all state and federal ambient air quality standards. The Quincy area is in non-attainment for the state's PM_{10} ambient air quality standards. Although the NSAQMD has limitations and prohibitions related to fugitive dust, there are no NSAQMD or other regional air quality plans that are relevant to the Proposed Project. The Proposed Project would comply with the NSAQMD's recommended fugitive dust emission control measures and would be consistent with all general plan policies for air quality that are relevant to the Proposed Project, as described in Appendix A, *Local Laws, Regulations and Policies*. In addition, the Proposed Project would follow all federal, state, and local regulations related to stationary and area sources of air pollutants, and in particular, the chemical storage tanks, refueling pumps, and emergency generator. Therefore, the Proposed Project would be consistent with all applicable air quality plans, and the impact would be **less than significant**.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation—*Less than Significant with Mitigation*

During construction of the Proposed Project, the combustion of fossil fuels for operation of fossil-fueled construction equipment, material hauling, and worker trips would result in construction-related criteria air pollutant emissions. These emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 with default assumptions for a 3.8-acre developed site. The Proposed Project's criteria air pollutant emissions during construction are shown in **Table AQ-3**. CalEEMod modeling results for the Proposed Project are provided in **Appendix B**.

Table AQ-3. Criteria Pollutant Emissions during Construction

Year	ROG	NOx	CO	SO_2	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
	Total Construction Emissions (tons)							
2021	0.24	2.08	1.93	0.004	0.14	0.09	0.06	0.08
2022	0.57	0.72	0.86	0.002	0.03	0.03	0.007	0.03
Total	0.81	2.80	2.79	0.006	0.17	0.12	0.07	0.11
	Peak Daily Emissions (pounds/day)							
Peak Daily	53.3	139.5	39.5	0.28	23.8	2.5	11.5	2.3
NSAQMD Threshold of Significance (pounds/day or ppd)								
Level A	<24	<24	—	—	<79		—	—
Level B	24-136	24-136	—	—	79-136		—	—
Level C	>136	>136	—	—	>136		—	—
Project's Threshold Level	B	**C**	—	—	A		—	—

Notes:

CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = fine particulate matter 2.5 microns or less in diameter
ROG = reactive organic gases
SO_2 = sulfur dioxide

Source: CalEEMod modeling results are provided in Appendix B.

Operational criteria air pollutant emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. Most of the Proposed Project's operational emissions were estimated using default assumptions in CalEEMod version 2016.3.2. Mobile-source emissions were estimated by adjusting the trip rate to 137 daily trips, with 10 percent of the trips from non-uniformed worker commute trips. The worker trip length was set to approximately 42 miles based on an estimated 2,500 miles per month for patrol workers. The default trip length was used for all other workers and visitors. Vehicle idling emissions were estimated by conservatively assuming that two worker vehicles would be idling 24 hours per day, and trucks visiting the citation clearance areas were assumed to idle for an average of 1 hour per day. The idling emission factors were taken from the EMFAC 2014 emissions model to be consistent with CalEEMod emission factors for a "light-duty truck 1" vehicle class and "heavy, heavy duty truck" vehicle class. The emergency generator was assumed to be 400 horsepower and operate for 100 hours per year for testing. The refueling pump station emissions were estimated assuming a 50,000-gallon annual throughput and emission factors from the California Air Pollution Control Officers Association's (CAPCOA's) *Gasoline Service Station Industrywide Risk Assessment Guidelines* (1997) for a Phase II vapor recovery system with vents. The Proposed Project's criteria air pollutant emissions during operations are shown in **Table AQ-4**.

Table AQ-4. Criteria Pollutant Emissions during Operations

Operational Source	Operational Emissions (tons/year)							
	ROG	NOx	CO	SO_2	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Area	0.205	0.00001	0.0012	0	--	0	--	0
Energy Use	0.0021	0.02	0.016	0.00012	--	0.0015	--	0.0015
Mobile	0.085	0.38	1.12	0.0023	0.17	0.0031	0.046	0.003
Vehicle Idling	0.051	0.074	0.11	--	--	0.00017	--	0.002
Refueling Pump	0.038	--	--	--	--	--	--	--
Emergency Generator	0.0192	0.008	0.071	0.00016	--	0.00026	--	0.00026
Total	**0.40**	**0.48**	**1.32**	**0.003**	**0.17**	**5.04E-03**	**0.05**	**0.01**
	Maximum Pounds per Day							
Area	1.12	0.0001	0.013	0	--	0.00005	--	0.00005
Energy Use	0.012	0.106	0.0889	0.0006	--	0.008	--	0.008
Mobile	0.518	2.16	6.5	0.014	0.98	0.017	0.2626	0.016
Vehicle Idling	0.28	0.63	4.42	--	--	0.01	--	0.01
Refueling Pump	0.208	--	--	--	--	--	--	--
Emergency Generator	0.38	0.17	1.41	0.0032	--	0.005	--	0.005
Total	**2.52**	**3.06**	**12.43**	**0.02**	**0.98**	**0.04**	**0.26**	**0.04**
	NSAQMD Threshold of Significance (pounds/day)							
Level A	<24	<24	--	--	<79		--	--
Level B	24-136	24-136	--	--	79-136		--	--
Level C	>136	>136	--	--	>136		--	--
Project's Threshold Level	A	A	--	--	A		--	--

Notes:

CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = fine particulate matter 2.5 microns or less in diameter
ROG = reactive organic gases
SO_2 = sulfur dioxide
" -- " =no emissions or no emissions calculated as de minimis.

Source: CalEEMod modeling results and inputs are provided in Appendix B, Air Quality and Greenhouse Gas Emissions Calculations.

Some criteria air pollutants are important at a local level with CO, PM_{10}, and $PM_{2.5}$ being the most important of those associated with this Project, and the Proposed Project would result

in an increase in these emissions near the Project site and key intersections. These increases in emissions are anticipated to be small and would not cause any localized exceedances of emission standards (known as "hot spots") because of the small numbers of motor vehicles at intersections in the Project area, low incidence of vehicle idling, and use of emission control equipment on emergency generators and refueling pumps.

Under Rule 226, Dust Control, NSAQMD requires implementation of best management practices (BMPs) to minimize potential fugitive dust-related impacts from all construction projects. Construction emissions, in particular fugitive dust emissions, are also controlled by implementation of construction BMPs as required by **Mitigation Measure AQ-1**.

With the exception of NOx during construction, the construction and operation mass emissions would be within the Level A or B mass emission thresholds established by NSAQMD, which would be less than significant. Emissions of NOx during construction would be Level C, a potentially significant impact. **Mitigation Measure AQ-2** implements mitigation measures suggested by NSAQMD for sources classified as Level C.

Implementation of **Mitigation Measure AQ-3** would drop the maximum daily NOx emissions to below 136 pounds per day. This can be achieved by limiting the amount of vehicle idling, limiting the amount of material hauling truck trips to approximately 295 one-way trips per day, or by using more recent model year material hauling trucks which emit substantially less NOx per trip.

By implementing **Mitigation Measures AQ-1, AQ-2, and AQ-3,** the Proposed Project's impacts would be **less than significant with mitigation.**

Mitigation Measure AQ-1: Implement Best Management Practices for Construction Air Quality

The State or its designee shall implement the following BMPs to reduce fugitive dust emissions and construction equipment emissions to the extent feasible:

- All exposed areas of bare soil (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered once per day or as needed to minimize fugitive dust emissions.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13 California Code of Regulations Section 2485). Clear signage regarding this requirement shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications.

- The contractor shall use construction equipment that minimizes air emissions by using to the extent feasible so that overall fleet emissions are equal to or less than emissions compared to the most recent CARB fleet average. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

- A publicly visible sign shall be posted with the name and telephone number of the contact person at the State regarding dust complaints. This person shall respond to any complaints and take corrective action within 48 hours. The NSAQMD phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: Implement Mitigation for Construction Air Quality

The Contractor shall implement, as applicable, the following NSAQMD-recommended mitigations for Level C emission sources:

- Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by the NSAQMD. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.

- Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.

- Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.

- Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.

- During initial grading, earth moving, or site preparation, larger projects may be required to construct a paved, coarse gravel or dust palliative treated apron, at least 100 feet in length, leading onto the paved road(s).

- Wheel washers shall be installed where project vehicles and/or equipment enter and/or exit onto paved streets from unpaved roads on larger projects. Vehicles and/or equipment will be washed prior to each trip, if necessary.

- All self-propelled off-road diesel-powered equipment and vehicles greater than 25 horsepower shall be equipped with an engine meeting at least Tier 1 emission standards (typically manufactured 1996 or later).

Mitigation Measure AQ-3: Material Hauling NOx Control Measures

The Contractor shall implement any combination of the following measures to reduce NOx emissions to below 136 pounds per day:

a. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.

b. Limit the number of daily one-way material hauling trips to less than 295.

c. Use newer model year material hauling vehicles that emit less NOx emissions per trip.

c. Cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area—*Less than Significant with Mitigation*

As shown in Table AQ-1, the Project site is in a region that is designated in non-attainment for state standards of PM_{10}. It is assumed that projects that conform to the General Plan and do not have mass emissions exceeding the screening level significance thresholds would not create a cumulatively considerable net increase in emissions. Therefore, with implementation of mitigation, the Proposed Project would have a **less than significant impact**.

d. Expose sensitive receptors to substantial pollutant concentrations—*Less than Significant*

Construction

During Project construction, diesel particulate matter (DPM) and gasoline fuel combustion emissions that are classified as TACs could be emitted from construction equipment. Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically operating within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Chronic and cancer-related health effects estimated over short periods are uncertain. Cancer potency factors are based on animal lifetime studies or worker studies with long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from exposure that would last only a small fraction of a lifetime. Some studies indicate that the dose rate may change the potency of a given dose of a carcinogenic chemical. In others words, a dose delivered over a short period may have a different potency than the same dose delivered over a lifetime (California Office of Environmental Health Hazard Assessment [OEHHA] 2015). Furthermore, construction impacts are most severe adjacent to the construction area and decrease rapidly with increasing distance. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (CARB 2005).

Given the short duration of construction, the fact that TAC concentrations would quickly be reduced away from the active construction site, and the uncertainties in modeling such emissions, the Proposed Project's effect on nearby sensitive receptors due to construction-related air pollutant emissions would be **less than significant**.

Operation

During Proposed Project operations, DPM could be emitted from the diesel-powered emergency generator. In addition, various gasoline-related TACs would be emitted by the refueling station and vehicles idling in the parking lots. TACs could include such chemicals as benzene, toluene, ethylbenzene, 1,3-butadiene, acrolein, and xylenes.

Several types of sensitive receptors are present in the Project area. To evaluate the impacts of DPM and TACs on nearby sensitive receptors, a screening-level quantitative health risk assessment (HRA) was conducted consistent with OEHHA guidance (OEHHA 2015) for determining local community risks and hazards. The HRA evaluated the Proposed Project's emissions associated with testing of the diesel-powered emergency generator, refueling pump station, and vehicle idling. Detailed information on the methodology and data used to conduct the HRA is described in **Appendix C**. The screening-level health risk assessment involved estimating emissions of DPM and TACs, then conducting screening-level air dispersion modeling to estimate ambient air concentrations at various distances from the source. Once the ambient air concentrations were determined, these were combined with exposure parameters and toxicity information to determine health impacts. **Table AQ-5** shows the results of the HRA for the Proposed Project.

Health impacts resulting from emissions at the proposed CHP Quincy Area Office would be less than the significance thresholds commonly used by other air districts and state agencies of 10 in a million excess cancer risks, below the chronic hazard index of less than 1, and below the acute hazard index of less than 1 at all sensitive receptor locations near the Project site. The HRA analysis (Appendix C) indicates that operational sources would be below the significance thresholds for health impacts. Therefore, operational impacts to sensitive receptors would be **less than significant**.

For the overall impact of the Proposed Project's construction and operational impacts, this impact would be **less than significant**.

e. Create objectionable odors affecting a substantial number of people—*Less than Significant*

Diesel exhaust from construction activities may temporarily generate odors while construction of the Proposed Project is underway. Once construction activities have been completed, these odors would cease. Operational activities would also generate odors, mainly associated with gasoline and diesel fuel and exhaust and other oils and lubricants used for automobile repair; these odors would be short-lived and would occur intermittently. Odors from gasoline refueling would be minimized with the use of required vapor recovery systems. Vehicle idling at the site would be minimized to the extent feasible and so would not be likely to cause odor issues for nearby sensitive receptors. Based on observations of odorous evidence at another CHP facility visited by the document authors in March 2015, odors from evidence would not be detectible outside of the evidence storage area. Impacts related to potential generation of objectionable odors are thus expected to be **less than significant**.

Table AQ-5. Results of Air Quality Health Risk Assessment for the Proposed Project

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Recreation (Child)	Recreation (Adult)
	Cancer Risk							
Emergency Generator Small	6.37E-08	5.78E-09	6.76E-10	2.24E-09	8.15E-10	5.43E-10	4.02E-09	2.14E-09
Vehicle Idling	3.14E-06	5.63E-08	6.59E-09	3.93E-08	1.44E-08	9.61E-09	2.57E-08	1.37E-08
Truck Idling	1.45E-06	2.59E-08	3.04E-09	1.81E-08	6.64E-09	4.43E-09	1.19E-08	6.31E-09
Refueling-Loading	1.23E-08	3.96E-10	4.63E-11	2.09E-10	7.05E-11	4.70E-11	1.45E-10	7.72E-11
Refueling-Breathing	1.55E-09	4.99E-11	5.85E-12	2.64E-11	8.89E-12	5.93E-12	1.83E-11	9.75E-12
Refueling-Refueling	2.58E-08	8.36E-10	9.78E-11	4.41E-10	1.49E-10	9.91E-11	3.18E-10	1.69E-10
Refueling-Spillage	8.03E-08	2.63E-09	3.08E-10	1.38E-09	4.67E-10	3.11E-10	1.01E-09	5.39E-10
Total	**4.77E-06**	**9.19E-08**	**1.08E-08**	**6.18E-08**	**2.26E-08**	**1.50E-08**	**4.31E-08**	**2.30E-08**
	Chronic Hazard Index							
Emergency Generator Small	1.39E-05	3.63E-06	3.63E-06	5.01E-06	4.50E-06	4.50E-06	3.09E-06	3.09E-06
Vehicle Idling	8.60E-03	4.45E-04	4.45E-04	1.11E-03	9.98E-04	9.98E-04	2.48E-04	2.48E-04
Truck Idling	3.16E-04	1.63E-05	1.63E-05	4.06E-05	3.66E-05	3.66E-05	9.11E-06	9.11E-06
Refueling-Loading	4.91E-05	4.57E-06	4.57E-06	8.59E-06	7.12E-06	7.12E-06	2.04E-06	2.04E-06
Refueling-Breathing	6.20E-06	5.76E-07	5.76E-07	1.08E-06	8.99E-07	8.99E-07	2.58E-07	2.58E-07
Refueling-Refueling	1.03E-04	9.64E-06	9.64E-06	1.81E-05	1.50E-05	1.50E-05	4.48E-06	4.48E-06
Refueling-Spillage	3.08E-04	2.91E-05	2.91E-05	5.45E-05	4.53E-05	4.53E-05	1.37E-05	1.37E-05
Total	**9.39E-03**	**5.08E-04**	**5.08E-04**	**1.23E-03**	**1.11E-03**	**1.11E-03**	**2.81E-04**	**2.81E-04**

Emission Source	Resident	Daycare	Preschool	Elementary School	Middle School	High School	Recreation (Child)	Recreation (Adult)
	Acute hazard Index							
Emergency Generator Small	4.88E-04	1.28E-04	1.28E-04	1.76E-04	1.58E-04	1.58E-04	1.08E-04	1.08E-04
Vehicle Idling	1.04E-02	5.37E-04	5.37E-04	1.34E-03	1.21E-03	1.21E-03	3.00E-04	3.00E-04
Truck Idling	7.58E-02	3.92E-03	3.92E-03	9.75E-03	8.79E-03	8.79E-03	2.19E-03	2.19E-03
Refueling-Loading	5.45E-05	5.07E-06	5.07E-06	9.54E-06	7.92E-06	7.92E-06	2.27E-06	2.27E-06
Refueling-Breathing	6.88E-06	6.40E-07	6.40E-07	1.20E-06	9.99E-07	9.99E-07	2.87E-07	2.87E-07
Refueling-Refueling	1.15E-04	1.07E-05	1.07E-05	2.01E-05	1.67E-05	1.67E-05	4.97E-06	4.97E-06
Refueling-Spillage	3.16E-04	2.98E-05	2.98E-05	5.59E-05	4.65E-05	4.65E-05	1.40E-05	1.40E-05
Total	**8.71E-02**	**4.63E-03**	**4.63E-03**	**1.13E-02**	**1.02E-02**	**1.02E-02**	**2.62E-03**	**2.62E-03**

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3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	☐	☒	☐	☐
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 CDFW or USFWS?	☐	☐	☒	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted habitat conservation plan (HCP); natural community conservation plan; or other approved local, regional, or state HCP?	☐	☐	☐	☒

3.4.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

Endangered Species Act

The Endangered Species Act (ESA) (16 U.S. Code [USC] Section 1531 *et seq*.; 50 Code of Federal Regulations [CFR] Parts 17 and 222) provides for conservation of species that are endangered or threatened throughout all or a substantial portion of their range, as well as protection of the habitats on which they depend. The U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) share responsibility for implementing the

ESA. In general, USFWS manages terrestrial and freshwater species, whereas NMFS manages marine and anadromous species.

Section 9 of the ESA and its implementing regulations prohibit the "take" of any fish or wildlife species listed under the ESA as endangered or threatened, unless otherwise authorized by federal regulations. The ESA defines the term "take" to mean "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct" (16 USC Section 1532). Section 7 of the ESA (16 USC Section 1531 *et seq*.) outlines the procedures for federal interagency cooperation to conserve federally listed species and designated critical habitats. Section 10(a)(1)(B) of the ESA provides a process by which nonfederal entities may obtain an incidental take permit from USFWS or NMFS for otherwise lawful activities that incidentally may result in "take" of endangered or threatened species, subject to specific conditions. A habitat conservation plan (HCP) must accompany an application for an incidental take permit.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC, Chapter 7, Subchapter II) protects migratory birds. Most actions that result in take of, or the permanent or temporary possession of, a migratory bird constitute violations of the MBTA. The MBTA also prohibits destruction of occupied nests. USFWS is responsible for overseeing compliance with the MBTA.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 USC Section 668; 50 CFR Part 22) prohibits take of bald and golden eagles and their occupied and unoccupied nests. Under this act, the term "take" is defined as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb" (16 USC Section 668c). USFWS administers the Bald and Golden Eagle Protection Act.

Clean Water Act

Clean Water Act (CWA) section 404 regulates the discharge of dredged and fill materials into waters of the U.S., which include all navigable waters, their tributaries, and some isolated waters, as well as some wetlands adjacent to the aforementioned waters (33 CFR Section 328.3). Areas typically not considered to be jurisdictional waters include non-tidal drainage and irrigation ditches excavated on dry land, artificially irrigated areas, artificial lakes or ponds used for irrigation or stock watering, small artificial waterbodies such as swimming pools, vernal pools, and water-filled depressions (33 CFR Part 328). Areas meeting the regulatory definition of waters of the U.S. are subject to the jurisdiction of U.S. Army Corps of Engineers (USACE) under the provisions of CWA Section 404. Construction activities involving placement of fill into jurisdictional waters of the U.S. are regulated by USACE through permit requirements. No USACE permit is effective in the absence of state water quality certification pursuant to Section 401 of CWA.

Section 401 of the CWA requires an evaluation of water quality when a proposed activity requiring a federal license or permit could result in a discharge to waters of the U.S. In California, the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) issue water quality certifications. Each RWQCB is responsible for implementing Section 401 in compliance with the CWA and its water quality control plan (also known as a Basin Plan). Applicants for a federal license or permit to conduct

activities that may result in the discharge to waters of the U.S. (including wetlands or vernal pools) must also obtain a Section 401 water quality certification to ensure that any such discharge will comply with the applicable provisions of the CWA.

State Laws, Regulations, and Policies

California Fish and Game Code

The California Fish and Game Code includes various statutes that protect biological resources, including the Native Plant Protection Act of 1977 (NPPA) and the California Endangered Species Act (CESA). The NPPA (California Fish and Game Code subsection (§§) 1900-1913) authorizes the Fish and Game Commission to designate plants as endangered or rare and prohibits take of any such plants, except as authorized in limited circumstances.

CESA (California Fish and Game Code §§ 2050–2098) prohibits state agencies from approving a project that would jeopardize the continued existence of a species listed under CESA as endangered or threatened. Section 2080 of the California Fish and Game Code prohibits the take of any species that is state listed as endangered or threatened, or designated as a candidate for such listing. California Department of Fish and Wildlife (CDFW) may issue an incidental take permit authorizing the take of listed and candidate species if that take is incidental to an otherwise lawful activity, subject to specified conditions.

California Fish and Game Code §§ 3503 and 3513 protect native and migratory birds, including their active or inactive nests and eggs, from all forms of take. In addition, §§ 3511, 4700, 5050, and 5515 identify species that are fully protected from all forms of take. Section 3511 lists fully protected birds, §5515 lists fully protected fish, §4700 lists fully protected mammals, and §5050 lists fully protected amphibians.

Local Laws, Regulations, and Policies

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Proposed Project are listed in Appendix A.

3.4.2 ENVIRONMENTAL SETTING

The Project site is biogeographically situated along the southern margins of American Valley in the upper reaches of the Feather River watershed at the northern end of the Sierra Nevada Mountains. The Project vicinity mostly contains lands dominated by industrial, commercial, residential, and agricultural uses.

A reconnaissance-level biological site assessment was conducted by a qualified Horizon biologist on June 28, 2018. The purpose of the assessment was to characterize existing conditions and assess the site's potential to support special-status species.

The Project site consists of an approximate 5-acre parcel of undeveloped land currently used for grazing. The site is currently divided into two parcels; however, once the site is owned by the State (California Highway Patrol [CHP]), a new parcel number will be established. Agricultural land is located to the north and east of the site; further north and east is montane

hardwood-conifer forest. Large parcels with residences are located to the west. Lee Road is located directly south of the site, and further south are Highway 70 and commercial and residential properties.

The elevation on the Project site ranges from approximately 3,465 to 3,485 feet above mean sea level. Topography is generally flat and slightly slopes to the north-northeast. A drainage is located in the southeast portion of the Project site that conveys seasonal stormwater to a culvert under Lee Road. The drainage (described in an upstream direction) flows toward Lee Road from the northeast, where it traverses the Project site. At its deepest and widest segment near Lee Road, the drainage is approximately 2 to 3 feet deep from the bottom to the top of the bank and approximately 4 to 5 feet wide. In this segment, the drainage contains evidence of scour. The drainage becomes a swale as it continues northeast and beyond the site boundaries. Just outside of the site boundaries, the drainage swale flattens and disappears at an old unpaved access road. On the north side of the access road, a slight swale forms again and eventually flattens out and appears to discontinue. No riparian or wetland vegetation occurs in or along the drainage, as only sparse ruderal vegetation is present. Stormwater on the Project site dissipates over adjacent land into this drainage and continues northeast via overland flow to an unnamed ephemeral channel (U.S. Geological Survey [USGS] 2015). Stormwater is then conveyed to Thompson Creek, which flows northwest to converge with Spanish Creek and out of the American Valley.

The Project site is undeveloped and contains mostly ruderal vegetation (i.e., disturbed nonnative annual grassland). Approximately 8 ponderosa pines (*Pinus ponderosa*) and one blue elderberry shrub (*Sambucus nigra* ssp. *caerulea*) are located on the western side of the western property fence line. One apple tree (*Malus domesticus*) is located on the eastern side of the eastern property fence line. The ponderosa pines and apple tree will not need to be removed. One ornamental tree that may need to be removed is located directly east of the southeast boundary of the site. No nest structures were observed in any of these trees during the June 28, 2018, site reconnaissance. Montane hardwood-conifer forest composed of ponderosa pine, Douglas fir (*Pseudotsuga menziesii*), and black oak (*Quercus kelloggii*) is located approximately 0.30 mile east of the site. This adjacent forest is characterized by a dense understory and relatively low canopy closure.

No native vegetation communities occur on the Project site. Remnants of a pole barn are visible near the eastern edge of the Project site. The remnants do not provide suitable habitat for nesting birds or roosting bats. No other structures are located on the site.

The Project site contains mostly ruderal, disturbed vegetation. These areas are dominated by yellow starthistle (*Centaurea solstitialis*), short-pod mustard (*Hirschfeldia incana)*, dog fennel (*Anthemis cotula*), and occasional grasses (e.g., *Hordeum sp*.). Other nonnative plants, such as field bindweed (*Convolvulus arvensis*) and English plantain (*Plantago lanceolate*), were also observed. Native plants, such as showy milkweed (*Asclepias speciosa*) and tufted eschscholzia (*Eschscholzia caespitosa*), were located in a few isolated patches throughout the Project site.

During the site reconnaissance, signs of deer (*Odocoileus hemionus californicus*) were observed on the Project site. This is probably a result of the Project site being located along the southern margins of American Valley, where suitable habitat for deer is present. Occasional ground squirrel (*Otospermophilus beecheyi*) burrows were observed, primarily in less disturbed portions and along the fence lines of the Project site where soil compaction

was less evident. No larger mammal burrows were observed on the Project site during site reconnaissance.

No USFWS-designated critical habitat is located within or adjacent to the Project site. Critical habitat for the Sierra Nevada yellow-legged frog is approximately 5 miles southwest of the Project site.

Special-Status Species

For the purposes of this assessment, special-status species are those that are listed as rare, species of concern, fully protected, candidate, threatened, or endangered by USFWS, NMFS, or the CDFW. Special-status plant and animal species with the potential to occur in the Project area were identified through a review of the following resources:

- USFWS Information for Planning and Consultation Report (USFWS 2018a),
- California Natural Diversity Database (CNDDB) queries for the nine USGS 7.5-minute quadrangles containing and surrounding the Proposed Project site: *Twain*, *Crescent Mills*, *Taylorsville*, *Spring Garden*, *Quincy*, *Meadow Valley*, *Dogwood Peak*, *Onion Valley*, and *Blue Nose Mountain*, all areas surrounding the Project site (CDFW 2018), and
- California Native Plant Society's (CNPS's) Inventory of Rare and Endangered Plants of California query for the nine USGS 7.5-minute quadrangles containing and surrounding the Project site (CNPS 2018).

Eighty-eight sensitive species comprising 65 plant species, one fish species, four amphibian species, one reptile species, nine bird species, and eight mammals, were identified through a search of the above-listed resources, including records in the CNDDB as being historically reported to occur within 5 miles of the Project site (CDFW 2018, CNPS 2018, USFWS 2018a). A list of these species is provided in **Appendix D**, Table D-1. **Figure BIO-1** shows all CNDDB-recorded occurrences within 5 miles of the Project site. **Figure BIO-2** shows all critical habitat within 5 miles of the Project site. The potential for special-status species to occur on the Project site was determined through an evaluation of site-specific habitat conditions conducted by a Horizon biologist during a reconnaissance-level site visit on June 28, 2018. The potential for special-status species to occur in areas affected by the Project was evaluated according to the following criteria:

- **None:** indicates that the area lacks suitable habitat, the local range for the species is restricted, and/or the species is extirpated in this region.
- **Not Expected:** indicates situations where suitable habitat or key habitat elements may be present but are of poor quality or isolated from the nearest extant occurrences. Habitat suitability refers to factors such as elevation, soil chemistry and type, vegetation communities, microhabitats, and degraded/substantially altered habitats.
- **Possible:** indicates the presence of suitable habitat or key habitat elements that could potentially support the species.

- **Present:** indicates that either the target species was observed directly or its presence was confirmed by diagnostic signs (i.e., tracks, scat, burrows, carcasses, castings, prey remains) during field investigations or in previous studies in the area.

During the reconnaissance-level site visit on June 28, 2018, the Horizon biologist identified vegetation and conditions on the Project site and conducted searches for active nests and inactive nest structures, as well as for burrows that could provide den sites for special-status species.

sticky pyrrocoma
northern goshawk
greater sandhill crane
Quincy lupine
bank swallow
Quincy lupine
bank swallow
Quincy lupine
pallid bat
southern long-toed salamander
Townsend's big-eared bat
Project Footprint
northern goshawk
yellow rail
northern goshawk
foothill yellow-legged frog
American badger
northern goshawk
Sierra Nevada red fox
Constance's rockcress
Quincy lupine
Quincy lupine

N
0 0.5 1
Miles

Project Footprint
5-mile Buffer

Special Status Plants and Animals

American badger
Constance's rockcress
Quincy lupine
Sierra Nevada red fox
Townsend's big-eared bat
Webber's ivesia
bank swallow
foothill yellow-legged frog
greater sandhill crane
northern goshawk
pallid bat
southern long-toed salamander
sticky pyrrocoma
yellow rail

Prepared by:
Horizon WATER and ENVIRONMENT
Prepared for:
California Highway Patrol

Figure BIO-1. CNDDB Occurrences of Special-status Plants and Animals within 5 miles of the Proposed Project

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

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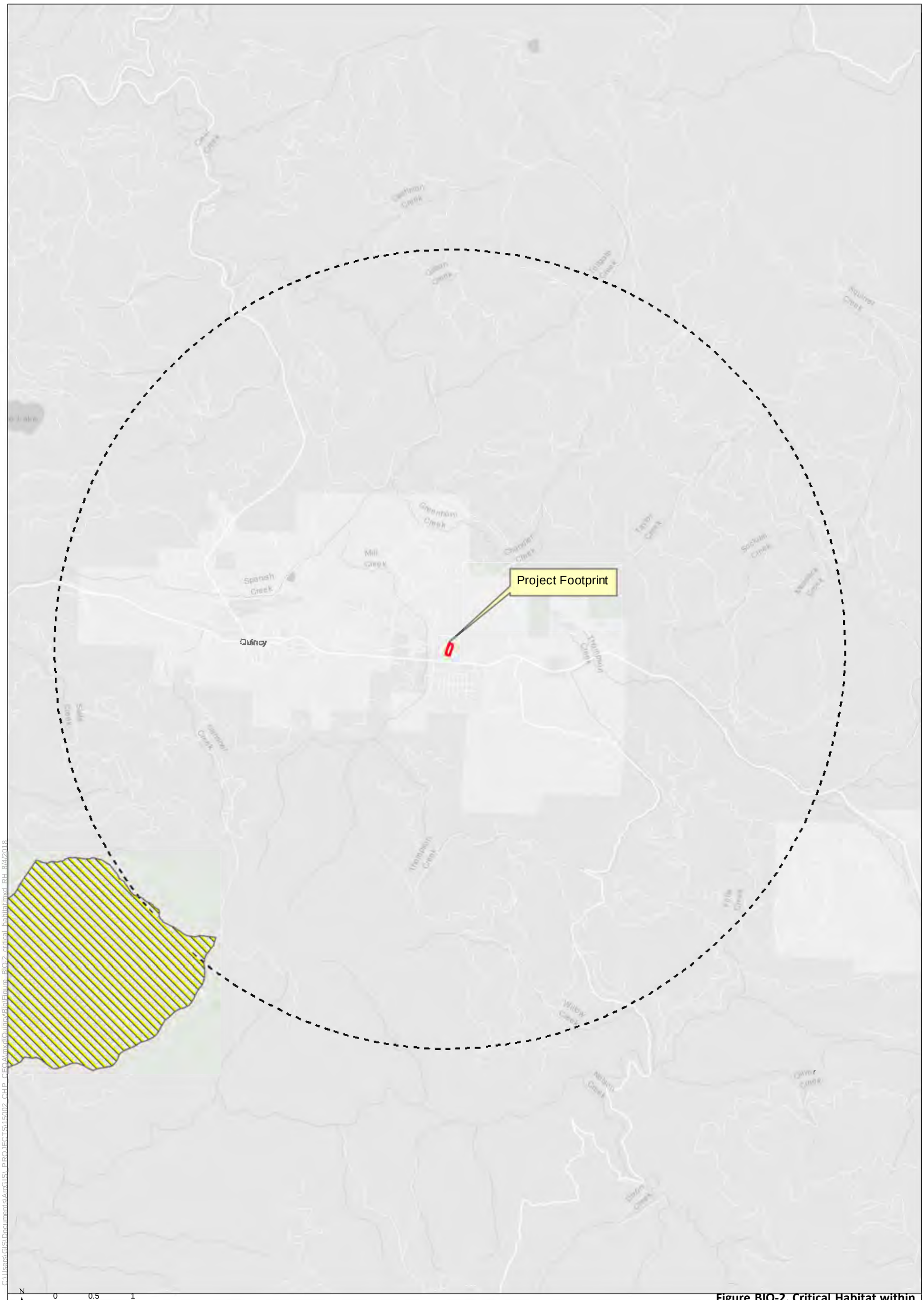

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Figure BIO-2. Critical Habitat within 5 miles of the Proposed Project

Prepared by:

Horizon

Prepared for:
California Highway Patrol

Quincy Area Office Replacement Project
Initial Study/Mitigated Negative Declaration

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3.4.3 DISCUSSION OF CHECKLIST RESPONSES

a. Substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species—*Less than Significant with Mitigation*

Special-status Plant Species

Based on searches of the CNDDB, USFWS Information for Planning and Consultation Report, and the CNPS Inventory of Rare and Endangered Plants, 65 sensitive plant species were identified as historically occurring within 5 miles of the Project site or with potential to occur in the Project site vicinity (CDFW 2018, USFWS 2018a, CNPS 2018). Of these, only 12 plant species have a potential to occur on site due to the presence of marginally suitable habitat, none of which are federally or state-listed species. The Project site does not contain suitable habitat for the remaining 53 plant species. The Project site is not within critical habitat for any plant species.

No special-status plant species were observed by the Horizon biologist during the reconnaissance-level site visit, and none are anticipated to occur at the project site. Although suitable habitat exists in the nearby conifer forest for many special-status plants, the Project site itself provides only marginal habitat for a limited number of CNPS rare plant species (see Appendix D, Table D-1). The Project site lacks native vegetation communities and contains mostly ruderal vegetation. Additionally, current agricultural practices (grazing) impede the establishment of special-status plant species on site. Thus, there would be a less than significant potential for adverse impacts to special-status plant species. This impact would be **less than significant**.

Special-status Wildlife Species

Twenty-three special-status wildlife species (including one fish, four amphibians, one reptile, nine birds, and eight mammals) were identified in database searches associated with the Project (CDFW 2018, USFWS 2018a) and are documented in Appendix D, Table D-1, including their potential for occurrence on the Project site. Of these, only seven wildlife species have a potential to occur on site due to the presence of marginally suitable habitat. The Project site is not within critical habitat for any wildlife species.

No special-status wildlife species were observed by the Horizon biologist during the reconnaissance-level site visit; however, no focused or protocol-level wildlife surveys have been conducted for the Project site.

Special-status Aquatic Wildlife Species, Amphibians and Reptiles

No suitable habitat for special-status fish (delta smelt), amphibians (southern long-toed salamander, foothill yellow-legged frog, California red-legged frog, Sierra Nevada yellow-legged frog), or reptiles (western pond turtle) is present on or adjacent to the Project site. All of these species are dependent upon aquatic habitats that do not occur on or adjacent to the Project site. The Project would have no impact on special-status fish, amphibian, and reptile species.

Special-status Birds

Of the nine special-status bird species considered in this document (northern goshawk, golden eagle, yellow rail, willow flycatcher, bald eagle, greater sandhill crane, osprey, bank swallow, and gray owl), none are expected to nest on the Project site (see Appendix D, Table D-1). Some ponderosa pine trees occur near the western border of the Project site; however, they do not occur in forested or woodland areas, and the site itself does not contain any trees. The Project site lacks native vegetation communities, and consists of mostly ruderal vegetation. Additionally, specific habitat requirements for these species (e.g., dense, mature forest with large trees and high canopy closure; lakes, rivers, or reservoirs; exposed, vertical river banks with friable soils, and shallow or emergent wetlands) are absent from the Project site and vicinity. Marginal foraging habitat exists on site for the golden eagle; however, no CNDDB occurrences within 5 miles of the Project site have been observed of the golden eagle and they prefer more open areas for foraging as opposed to what is present at the Project site. Marginal foraging habitat also exists for the bank swallow although there are no suitable nesting sites in, or adjacent to, the Project site, making it unlikely that the swallow would utilize the site for foraging. Additionally, although there are two CNDDB-recorded occurrences within 5 miles of the Project site, Plumas County is outside the normal range for the bank swallow (Plumas County 2012) and the Project site lacks suitable nesting colony substrate (e.g., river banks). The Greater sandhill crane could utilize the site for loafing; however, the site provides only marginal loafing habitat due to its proximity to Lee Road, Highway 70, and highly utilized commercial and residential areas to the west, south, and east of the Project site. Northern goshawk may use forested areas adjacent to (east and south of) the Project site for nesting and foraging; however, it is unlikely that they would utilize the Project site for foraging or nest in the nearby ponderosa pines located on the western border of the fence-line around the site. The Project would have no impact on these special-status bird species.

Most native migratory birds (including active nest sites) are protected under MBTA; active bird nests are protected by CFGC Section 3503; and raptor nests are protected under CFGC Section 3503.5. The ponderosa pines located outside of the Project site, but bordering the fence-line on the western side of the Project site, have moderate potential to be used by nesting raptor species such as red-tailed hawk (*Buteo jameicensis*). In addition, the blue elderberry shrub located near the ponderosa pines, the apple tree near the eastern fence line, and the ornamental shrub near the southeast corner of the site may provide suitable nesting habitat for other nesting birds such as dark-eyed junco (*Junco hyemalis*), fox sparrow (*Passerella iliaca),* and Steller's jay (*Cyanocitta stelleri*). Both the apple tree and ornamental shrub are also located outside of the Project site boundaries. Clearing of trees and shrubs, as well as pruning/trimming them, as a result of the Project could destroy (e.g., crush) active nest sites, if present, on the Project site during construction. Additionally, noise and disturbance associated with construction and operation of the Project could adversely affect nesting birds in adjacent areas to the point that it results in nest abandonment and/or failure. Because the potential loss of an active bird nest during construction would potentially violate protections under the MBTA and CFGC, such an impact is considered significant. With implementation of **Mitigation Measure BIO-1**, the Project would avoid impacts on nesting birds by identifying and avoiding direct and indirect impacts to occupied nests.

The construction and operation of the radio tower is not anticipated to create a collision hazard to birds in flight and night-migrating birds that are protected under the MBTA. The risk of bird collisions with towers is related to tower height, design, lighting, and location

relative to migratory bird concentration areas (USFWS 2016). The Project radio tower would be less than 200 feet tall (approximately 148 feet tall) and would not include guy wires or lighting, features that are typically associated with a minimized level of collision risk (USFWS 2016). Additionally, the Project site is located directly north of an existing commercial and residential area and is not within or adjacent to high quality or known important bird nesting areas (Plumas County 2013). Therefore, potential impacts from the radio tower construction and operation on protected migratory birds would be less than significant.

Mitigation Measure BIO-1: Conduct Pre-construction Surveys for Nesting Birds and Implement Non-disturbance Buffer Areas if Necessary.

To the extent feasible, all vegetation removal shall occur between September 1 and January 14, which is outside the bird/raptor nesting season, to avoid potential impacts on nesting birds. If construction activities (including staging and vegetation removal) will occur during the nesting season (January 15 through August 31), the Project proponent shall retain a qualified wildlife biologist to conduct focused surveys for active bird nests on the Proposed Project site and within a 250-foot buffer no more than 7 days before initiation of construction activities. If no work occurs for a period of 5 days during the nesting season, surveys must be performed before work within 250 feet of suitable nesting substrate is resumed. If the survey indicates that no active nests are present, no further mitigation shall be required.

If an active bird or raptor nest is located during the preconstruction surveys, a qualified biologist shall establish appropriate species-specific non-disturbance buffer zones in consultation with USFWS and/or CDFW. No Project activity shall commence within the non-disturbance buffer until a qualified biologist confirms that the nest is no longer active.

Special-status Mammals

Eight special-status mammal species, including two special-status bats (discussed below), were identified in database searches as historically occurring within 5 miles of the Project site (CDFW 2018) and are documented in Appendix D, Table D-1. Habitat conditions on the Project site provide only marginal habitat suitable to support American badger and Sierra Nevada red fox. The Project site lacks native vegetation communities and much of the site is composed of open compacted soils. Furthermore, mammal burrows of suitable size to support these two species are absent from the Project site and immediate surroundings. American badger and Sierra Nevada red fox could use land to the north and east of the Project site as movement habitat. The Project would not be expected to cause a substantial increase in disturbance levels (e.g., noise, lighting, visual, etc.) in adjacent areas that could be used by American badger and Sierra Nevada red fox relative to existing conditions. Therefore, impacts to American badger or Sierra Nevada red fox would be less than significant.

There are no existing structures on the Project site that special-status bats (Townsend's big-eared bat and pallid bat) and other communal roosting bat species would find suitable for nesting or roosting. Bats could occur in trees adjacent to the Project site, and could be affected by the Project's development; however, the ponderosa pines generally lack the characteristics necessary to support bat roosts (e.g., cavities, sloughing bark, or otherwise decayed conditions that could support hollow trees). No bats or their sign (e.g., guano) were observed on the Project site during the site reconnaissance survey; however, focused bat surveys have not been conducted for this potential roosting habitat. Because special-status bats could roost in the trees near the property boundaries, construction activities and/or

removal of trees could impact a roost and/or the species if present. Such an impact would be considered significant. Implementation of **Mitigation Measure BIO-2** would reduce the impact to a less-than-significant level through the identification, avoidance, and exclusion of special-status bats and their roosts if present.

> **Mitigation Measure BIO-2: Conduct Pre-construction Surveys for Special-Status Bat Species, Implement Non-disturbance Buffer Areas if Necessary, and Exclude Bats if Necessary.**
>
> Pre-construction surveys consisting of visual encounter surveys using binoculars, shall be conducted by a bat biologist for all areas within 50 feet of the Project site to identify potential bat-roosting cavities and assess the presence of bats. If roosting cavities are found, CDFW shall be consulted to determine appropriate buffer and exclusion zones. If no suitable roost sites are identified, no further minimization measures are necessary.

Project operations (other than those related to the radio tower discussed above) such as occasional alarm tests, security lighting, operations of the auto shop, periodic testing of the emergency generator, and daily activity at the facility, would not be expected to cause a substantial impact on special-status wildlife or special-status birds because the Project site is located near a high-disturbance commercial and residential area with existing noise, lighting, and visual disturbances. Potential impacts from Project operations on special-status wildlife species and other protected birds would be less than significant.

Based on the discussion above, impacts on special-status wildlife species and other protected birds would be reduced to **less than significant with mitigation**.

b. Substantial adverse effect on any riparian habitat or other sensitive natural community—*Less than Significant*

No riparian habitat or other sensitive communities have been identified on or near the Project site (CDFW 2018, see also Figures BIO-1 and BIO-2). However, a drainage[1] is located in the southeast portion of the Project site. The drainage, which was dry during the reconnaissance survey on June 28, 2018, likely conveys stormwater to a culvert under Lee Road. The drainage is characterized by sparse ruderal vegetation; it does not provide habitat that would support any fish or wildlife resources. As described further in Section 3.9, "Hydrology and Water Quality," stormwater on the Project site dissipates over adjacent uplands into this drainage and continues northeast to an unnamed ephemeral channel (USGS 2015), and then out to Thompson Creek which flows northwest to converge with Spanish Creek and out of the American Valley.

As there is evidence that this drainage is hydraulically connected to Thompson Creek, this analysis assumes that the drainage along Lee Road would be considered a water of the U.S. (80 CFR 37054) subject to regulation under CWA Section 404. In addition, this drainage is anticipated to be a potential water of the State and would be subject to regulation under the

[1] The boundaries of the drainage have not been quantified using standard wetland delineation methods. However, the drainage is up to approximately 0.1 acres.

Porter-Cologne Water Quality Control Act (Section 13050 defines waters of the State to be any surface water within the boundaries of the State).

Potential fill of an unknown acreage of the drainage will occur when the site is graded for construction. This would result in the permanent loss of an unknown amount of waters of the U.S. and waters of the State. Additionally, ground disturbances and equipment operations associated with construction of the Project could cause sediment or pollutant (e.g., oil) run-off into the drainage which could degrade water quality. Work within areas defined as waters of the State would require a Section 401 Water Quality Certification from RWQCB and work within areas defined as waters of the U.S. would require a Section CWA 404 permit from USACE. In addition, a CDFW Lake or Streambed Alteration Agreement pursuant to F&GC Section 1602 could be required. CHP would be required to comply with permit conditions including construction best management practices to avoid and minimize impacts to jurisdictional waters, and would be required to compensate for permanent impacts on potential waters of the State and waters of the U.S. to achieve no net loss. Compliance with RWQCB, USACE, and CDFW permit conditions would ensure that no substantial impacts on waters of the State would occur. This impact would be **less than significant**.

c. Substantial adverse effects on federally protected wetlands—*No Impact*

A search of the USFWS National Wetlands Inventory revealed no wetlands on or adjacent to the Project site (USFWS 2018b). Furthermore, no wetland features were observed on the Project site during the reconnaissance site visit. The Project site and immediate vicinity does not support any federally protected wetlands as defined by Section 404 of the CWA. Therefore, the Project would result in **no impact** on federally protected wetlands.

d. Substantial interference with wildlife movement, established wildlife corridors, or the use of native wildlife nursery sites—*Less than Significant*

The Project site connects to open fields and then a hardwood-conifer forest to the north and east, which would link suitable habitats for wildlife outside the Project site. The Project site, however, is bordered on the south by Lee Road, Highway 70, and commercial and residential uses, including the town of East Quincy, which would make it difficult for wildlife traveling north to reach the Project site. Additionally, human presence and activity in these areas serve as deterrents to wildlife. The site itself is composed of ruderal/disturbed vegetation and is currently used for grazing. No riparian or other naturally vegetated corridors occur on the Project site. Additionally, potential wildlife corridors and travel routes in the Project vicinity are currently obstructed by existing fencing along the western, northern, southern, and eastern boundaries. Therefore, the Project site is of limited value for wildlife movement.

No known wildlife nursery sites, including important waterfowl nesting areas in Plumas County (Plumas County 2013), occur on the Project site; however, nursery sites for common and sensitive species (e.g., bird nest sites in trees and shrubs; bat communal roosts in trees) could occur near the border of the Project site. Potential impacts on nesting birds and bat communal roosts are addressed under Section 3.4.3 (a), above.

No established wildlife migratory routes have been identified on the Project site. While evidence of deer use (i.e., deer droppings) was observed during the site reconnaissance visit, important deer migration routes identified in Plumas County (Plumas County 2013) do not overlap the Project site or adjacent areas. Implementation of the Project would not interfere substantially with the movement of any native resident or migratory wildlife species because the Project site is of limited value as a wildlife movement corridor and does not provide an important connection between any areas of natural habitat that would otherwise be isolated, nor does it occur along any established wildlife migration routes. Additionally, the Project would not impede use of or access to important native wildlife nursery sites because no known nursery sites have been identified on or adjacent to the Project site. Therefore, the Project would not likely interfere with the movement of any native or migratory wildlife species, nor impede the use of any native wildlife nursery sites and impacts would be **less than significant**.

e. Conflict with local policies or ordinances protecting biological resources—*No Impact*

The Project would not conflict with Plumas County's Conservation and Open Space and Water Resources regulations (and other local policies and ordinances) protecting biological resources (see Appendix A). Mitigation Measure BIO-1 would be implemented as described above in response to Section 3.4.3 (a), which would be consistent with requirements of the County's Conservation and Open Space regulations. Therefore, implementation of the Project would result in **no impact** arising from conflicts with local ordinances and policies protecting biological resources.

f. Conflict with the provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP—*No Impact*

No adopted regional HCPs or natural community conservation plans (NCCPs) exist within Plumas County (Plumas County 2013, USFWS 2018c). The Project site is not located within the planning area nor is it under the jurisdiction of an adopted HCP or a NCCP. Therefore, implementation of the Project would not conflict with the provisions of any adopted HCP, NCCP, or any other approved local, regional, or state HCP. There would be **no impact**.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

The Proposed Project does not require any federal permits, and it is not located on federal lands; therefore, federal laws do not apply to the Proposed Project. The following laws are provided for context only.

National Historic Preservation Act

Projects that require federal permits, receive federal funding, or are located on federal lands must comply with 54 U.S. Code (USC) 306108, more commonly known as Section 106 of the National Historic Preservation Act (NHPA). To comply with Section 106, a federal agency must "take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places [NRHP]." The implementing regulations for Section 106 are found in 36 Code of Federal Regulations (CFR) Part 800, as amended.

The implementing regulations of the NHPA require that cultural resources be evaluated for NRHP eligibility if they cannot be avoided by an undertaking or project. To determine if a site, district, structure, object, and/or building is significant, the NRHP Criteria for Evaluation are applied. A resource is significant and considered a historic property when it:

A. Is associated with events that have made a significant contribution to the broad patterns of our history; or

B. Is associated with the lives of persons significant in our past; or

C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that

represents a significant and distinguishable entity whose components may lack individual distinction; or

D. Yields, or may be likely to yield, information important in prehistory or history.

In addition, 36 CFR Section 60.4 requires that, to be considered significant and historic, resources must also exhibit the quality of significance in American history, architecture, archaeology, engineering, or culture and must possess integrity of location, design, setting, materials, workmanship, feeling, and association.

Other "criteria considerations" need to be applied to religious properties, properties that are less than 50 years old, a resource no longer situated in its original location, a birthplace or grave of a historical figure, a cemetery, a reconstructed building, and commemorative properties. These types of properties are typically not eligible for NRHP inclusion unless the criteria for evaluation and criteria considerations are met.

For archaeological sites evaluated under criterion D, "integrity" requires that the site remain sufficiently intact to convey the expected information to address specific important research questions.

Traditional Cultural Properties (TCPs) are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP "because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community's cultural practices and beliefs for the past 50 years or more.

State Laws, Regulations, and Policies

CEQA and CEQA Guidelines

Section 21083.2 of CEQA requires that the lead agency determine whether a project may have a significant effect on unique archaeological resources. A unique archaeological resource is defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is demonstrable public interest in that information;
- Has a special or particular quality, such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Although not specifically inclusive of paleontological resources, these criteria may also help to define "a unique paleontological resource or site."

Measures to avoid, conserve, preserve, or mitigate significant effects on these resources are also provided under CEQA Section 21083.2.

Section 15064.5 of the CEQA Guidelines notes that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Substantial adverse changes include physical changes to the historic resource or to its immediate surroundings, such that the significance of the historic resource would be materially impaired. Lead agencies are expected to identify potentially feasible measures to mitigate significant adverse changes in the significance of a historic resource before they approve such projects. Historic resources are those that are:

- listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 5024.1[k]);
- included in a local register of historic resources (PRC Section 5020.1) or identified as significant in an historic resource survey meeting the requirements of PRC Section 5024.1(g); or
- determined by a lead agency to be historically significant.

CEQA Guidelines Section 15064.5 also prescribes the processes and procedures found under Health and Safety Code Section 7050.5 and PRC Section 5097.95 for addressing the existence of, or probable likelihood of, Native American human remains, as well as the unexpected discovery of any human remains within the project site. This includes consultation with the appropriate Native American tribes.

CEQA Guidelines Section 15126.4 provides further guidance about minimizing effects to historical resources through the application of mitigation measures. Mitigation measures must be legally binding and fully enforceable.

The lead agency having jurisdiction over a project is also responsible to ensure that paleontological resources are protected in compliance with CEQA and other applicable statutes. Paleontological and historical resource management is also addressed in PRC Section 5097.5, "Archaeological, Paleontological, and Historical Sites." This statute defines as a misdemeanor any unauthorized disturbance or removal of a fossil site or remains on public land and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources.

California Register of Historical Resources

PRC Section 5024.1 establishes the CRHR. The register lists all California properties considered to be significant historical resources. The CRHR includes all properties listed as or determined to be eligible for listing in the NRHP, including properties evaluated under Section 106 of the NHPA. The criteria for listing are similar to those of the NRHP. Criteria for listing in the CRHR include resources that:

- Are associated with the events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Are associated with the lives of persons important in our past;

- Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or

- Have yielded, or may be likely to yield, information important in prehistory or history.

The regulations set forth the criteria for eligibility as well as guidelines for assessing historical integrity and resources that have special considerations.

3.5.2 ENVIRONMENTAL SETTING

Prehistory

Little archeological excavation has taken place in the high mountain valleys of Plumas County, and work that has occurred has largely been in Big Meadows in relationship to Lake Almanor. As a result, the archaeological sequence for the region is based on fairly limited local data and relies heavily on information from the Tahoe area and the west slopes of the Northern Sierra Nevada in Plumas and Butte counties, and in particular the Lake Oroville area. This section presents a brief summary of the cultural-historical sequence recognized in the region.

Paleo-Indian Period (Prior to 8000 Years Before Present [BP])

The people living in this period were likely hunters of big game, who were highly mobile and who lived in small groups. Artifacts representing their presence usually include large fluted or stemmed spear points; only one of which has been discovered in the Proposed Project region (Compas 2002:91).

Early Archaic (8000 to 3000 BP)

The Early Archaic represents a time when populations began to rely more on seeds and other plant foods, rather than focusing on large game. This is evidenced by the presence of milling equipment such as handstones and milling slabs. Pinto and Borax Lake style dart points become the norm. There is little data to suggest that the high mountain valleys of the northern Sierra Nevada were occupied during this time period (Compas 2002:91).

Mesilla Complex (3000 to 2000 BP)

By 3000 BP, during the Middle Archaic, the archaeological record becomes more prevalent in the high mountain valleys. Referred to as the Mesilla Complex in the Project region, the dart and atlatl were introduced during this time period. The dart points were leaf-shaped, stemmed, and corner-notched styles that reflected influence from the Martis tradition that spread northward from the Tahoe basin. Projectile points were largely manufactured from basalt, slate, and chert. Handstones and milling slabs continued to be used for processing seeds, though bowl mortars and cylindrical pestles also appeared at this time. Other Mesilla traits included *Haliotis* and *Olivella* shell beads, along with charm stones and bone pins, all of which indicate trade with Central Valley populations. Archaeological data suggest that occupation of the mountains was by small groups who accessed the region seasonally (Moratto 2004:299).

Bidwell Complex (2000 BP to 1200 BP)

The large dart points and milling equipment of the Mesilla Complex persisted into the Upper Archaic Bidwell Complex; however, the mortar and pestle became more common and, where available, use of steatite vessels for cooking now came into play. Data also indicate that settlements were more permanent and there was greater exploitation of riverine resources, as evidenced by the presence of grooved and notched net sinker stones used for fishing, and fresh water mussel shells (Moratto 2004:299-300).

Sweetwater Complex (1200 BP to 500 BP)

The Sweetwater Complex is marked by the introduction of the bow and arrow into the region. This is evidenced by the presence of small, light-weight, stemmed and notched or barbed projectile point styles, which suggest influences from both the northwest portions of California and the Great Basin or Tahoe regions. In the Oroville vicinity, the steatite industry also expanded to include cups, platters, bowls, and tubular smoking pipes (Moratto 2004:300). The ancestral Maidu moved into the region sometime during this period (Compas 2002:92), bringing such characteristic traits as an expanded bone tool industry and the use of bedrock mortars that reflects a developed use of acorns (Moratto 2004:300).

Ethnography

The Project area is located in the ethnographic territory of the Mountain, or Northeastern Maidu, who occupied the northern Sierra Nevada, including all of Plumas County and adjacent portions of Butte and Lassen counties (Riddell 1978:370-386). Their extensive lands reached from the Sierra Buttes in the south, north to Lassen Peak and Eagle Lake. The western boundary was just downstream of Richbar on the North Fork Feather River and Pilot Peak, while the eastern territory prehistorically extended into the Great Basin and encompassed Honey Lake. The high mountain valleys (Mountain Meadows, Big Meadows, Butt, American, Indian, Genesee, and Red Clover valleys) and the area around Susanville were the major tribelet centers for the Mountain Maidu, where permanent communities were maintained. Habitation in the area around Quincy in American Valley was particularly dense. This vast range provided the Mountain Maidu with a variety of ecosystems that could be drawn from for subsistence. These included mixed-conifer mountain forests and the marshlands around Honey Lake. Additionally, groves of black oak are found along the eastern base of the northern Sierra Nevada, which yielded much-sought-after acorns.

As previously mentioned, as tribelet centers, the permanent Mountain Maidu communities were located in the mountain valleys. These centers included a main village and surrounding smaller housing clusters. The largest village was generally the home of the tribelet headman, and contained a large semi-subterranean lodge used for tribelet ceremonies. The central villages likely contained up to seven semi-subterranean houses or conical bark houses, while smaller surrounding villages consisted of three to five dwellings. Shade shelters were constructed as temporary structures when community members travelled to other regions of the territory during the summer months to hunt and collect acorns or other vegetal goods.

The Mountain Maidu language is one of three closely related Maiduan languages. The other two languages, Konkow Maidu and Nisenan, are spoken by their neighbors immediately to the west and south, respectively. The three Maiduan groups were also culturally similar and actively interacted and traded with one another. In addition to trading with their linguistic and cultural relatives, the Mountain Maidu regularly traded with the Achumawi who lived

along their northern border. In exchange for deer hides and bows, the Mountain Maidu received obsidian from the Achumawi, which was the preferred material for making sharp stone tools such as arrow points and knives (Riddell 1978:380).

The Greenville Rancheria, in Greenville (Indian Valley), is the closest tribe to the Proposed Project site. It is a federally recognized tribe. The Rancheria in Greenville was originally established on 275 acres in the late 1880s when the Bureau of Indian Affairs established a non-boarding school on land that was eventually held in trust for the Mountain Maidu. The Greenville Rancheria was abolished in 1958 when the U.S. government withdrew the tribe's federal recognition under the California Rancheria Act. At that time tribal members were provided land holdings in fee status. However, without the protection of the federal trust status, many of the Maidu families lost their lands and were forced to leave the area for economic reasons; more than half of the tribe ultimately moved to the area around Red Bluff in Tehama County. The tribe regained its federal status in 1983 after winning a law suit against the federal government for wrongful termination of their legal status. Unfortunately, the tribe was left without a viable land base by that time. The tribe currently holds several small parcels of land in Greenville, Red Bluff, and Redding, all in fee status. The tribe provides medical services to tribal members and others at three clinics in Greenville, Red Bluff, and Redding. It also supports an active Tribal Environmental Protection Agency and Cultural Department (Greenville Rancheria 2018).

History

The historic era in Plumas County and the vicinity of Quincy began in 1848 when Peter Lassen pioneered a new route into California's Central Valley from Goose Lake in present-day Modoc County. The route passed through Big Meadows (now Lake Almanor) and southwest to the vicinity of Vina in the Valley (Kyle et al. 2002:282-283). During the subsequent years, with the advent of the Gold Rush, hundreds of individuals used the trail to pass through the county in search of their fortunes. It was not until 1849 or 1850 that the gold seekers began to explore what riches the rivers of the Plumas County region might contain, and by the spring of 1851 thousands of gold miners were streaming into the county. James Beckwith (aka Beckwourth) discovered a new route into Plumas County from the east, travelling through American Valley on his way to the Pitt River region in 1851 (Kyle et al. 2002:282). This pass, Beckworth Pass, is the lowest elevation pass over the Sierra Nevada, which allowed immigrants to move into California. Pioneers began settling in the high mountain valleys during 1852. One such early pioneer was James H. Bradley, who settled in American Valley. Bradley established the American Ranch and built a hotel, called the American Hotel (the site is now State Landmark 479), for travelers. Bradley was one of the three original county commissioners when Plumas County was split off from Butte County in 1854 and, due to his influence, the hotel became the seat of justice for the county. At this time, Bradley named the growing community Quincy, after his home town in Illinois (Kyle 2002 et al.:286). During the next few years the town acquired a Masonic Hall, courthouse, post office, and jail. After numerous fires that destroyed most of the earliest structures in town, including the American Hotel, the community constructed a firehouse in 1878.

Mining, agriculture, and lumber have long been the economic standards for Plumas County and the Quincy area. Once gold was discovered in the regional rivers and streams, mining camps became prevalent throughout the region. The high mountain valleys were agricultural centers from the time of the earliest settlements by Anglo-Americans. Fruits and vegetables were grown early on in 1851 and 1852, but by 1853 wheat, oats, and barley were common

place; so much so that the first flour mill in the county was built in American Valley in 1854. Timber was originally cut in order to supply settlers with lumber for their homes and outbuildings, but sawmills sprang up by 1853. The Quincy Railroad was built in 1910 to ship lumber and provide passenger service to American Valley residents. Originally incorporated as the Quincy & Eastern Railway, and reorganized as the Quincy Western Railway, and then the Quincy Railroad, the line ran for about 5.5 miles between downtown Quincy and almost to East Quincy before turning north to join the Western Pacific Railroad line at Quincy Junction. Passenger service ended in the 1950s, and the line currently runs for 3.27 miles between Quincy Junction and Bell Lane, just east of the Project site (Union Pacific 2018). The local Quincy economy continues to be supported by mining, ranching, and lumber, and by its position as the County seat. Tourism has become increasingly important to the local economy over the last decade.

Cultural Resources Studies

Cultural resources include prehistoric archaeological sites; historic-era archaeological sites; tribal cultural resources; and historic buildings, structures, landscapes, districts, and linear features. Tribal cultural resources are addressed in Section 3.17, *Tribal Cultural Resources*.

Archival Search

A record search was conducted August 1, 2018, by the Northeast Information Center (NEIC) of the California Historical Resources Information System at California State University, Chico (NEIC File #D18-101). The purpose of the record search was to identify the presence of any previously recorded cultural resources within the Project site, and to determine if any portions of the Project site had previously been surveyed for cultural resources. The records search encompassed the Project area as well as a 0.5-mile study radius around the Project area. The record search indicated that no cultural resources had been previously recorded within the Project area or study radius (see **Table CR-1**). The search results found one previous cultural resources study within the Project area, and five studies previously conducted within the 0.5-mile study radius.

Table CR-1. Cultural Studies Previously Conducted in the Project Area

NEIC Report No.	Author	Date	Title	Location of Study
219	James, C. D.	1976	Final report Archaeological Clearance Investigations Plumas County Fairgrounds, Plumas County.	0.5-mile study radius
839	Kowta, M.	1988	The Archaeology and Prehistory of Plumas and Butte Counties, California	0.5-mile study radius
1967	Wayland, B.	1997	Confidential Archaeological Addendum for Timber Operations on Non-Federal Lands in California: Blanchard THP.	0.5-mile study radius
9991	Henrici, D.	1979	Archaeological Reconnaissance for the proposed Special Use Permit of assessor's parcel number 117-060-22, Plumas County, California.	0.5-mile study radius

NEIC Report No.	Author	Date	Title	Location of Study
12349	Meyer, J.	2013	A Geoarchaeological Overview and Assessment of Northeast California: Cultural Resources Inventory of Caltrans District 2 Rural Conventional Highways: Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, and Trinity Counties.	0.5-mile study radius
11578	Browning, H.	2012	Cultural Resources Inventory for the Proposed Special Use Permit of assessor's parcel number 117-060-22, Plumas County.	Project Area

A Phase I Environmental Site Assessment for the Project parcel included research on the historical uses of the property (SHN 2017:6-10). This research involved interviews and examination of historical topographic maps from 1891 through 2012 and aerial photographs dating from 1946 through 2012. The topographic maps indicate that the property has never been developed. Those interviewed confirmed that the land has been continuously used for ranching since the late 1800s, except when a portion of the property was used as an airstrip in the 1930s and 1940s. The presence of an airstrip is corroborated in a 1946 aerial photograph. A pole barn is visible near the east edge of the property in the 1986, 1998, and 2005 aerial photographs; by 2009 the barn has been demolished and only remnants are visible.

A request for information was made to the Plumas County Museum in Quincy via email on July 18, 2018, for any information the organization has about significant historic-era resources within the Project site. Scott Lawson (Lawson 2018), from the Plumas County Museum, responded by email on the same day, noting that the property was once part of the Alford Ranch, which was one of the first ranches settled in the American Valley in the 1850s. It was sold to Samuel Lee sometime in the 1860s or 1870s, and has remained in the family since that time. Mr. Lawson also stated that the Sky Harbor Airport was on the property for a short time in the mid-1900s. According to Mr. Lawson, the structure remains are "from a relatively recent barn."

The Project site is underlain by Holocene alluvial fan deposits identified as part of the Forgay-Urban land complex (Natural Resources Conservation Service 2018). This soil generally consists of gravelly coarse sandy loam with a depth of over 80 inches. The Holocene deposits have the potential to contain buried archaeological materials, as they have been deposited during the time period that indigenous populations lived in the valley. Alluvial deposits oftentimes obscure and bury evidence of early use and occupation of mountain valleys.

Native American Consultation

An email request was made to the Native American Heritage Commission (NAHC) on July 11, 2018, to review its files for the presence of recorded sacred sites on the Project site. The NAHC responded on July 12, 2018, stating that no significant resources were identified in the Project area as a result of a search of their files. The NAHC provided a list of nine tribes and tribal contacts with a traditional and cultural affiliation with the Project area for notification

pursuant to PRC Section 21080.3.1 (Assembly Bill 52). Coordination with tribes is described in Section 3.17, *Tribal Cultural Resources*. None of the tribes who were contacted requested consultation on the Project.

Archaeological Survey and Results

An archaeological survey was conducted of the Project site on June 28, 2018, by a professional archaeologist from Horizon Water and Environment (Horizon 2018) (**Appendix E**). The archaeological field survey included pedestrian transects spaced approximately 30 feet apart. Ground surface visibility was generally good with only sparse dry grasses located in patches throughout the property. Trees are restricted primarily to the west fence line, while a single apple tree is on the east fence. A culvert under Lee Road drains water into a shallow ditch in the southeast corner of the parcel. The sidewalls of the ditch were examined for subsurface archaeological materials, as was the backdirt from abundant ground rodent burrows.

Cultural resources on site consist of the remains of a structure, which are likely from the pole barn visible in the aerial photographs from 1986 to 2005. The remains include two trusses (one complete and one fragmented), segments of sheet metal, milled lumber, a few concrete blocks, and a metal stock gate. No foundation for the pole barn was observed. Photographs were taken of the remains and a Department of Parks and Recreation primary record was prepared; the primary record is included in Appendix E. The pole barn originated less than 50 years ago; therefore, the remains do not meet the age criteria for NRHP/CRHR eligibility.

Additional isolated historic-era items were scattered across the property. These included three brick fragments, one smashed tin can, a thin piece of sheet metal, and a flattened metal flask. Isolated artifacts generally have limited research potential and, therefore, are not considered eligible for the NRHP/CRHR.

3.5.3 Discussion of Checklist Responses

a. Adverse change in the significance of a historical resource—*No Impact*

No historical resources, as defined in Section 15064.5 of the CEQA Guidelines, were identified within the Project site. As a result, the Proposed Project would not cause a substantial adverse change to a historical resource and there would be **no impact**.

Historical resources that are archaeological in nature may be accidentally discovered during project construction; archaeological resources are discussed further in Section 3.5.3(b) below.

b. Adverse change in the significance of an archaeological resource—*Less than Significant with Mitigation*

One archaeological resource, the remains of a pole barn, was identified and recorded on the Project site. Research on the remains discovered that the pole barn was in existence from 1986 until at least 2005, but had collapsed before 2009. The recent age of the remains precludes the site from being potentially eligible for the NRHP/CRHR. As a result, no archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, have been identified within the Project parcel. However, archaeological remains may be buried with no surface manifestation. Excavation for site preparation and any buried utilities would occur in

areas where buildings, structures, and utilities are to be located. Such excavation activities could uncover buried archaeological materials. Prehistoric materials most likely would include obsidian and chert flaked stone tools (e.g., projectile points, knives, and choppers), tool-making debris, or milling equipment such as mortars and pestles. Historic-era materials that might be uncovered would likely be related to the presence of the pole barn or the mid-twentieth century airfield. In general, these items would be fairly recent in age and might include milled lumber, bricks (as seen scattered on the parcel), or any other structural items such as bolts, wire, or round nails.

If archaeological remains are accidentally discovered that are determined eligible for listing in the CRHR, or determined to be a TCR, and Proposed Project activities would affect them in a way that would render them ineligible for such listing, a significant impact would result. Should previously undiscovered archaeological resources be found, implementation of **Mitigation Measure CR-1** would ensure that impacts on CRHR-eligible archaeological sites accidentally uncovered during construction are reduced to a less-than-significant level by immediately halting work if materials are discovered, evaluating the finds for CRHR eligibility, and implementing appropriate mitigation measures, as necessary. Implementation of Mitigation Measure CR-1 would reduce impacts related to accidental discovery of archaeological resources to a level that is **less than significant with mitigation**.

Mitigation Measure CR-1: Immediately Halt Construction if Cultural Resources are Discovered, Evaluate All Identified Cultural Resources for Eligibility for Inclusion in the CRHR, and Implement Appropriate Mitigation Measures for Eligible Resources.

If any cultural resources, such as structural features, unusual amounts of bone or shell, flaked or ground stone artifacts, historic-era artifacts, human remains, or architectural remains, are encountered during any Project construction activities, work shall be suspended immediately at the location of the find and within a radius of at least 50 feet and the State will be contacted. Items of a recent historic nature related to the pole barn do not need to be reported.

All cultural resources accidentally uncovered during construction within the Project site shall be evaluated for eligibility for inclusion in the CRHR. Resource evaluations will be conducted by individuals who meet the U.S. Secretary of the Interior's professional standards in archaeology, history, or architectural history, as appropriate. For finds that are of Native American concerns, local Native American tribes will be notified, if they have requested notification. If any of the resources meet the eligibility criteria identified in PRC Section 5024.1 or CEQA Section 21083.2(g), mitigation measures will be developed and implemented in accordance with CEQA Guidelines Section 15126.4(b) before construction resumes.

For resources eligible for listing in the CRHR that would be rendered ineligible by the effects of Project construction, additional mitigation measures will be implemented. Mitigation measures for archaeological resources may include (but are not limited to) avoidance; incorporation of sites within parks, greenspace, or other open space; capping the site; deeding the site into a permanent conservation easement; or data recovery excavation. Mitigation measures for archaeological resources shall be developed in consultation with responsible agencies and, as appropriate, interested parties such as Native American tribes. Native American consultation is required if an

archaeological site is determined to be a TCR. Implementation of the approved mitigation would be required before resuming any construction activities with potential to affect identified eligible resources at the site.

c. Disturbance of any human remains, including those interred outside of formal cemeteries—*Less than Significant with Mitigation*

No evidence of human remains was observed within the Proposed Project parcel. Although a portion of the Project site has been developed as part of a homestead and another section has been previously graded, there is the possibility that Project construction may impact human remains, although this is considered unlikely. Should any such remains be discovered during construction, the California Health and Safety Code Section 7050.5 requires that work immediately stop within the vicinity of the finds and that the county coroner be notified to assess the finds. Implementation of **Mitigation Measure CR-2** would ensure that the Proposed Project would not result in any substantial adverse effects on human remains uncovered during the course of construction by requiring that, if human remains are uncovered, work must be halted and the county coroner must be contacted. Adherence to these procedures and provisions of the California Health and Safety Code would reduce potential impacts on human remains to **less than significant with mitigation.**

Mitigation Measure CR-2: Immediately Halt Construction if Human Remains are Discovered and Implement Applicable Provisions of the California Health and Safety Code Section 7050.5.

If human remains are accidentally discovered during the Proposed Project's construction activities, the requirements of California Health and Safety Code § 7050.5 shall be followed. Potentially damaging excavation shall halt on the Project site within a minimum radius of 100 feet of the remains, and the County coroner shall be notified. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]). Pursuant to the provisions of PRC Section 5097.98, NAHC shall identify a Most Likely Descendent (MLD). The MLD designated by NAHC shall have at least 48 hours to inspect the site and propose treatment and disposition of the remains and any associated grave goods. The State shall work with the MLD to ensure that the remains are removed to a protected location and treated with dignity and respect. Native American human remains may also be determined to be tribal cultural resources. The county coroner will contend with the human remains if they are not of Native American origin.

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3.6 GEOLOGY, SOILS, AND SEISMICITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

3.6.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) and creation of the National Earthquake Hazards Reduction Program (NEHRP) established a long-term earthquake risk reduction program to better understand, predict, and mitigate risks associated with seismic events. Four federal agencies are responsible for coordinating activities under NEHRP: U.S. Geological Survey (USGS); National Science Foundation (NSF); Federal Emergency Management Agency (FEMA); and National Institute of Standards and Technology (NIST). Since its inception, NEHRP has shifted its focus from earthquake prediction to hazard reduction. The current program objectives (NEHRP 2016) are as follows:

1. Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
2. Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
3. Improve earthquake hazards identification and risk assessment methods, and their use.
4. Improve the understanding of earthquakes and their effects.

Implementation of NEHRP objectives is accomplished primarily through original research, publications, and recommendations and guidelines for state, regional, and local agencies in the development of improved design and construction methods and plans and policies to promote safety and emergency planning.

State Laws, Regulations, and Policies

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 *et seq*.) was enacted in 1972 to reduce the risk to life and property from surface faulting in California. The Alquist-Priolo Act prohibits construction of most types of structures intended for human occupancy on the surface traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, providing legal definitions to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones.

Under the Alquist-Priolo Act, faults are zoned and construction along or across them is strictly regulated if they are "sufficiently active" and "well defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during the Holocene (defined for the purposes of the act as referring to approximately the last 11,000 years). A fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment (Bryant and Hart 2007). Before a project can be permitted, a geologic investigation is required by cities and counties to demonstrate that proposed buildings would not be constructed across active faults.

Seismic Hazards Mapping Act

As with the Alquist-Priolo Act, the Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code Sections 2690–2699.6) is intended to reduce damage resulting from earthquakes. The Alquist-Priolo Act addresses surface fault rupture, including strong groundshaking, liquefaction, and seismically-induced landslides, and SHMA provisions are similar in concept in that the State is charged with identifying and mapping areas of risk of strong groundshaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within Seismic Hazard Zones.

Under SHMA, permit review is the primary mechanism by which development can be locally regulated. Specifically, cities and counties are prohibited from issuing development permits for sites within Seismic Hazard Zones until appropriate site-specific geologic and/or geotechnical investigations have been performed and measures to reduce potential damage have been incorporated into the development plans.

California Building Standards Code

Title 24 of the California Code of Regulations (CCR), also known as the California Building Standards Code (CBC), specifies standards for geologic and seismic hazards other than surface faulting. These codes are administered and updated by the California Building Standards Commission. CBC specifies criteria for open excavation, seismic design, and load-bearing capacity directly related to construction in California. The current codes, 2016 CBC, were published July 1, 2016 with an effective date of January 1, 2017.

3.6.2 Environmental Setting

The Proposed Project lies at approximately 3,480 feet above mean sea level within American Valley, a 3.5-mile-long by 7.5-mile-wide elongated (east-west) alluvial valley within the Sierra Nevada range. Spanish Creek (from the southwest), Clear Stream (from the south), Mill Creek (from the southeast), Thompson Creek (from the east), Greenhorn Creek (from the northeast), and several smaller drainages all flow into the valley before converging into Spanish Creek and flowing out of the northern end of the valley (USGS 2015). The valley itself is encompassed on all sides by steep hills, with several smaller outcrops scattered throughout the valley floor. The Project site, which lies near the center of the valley, and the surrounding area within a half-mile radius have less than 10 feet of relief.

Geology

Regionally, the American Valley is confined by two mountain ranges: the Diamond Mountains on the eastern side and the Sierra Nevada on the south-southwestern border. Between the two mountain ranges lies the Plumas Trench, a "graben," or depression, between two uplifting faults. The American Valley is located at the northwest portion of this graben.

The foothills surrounding the American Valley are composed of tilted layers of Paleozoic-aged sandstone, siltstone, and slate from the Shoo Fly Complex (California Geological Survey [CGS] 1992). These rocks originally derived from marine deposits on the North American plate but were uplifted and metamorphosed during periods of mountain building. Exposed areas of sandstone and siltstone were subjected to erosional forces forming isolated lakes and river valleys, such as the American Valley. The floor of the American Valley is underlain by

Quaternary-aged lake deposits. These lake deposits consist of eroded material surrounding hills and mountains from the Shoo Fly Complex and other, Tertiary-aged volcanic rocks.

Soils

According to Natural Resources Conservation Service (NRCS) mapping (2018), the site is underlain by Forgay-Urban land complex, and 0 to 5 percent slopes (NRCS 2018). Forgay-Urban land complex is mixed alluvium deposited over an alluvial fan. This soil unit is excessively well drained and has very low plasticity (i.e., low shrink/swell tendencies). Plumas loam may underlie the northern and eastern peripheral areas (NRCS 2018). Plumas loam is characterized as a very gravelly sandy loam of mixed alluvium originating from metamorphosed sedimentary rocks. This soil unit is well drained and has a low plasticity.

A geotechnical study conducted by Geocon Consultants, Inc. (2018) analyzed geologic conditions and potential hazards at the Project site. Exploratory drilling work encountered alluvium with varying degrees of poorly graded gravel, sand, and silt approximately 25 feet to 37 feet below ground surface (bgs) (Geocon Consultants, Inc. 2018).

Seismicity

Alquist-Priolo Fault Zones

No Alquist-Priolo Fault Zones or recently active faults[2] are known to exist near the Project site (CGS 2010). Both the Almanor Fault Zone and Honey Lake Fault Zone are seismically active and capable of producing 5.0+ magnitude (M) earthquakes (California Department of Water Resources [DWR] 1979; Bryant 1979). Several other faults are located in the region, as presented below in **Table GEO-1**.

Table GEO–1. Proximity of the Project site to Regional Faults

Regional Faults	Approximate Distance from Proposed Project	Last Known Major Displacement
Almanor Fault Zone	30 miles, north	11,700-700,000 years ago
Indian Valley Fault	8 miles, north	200 - 11,700 years ago; without historic record
Mohawk Valley Fault	9 miles, east	200 - 11,700 years ago; without historic record
Honey Lake Fault Zone	34 miles, northeast	5.6 M in 1950; potential for similar magnitude events expected within this fault zone
Cleveland Hill Fault	40 miles, southwest	5.7 M in 1975; potential for similar magnitude event exists within this fault zone

Sources: California Department of Conservation 1997; CGS 2010; USGS 1996.

[2] An active fault is a fault that is likely to become the source of another earthquake sometime in the future. Geologists commonly consider faults to be active if there has been movement observed or evidence of seismic activity during the last 11,000 years. A potentially active fault shows evidence of movement within the past 1.6 million years.

Ground Shaking

The severity of ground shaking experienced at a specific location depends on a variety of factors, such as the magnitude and duration of the seismic event; the fault type associated with the event; distance from the epicenter; and the physical properties of the underlying geology and soils. Due to the observable slippage rate and great distances of regional faults, the Quincy area is considered to have a relatively low seismic risk (Plumas County 2013).

Liquefaction and Subsidence

Liquefaction can occur when water-saturated, loose sandy soils lose cohesion during seismic shaking. The primary factor that triggers liquefaction is moderate to strong ground shaking. Physical properties that increase susceptibility to liquefaction are relatively clean/loose granular soils, and a shallow depth to groundwater and/or saturated conditions. As discussed in the *Soils* subsection above, soils underlying the Project site consist of varying degrees of gravel, sand, and silt. More sandy soil layers may exhibit some potential for liquefaction.

Depth to groundwater may vary significantly due to seasonal fluctuations, precipitation frequency and intensity, and localized pumping, or other factors. Overall, the groundwater supply throughout the valley is considered very stable and the basin is of very low risk of overdraft or subsidence (DWR 2004, 2016, and 2018).

During a geotechnical investigation (Geocon Consultants, Inc. 2018), groundwater was encountered at depths ranging from approximately 10 feet bgs (in April 2018) to 23 feet bgs (in July 2017). Depth to groundwater at the Project site was comparable to a well located approximately 650 feet southwest of the Project site, where the groundwater elevation generally ranged between approximately 6.5 feet bgs and 32 feet bgs.

Landslide, Slope Failure, and Lateral Spreading

Landslides are influenced by many variables including: steepness of slope; type of slope material; structure and physical properties of materials; water content; amount of vegetation; proximity to areas undergoing rapid erosion or undercutting slopes; and intensity of seismic events. The Project site is relatively flat, sloping slightly to the north. Topography surrounding the Project site is very flat with less than a 2 percent grade (USGS 2015).

3.6.3 Discussion of Checklist Responses

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Seismic-related rupture of a known earthquake fault—*No Impact*

The Project site is not located within an Alquist-Priolo zone. No known historic or potentially active faults have been identified near the Project site. Construction of the Proposed Project would not increase the potential for rupture of a known earthquake fault. Therefore, there would be **no impact**.

ii. Strong seismic ground shaking—*Less than Significant*

As discussed in the "Seismicity" subsection above, the probability of strong seismic ground shaking in the Project site is very low. Although several active faults are present within a 10-mile radius of the Project site, displacements of those faults date back 200 to 700,000 years ago. Other active regional faults, such as the Honey Lake Fault Zone or the Cleveland fault, are of a significant distance from the Project site and would not be anticipated to result in strong ground shaking in the Quincy area. However, the Proposed Project includes the construction of a 148-foot-tall (approximate) steel communications tower, several low buildings, and multiple above-ground storage tanks. Failure of any of these structures due to improper consideration of on-site seismic or geologic conditions during design or construction could pose a risk to property or human life.

The current CBC (2016) takes seismically-induced stresses into consideration for new construction. The seismic building requirements under Title 24, Part 2 of the CBC are specifically tailored to meet regional requirements for increased seismic stability. Adherence to building codes would reduce the already minimal potential for adverse effects from earthquakes and ground shaking on the Project site by ensuring the stability of new structures and public safety.

With adherence to the current CBC standards, any potential for structural damage associated with seismic ground shaking would be exceedingly minimal. Therefore, effects of seismic ground shaking would be **less than significant**.

iii. Seismic-related ground failure, including liquefaction—*Less than Significant*.

Since subsurface conditions at the Project site exhibited characteristics potentially susceptible to the effects of liquefaction (i.e., sandy soils and a shallow groundwater table in a seismically active region), the geotechnical investigation (Geocon Consultants, Inc. 2018) included further analysis of the in-situ soil parameters and the potential for seismic-induced liquefaction utilizing computer-based modeling. The model evaluated soil stability in response to a 6.1 magnitude earthquake with shallow groundwater conditions (i.e., 5 feet bgs). Results of the model indicated that soils at the Project site do not appear to be susceptible to liquefaction and no special design measures would be necessary (Geocon Consultants, Inc. 2018). As described in Section 3.6.3(ii) above, adherence to current CBC (2016) standards would reduce the already minimal potential for adverse effects from earthquakes and ground shaking in the Project site by ensuring the stability of new structures and public safety. Therefore, this impact would be **less than significant**.

iv. Landslides—*No Impact*.

Because the Project site and surrounding terrain is relatively flat, the potential for landslides on the Project site is discountable (Geocon Consultants Inc. 2018). During construction activities, excavation and trenching for building and tower foundations would temporarily create potentially unstable slopes. As described in Section 3.6.3(ii) above, adherence to current CBC (2016) standards would reduce the already minimal potential for adverse effects from earthquakes and ground shaking in the Project site by ensuring the stability of new structures and public safety. Therefore, this impact would be **less than significant**.

b. Substantial soil erosion or the loss of topsoil—*Less than Significant*

The Proposed Project would include ground-disturbing construction activities that could increase the risk of erosion or sediment transport. In addition, upon completion of construction, the Proposed Project would include structures, asphalt driveways, parking areas and walkways and create approximately 2.8 acres of impervious surfaces. As discussed in Section 3.9, "Hydrology and Water Quality," implementation of best management practices (BMPs) for water quality, sediment control, and containment of hazardous materials would reduce surface erosion and mitigate any loss of topsoil during construction-related activities. With implementation of stormwater BMPs and stormwater pollution prevention plan (SWPPP) requirements, this impact would be **less than significant**.

c. Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Proposed Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse—*Less than Significant*

The Proposed Project may involve groundwater extraction through an onsite 20-foot well, if site annexation to the Town of Quincy is not approved and water supply services are not provided by the American Valley Community Services District. If a well is required, the well would be constructed and operated in compliance with all applicable laws and regulations, and, as such would not result in land subsidence. In addition, as detailed in Section 3.9, "Hydrology and Water Quality," the groundwater basin is not in overdraft. The Proposed Project would not involve any other activities that could result in land subsidence.

As described in impact discussions, 3.6.3a (iii) and 3.6.3a (iv) above, the Project site's potential for landslides and liquefaction are less than significant. In addition, the potential for lateral spreading on the Project site is discountable because the Project site and the surrounding terrain is relatively flat (Geocon Consultants Inc. 2018). Adherence to current CBC (2016) standards would reduce the already minimal potential for adverse effects related to liquefaction, landslides, or lateral spreading in the Project site by ensuring the stability of new structures and public safety.

Following implementation of load specifications from the geotechnical investigation (Geocon Consultants, Inc. 2018) and adherence to current CBC (2016) standards, potential hazards from on-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be **less than significant**.

d. Location on expansive soil, creating substantial risks to life or property—*No Impact*

According to Chapter 18A of the CBC (2016), soils with a plasticity index of 15 percent or greater are considered highly expansive. Forgay-Urban land complex and Plumas loam have very low plasticity index ratings (below 3 percent) (NRCS 2018). These soil units would be considered to have a very low shrink-swell (expansive) potential and pose no hindrance of construction of small commercial buildings. Additionally, soil samples analyzed during a geotechnical investigation classified all samples as having a 'very low' expansion potential, as determined per ASTM D4829 (Geocon Consultants, Inc. 2018). Adherence to CBC building

standards would further reduce any potential effects of differential settlement. The Proposed Project would have **no impact**.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater—*No Impact*

The Proposed Project would tie into the Town of Quincy's existing wastewater disposal systems. Septic tanks or other alternative wastewater disposal systems would not be necessary. The Proposed Project would have **no impact**.

f. Destruction of a unique paleontological resource or site or unique geological feature—*Less than Significant with Mitigation*

No paleontological resources were identified within the Project site. As with archaeological remains, paleontological resources may be buried with no surface manifestation. The accidental discovery of significant paleontological resources that could be destroyed as a result of construction of the Proposed Project would be considered a significant impact. Should previously undiscovered paleontological resources be found, implementation of **Mitigation Measure GEO-1** would reduce impacts to a less-than-significant level by immediately halting work if materials are discovered, evaluating the significance of the find, and implementing appropriate mitigation measures, as necessary. Implementation of Mitigation Measure GEO-1 would reduce this impact to a level that is **less than significant with mitigation**.

> **Mitigation Measure GEO-1: Immediately Halt Construction if Paleontological Resources are Discovered, Evaluate the Significance of the Resources, and Implement Appropriate Mitigation Measures as Necessary.**
>
> Paleontological resources are not necessarily visible on the ground surface, but construction of the new CHP facilities has the potential to discover fossils. If any items of paleontological interest are accidentally discovered during construction, work shall be immediately suspended within 50 feet of the discovery site, or to the extent needed to protect the finds, and the State shall be notified. A qualified paleontologist will be retained to examine the discovery.
>
> Any discovery of paleontological resources during construction shall be evaluated by the qualified paleontologist. If it is determined that construction could damage a unique paleontological resource, additional mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines. If avoidance is not feasible, the paleontologist shall develop a treatment plan in consultation with the State. Work shall not be resumed until authorization is received from the State and any recommendations received from the qualified paleontologist are implemented.

3.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.7.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

At the federal level, U.S. Environmental Protection Agency (USEPA) has developed regulations to reduce greenhouse gas (GHG) emissions from motor vehicles and has developed permitting requirements for large stationary emitters of GHGs. On April 1, 2010, USEPA and the National Highway Traffic Safety Administration (NHTSA) established a program to reduce GHG emissions and improve fuel economy standards for new model year 2012–2016 cars and light trucks. On August 9, 2011, USEPA and the NHTSA announced standards to reduce GHG emissions and improve fuel efficiency for heavy-duty trucks and buses. In August 2016, USEPA and the NHTSA jointly finalized Phase 2 Heavy-Duty National Program standards to reduce GHG emissions and improve fuel efficiency of medium- and heavy-duty vehicles for model year 2018 and beyond (USEPA 2017). However, in April 2017, the USEPA stated it may adjust the later years of the 2017–2025 standards, and thus the increased mileage standard requirements may be subject to change (Center for Climate and Energy Solutions 2018).

State Laws, Regulations, and Policies

In recent years, California has enacted a number of policies and plans to address GHG emissions and climate change. In 2006, the California State Legislature enacted Assembly Bill (AB) 32, the Global Warming Solutions Act, which set the overall goals for reducing California's GHG emissions to 1990 levels by 2020. Senate Bill (SB) 32 codified an overall goal for reducing California's GHG emissions to 40 percent below 1990 levels by 2030. Executive Orders (EOs) S-3-05 and B-16-2012 further extend this goal to 80 percent below 1990 levels by 2050. The California Air Resources Control Board (CARB) has completed rulemaking to implement several GHG emission reduction regulations and continues to investigate the feasibility of implementing additional GHG emission reduction regulations. These include the low carbon fuel standard, which reduces GHG emissions associated with fuel usage, and the renewable portfolio standard (RPS), which requires electricity suppliers to increase the amount of electricity generated from renewable sources to certain thresholds by various deadlines. In 2018, SB 100 updated the RPS to require 50% renewable resources by the end 2026, 60% by the end of 2030, and 100% renewable energy and zero carbon resources by

2045. EO B-55–18 signed by Gov. Brown set a goal of statewide carbon neutrality by 2045 and net negative emissions thereafter.

The California Building Code (Title 24) governs construction of buildings in California. Parts 6 and 11 of Title 24 are relevant for energy use and green building standards, which reduce the amount of indirect GHG emissions associated with buildings.

CARB approved the First Update to the AB 32 Scoping Plan on May 22, 2014 (CARB 2014). This update defines climate change priorities for the next 5 years and also sets the groundwork to reach long-term goals set forth in EOs S-3-05 and B-16-2012. The update also highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals and evaluates how to align the State's longer term GHG reduction strategies with other state policy priorities for water, waste, natural resources, clean energy, transportation, and land use. CARB released and adopted a 2017 Scoping Plan Update (CARB 2018) to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 (CARB 2017a, CARB 2017b, CARB 2018).

Local Laws, Regulations, and Policies

Local laws, regulations, and policies are provided in **Appendix A**. As described in Section 3.3, "Air Quality," the Proposed Project is within the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD). Neither the NSAQMD nor Plumas County have climate action plans.

The NSAQMD does not have an established numerical threshold of significance for GHG emissions. However, several air districts, including the Sacramento Metropolitan Air Quality Management District (SMAQMD), the San Luis Obispo County Air Pollution Control District, the South Coast Air Quality Management District, and the Bay Area Air Quality Management District (BAAQMD), have established bright line thresholds below which the GHG mass emissions are unlikely to cause a significant impact. Of these bright line thresholds, those established by the SMAQMD and BAAQMD are the most conservative. The SMAQMD has established a significance threshold for construction- and operational-related GHG emissions from land development and construction projects of 1,100 metric tons of carbon dioxide equivalent (CO_2e) per year where any project emissions meeting or exceeding this "bright line" threshold would be considered potentially significant. In 2010, the BAAQMD adopted similar GHG thresholds (i.e., an 1,100 metric tons of CO_2e per year significance threshold), and following litigation, these thresholds were upheld by the California Supreme Court and are included as advisory thresholds in BAAQMD's 2017 CEQA Guidelines (BAAQMD 2017). For the purposes of this analysis, projects below the 1,100 metric tons CO_2e/year level would be considered to not have a significant cumulative impact to climate change from GHG emissions. This threshold is used since it is based on substantial evidence and no other relevant threshold has been established by the NSAQMD.

3.7.2 ENVIRONMENTAL SETTING

Climate change results from the accumulation in the atmosphere of GHGs, which are produced primarily by the burning of fossil fuels for energy. Because GHGs (carbon dioxide [CO_2], methane, and nitrous oxide) persist and mix in the atmosphere, emissions anywhere in the world affect the climate everywhere in the world. GHG emissions are typically reported

in terms of CO_2e which converts all GHGs to an equivalent basis taking into account their global warming potential compared to CO_2.

Anthropogenic (human-caused) emissions of GHGs are widely accepted in the scientific community as contributing to global warming. Temperature increases associated with climate change are expected to adversely affect plant and animal species, cause ocean acidification and sea level rise, affect water supplies, affect agriculture, and harm public health.

Global climate change is already affecting ecosystems and societies throughout the world. Climate change adaptation refers to the efforts undertaken by societies and ecosystems to adjust to and prepare for current and future climate change, thereby reducing vulnerability to those changes. Human adaptation has occurred naturally over history; people move to more suitable living locations, adjust food sources, and more recently, change energy sources. Similarly, plant and animal species also adapt over time to changing conditions; they migrate or alter behaviors in accordance with changing climates, food sources, and predators.

Many national, as well as local and regional, governments are implementing adaptive practices to address changes in climate, as well as planning for expected future impacts from climate change. Some examples of adaptations that are already in practice or under consideration include conserving water and minimizing runoff with climate-appropriate landscaping, capturing excess rainfall to minimize flooding and maintain a constant water supply through dry spells and droughts, protecting valuable resources and infrastructure from flood damage and sea level rise, and using water-efficient appliances.

In 2016, total California GHG emissions from routine emitting activities were 429.4 million metric tons of carbon dioxide equivalents (MMT CO_2e) (CARB 2018). This represents a decrease from 2015 and a 14 percent reduction compared to peak levels reached in 2004. Declining emissions from the electricity sector were responsible for much of the reduction due to growing zero-GHG energy generation sources. In 2016, the transportation sector of the California economy was the largest source of emissions, accounting for approximately 41 percent of the total emissions (CARB 2018).

Plumas County performed a community-wide GHG emissions inventory for activities occurring in 2005 (Plumas County 2012). The greatest contributor was the transportation sector, which accounted for 66 percent of the total emissions. The commercial/industrial sector comprised 8 percent of the total emissions. Other sources included agriculture, waste, and residential.

3.7.3 Discussion of Checklist Responses

a. Generate a net increase in greenhouse gas emissions which may have a significant impact on the environment—*Less than Significant*

The Proposed Project would generate GHG emissions during construction and operation. Construction-related GHG emissions would result from the combustion of fossil-fueled construction equipment, material hauling, and worker trips. These emissions were estimated using CalEEMod version 2016.3.2, with default assumptions for a 3.8-acre site which is the area that would potentially be developed within the 5-acre Project parcel. The Proposed Project's construction-related GHG emissions are estimated at 486 $MTCO_2e$.

Operational GHG emissions would result from fossil-fueled equipment and motor vehicles, building energy use, water use, and solid waste. The Proposed Project's operational emissions were estimated with CalEEMod version 2016.3.2 using default assumptions. Mobile emissions, including emissions associated with employee commute trips, CHP patrol officer trips while on duty, and trips generated by civilian employees are summarized in Section 3.3, "Air Quality," under Section 3.3.3(b). Vehicle idling emissions were conservatively estimated by assuming that two CHP patrol vehicles were idling 24 hours per day. The idling emission factors were taken from the EMFAC 2014 model to be consistent with CalEEMod emission factors for a light-duty truck (vehicle class 1). The diesel-powered emergency generator was assumed to have 400 horsepower and operate for 100 hours per year for testing. The energy use included an estimate of energy associated with heated sidewalks and parking areas. Based on these assumptions, the Proposed Project's operational GHG emissions are estimated to be 493 $MTCO_2e$ per year. The largest source of the emissions would be patrol cars.

The Project emissions are below the SMAQMD's and BAAQMD's bright-line threshold of 1,100 $MTCO_2e$ and would not be anticipated to result in a significant impact to global climate change or impede the goals of AB 32 and SB 32. In addition, the new facility would be constructed consistent with current California building codes, which substantially reduce the energy and water use for new buildings compared to the standards in effect when the existing Quincy area office was constructed. Since the Proposed Project's emissions would be below the significance threshold, the impact would be **less than significant**.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases—*Less than Significant*

The State of California has implemented AB 32 to reduce GHG emissions. The Proposed Project does not pose any conflict with the most recent list of CARB's early action strategies, nor is it one of the sectors at which measures are targeted. The First Update to the AB 32 Scoping Plan does not mention similar projects as a specific target for additional strategies, but emission reductions at the Project site would be influenced by decisions relating to target sectors such as water, waste, natural resources, clean energy, transportation, and land use. The Proposed Project would not be required to report emissions to CARB. Therefore, emissions generated by the Proposed Project would not be expected to have a substantial contribution to the ongoing impact on global climate change. While local plans, policies and regulations do not apply to the state, the location of the Project site is in line with local general plan policies regarding land use, transportation, climate change, and air quality planning goals. The NSAQMD and Plumas County do not currently have certified climate action plans. For these reasons, the Proposed Project would not conflict with AB 32 or SB 32, the local general plans, and climate action plans. Therefore, this impact would be **less than significant**.

3.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a public airport or public use airport and result in a safety hazard for people residing or working in the study area?	☐	☐	☒	☐
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the study area?	☐	☐	☒	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
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?	☐	☐	☒	☐

3.8.1 REGULATORY SETTING

Hazardous materials and hazardous wastes are subject to extensive federal, state, and local regulations to protect public health and the environment. These regulations provide definitions of hazardous materials; establish reporting requirements; set guidelines for handling, storage, transport, and disposal of hazardous wastes; and require health and safety provisions for workers and the public. The major federal, state, and regional agencies enforcing these regulations are the U.S. Environmental Protection Agency (USEPA); U.S. Occupational Safety and Health Administration (OSHA); California Department of Toxic Substances Control (DTSC); California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA); California Governor's Office of Emergency Services (Cal OES); State Water Resources Control Board (SWRCB); Central Valley Regional Water Quality Control Board (RWQCB); and the Northern Sierra Air Quality Management District (NSAQMD).

Federal Laws, Regulations, and Policies

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also called the Superfund Act; 42 USC Section 9601 *et seq.*) is intended to protect the public and the environment from the effects of past hazardous waste disposal activities and new hazardous material spills. Under CERCLA, the USEPA has the authority to seek the parties responsible for hazardous materials releases and to ensure their cooperation in site remediation. CERCLA also provides federal funding (through the "Superfund") for the remediation of hazardous materials contamination. The Superfund Amendments and Reauthorization Act of 1986 (Public Law 99-499) amends some provisions of CERCLA and provides for a Community Right-to-Know program.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (RCRA; 42 USC Section 6901 *et seq.*), as amended by the Hazardous and Solid Waste Amendments of 1984, is the primary federal law for the regulation of solid waste and hazardous waste in the United States. These laws provide for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed of.

The USEPA has primary responsibility for implementing RCRA, but individual states are encouraged to seek authorization to implement some or all RCRA provisions. California received authority to implement the RCRA program in August 1992. DTSC is responsible for implementing the RCRA program in addition to California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law.

Energy Policy Act of 2005

Title XV, Subtitle B of the Energy Policy Act of 2005 (the Underground Storage Tank Compliance Act of 2005) contains amendments to Subtitle I of the Solid Waste Disposal Act, the original legislation that created the Underground Storage Tank (UST) Program. As defined by law, a UST is "any one or combination of tanks, including pipes connected thereto,

that is used for the storage of hazardous substances and that is substantially or totally beneath the surface of the ground." In cooperation with the USEPA, the SWRCB oversees the UST Program. The intent is to protect public health and safety and the environment from releases of petroleum and other hazardous substances from tanks. The four primary program elements include leak prevention (implemented by Certified Unified Program Agencies [CUPAs], described in more detail below), cleanup of leaking tanks, enforcement of UST requirements, and tank integrity testing.

Spill Prevention, Control, and Countermeasure Rule

The USEPA's Spill Prevention, Control, and Countermeasure (SPCC) Rule (40 Code of Federal Regulations [CFR], Part 112) apply to facilities with a single above-ground storage tank (AST) with a storage capacity greater than 660 gallons, or multiple tanks with a combined capacity greater than 1,320 gallons. The rule includes requirements for oil spill prevention, preparedness, and response to prevent oil discharges to navigable waters and adjoining shorelines. The rule requires specific facilities to prepare, amend, and implement SPCC Plans.

Occupational Safety and Health Administration

OSHA is responsible at the federal level for ensuring worker safety. OSHA sets federal standards for implementation of workplace training, exposure limits, and safety procedures for the handling of hazardous substances (as well as other hazards). OSHA also establishes criteria by which each state can implement its own health and safety program.

Federal Communications Commission Requirements

There is no federally-mandated radio frequency (RF) exposure standard; however, pursuant to the Telecommunications Act of 1996 (47 USC 224), the Federal Communications Commission (FCC) established guidelines for dealing with RF exposure, as presented below. The exposure limits are specified in 47 CFR 1.1310 in terms of frequency, field strength, power density, and averaging time. Facilities and transmitters licensed and authorized by FCC must either comply with these limits or an applicant must file an environmental assessment with FCC to evaluate whether the proposed facilities could result in a significant environmental effect.

Licensees at co-located sites (e.g., towers supporting multiple antennas, including antennas under separate ownerships) must take “actions necessary” to bring the accessible areas that exceed the FCC exposure limits into compliance. This is a shared responsibility of all licensees whose transmission power density levels account for 5 or more percent of the applicable FCC exposure limits (47CFR 1.1307[b][3]).

Since the Proposed Project would include a communications tower, it would be required to obtain a license from FCC.

Code of Federal Regulations (14 CFR) Part 77

Air safety and the efficient use of navigable airspace is covered by 14 CFR Part 77.9. Implementation of the code is administered by the Federal Aviation Administration (FAA). If an organization plans to sponsor any construction or alterations that might affect navigable airspace, a Notice of Proposed Construction or Alteration (FAA Form 7460-1) must be filed. The code provides specific guidance regarding FAA notification requirements when:

- any construction or alteration exceeding 200 feet above ground level;
- any construction or alteration:
  - within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet;
  - within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet;
  - within 5,000 feet of a public use heliport which exceeds a 25:1 surface;
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards;
- when requested by the FAA; and
- any construction or alteration located on a public use airport or heliport regardless of height or location.

The Proposed Project includes construction of a 148-foot-tall communications tower.

State Laws, Regulations, and Policies

Safe Drinking Water and Toxic Enforcement Act of 1986–Proposition 65

The Safe Drinking Water and Toxic Enforcement Act of 1986, more commonly known as Proposition 65, protects the state's drinking water sources from contamination with chemicals known to cause cancer, birth defects, or other reproductive harm. Proposition 65 also requires businesses to inform the public of exposure to such chemicals in the products they purchase, in their homes or workplaces, or that are released into the environment. In accordance with Proposition 65, the California Governor's Office publishes, at least annually, a list of such chemicals. OEHHA, an agency under the California Environmental Protection Agency (CalEPA), is the lead agency for implementation of the Proposition 65 program. Proposition 65 is enforced through the California Attorney General's Office; however, district and city attorneys and any individual acting in the public interest may also file a lawsuit against a business alleged to be in violation of Proposition 65 regulations.

The Unified Program

The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of six environmental and emergency response programs. CalEPA and other state agencies set the standards for their programs, while local governments (CUPAs) implement the standards. For each county, the CUPA regulates/oversees the following:

- Hazardous materials business plans;
- California accidental release prevention plans or federal risk management plans;
- The operation of USTs and ASTs;
- Universal waste and hazardous waste generators and handlers;
- On-site hazardous waste treatment;

- Inspections, permitting, and enforcement;
- Proposition 65 reporting; and
- Emergency response.

Hazardous Materials Business Plans

Hazardous materials business plans are required for businesses that handle hazardous materials in quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet (cf) of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) (Cal OES 2018). Business plans are required to include an inventory of the hazardous materials used/stored by the business, a site map, an emergency plan, and a training program for employees (Cal OES 2018). In addition, business plan information is provided electronically to a statewide information management system, verified by the applicable CUPA, and transmitted to agencies responsible for the protection of public health and safety (i.e., local fire department, hazardous material response team, and local environmental regulatory groups) (Cal OES 2018).

California Occupational Safety and Health Administration

Cal/OSHA assumes primary responsibility for developing and enforcing workplace safety regulations in California. Cal/OSHA regulations pertaining to the use of hazardous materials in the workplace (CCR Title 8) include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about exposure to hazardous substances, and preparation of emergency action and fire prevention plans. Hazard communication program regulations that are enforced by Cal/OSHA require workplaces to maintain procedures for identifying and labeling hazardous substances, inform workers about the hazards associated with hazardous substances and their handling, and prepare health and safety plans to protect workers at hazardous waste sites. Employers must also make material safety data sheets available to employees and document employee information and training programs. In addition, Cal/OSHA has established maximum permissible RF radiation exposure limits for workers (Title 8, Section 5085 [b]), and requires warning signs where RF radiation might exceed the specified limits (Title 8, Section 5085 [c]).

California Accidental Release Prevention

The purpose of the California Accidental Release Prevention (CalARP) program is to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. In accordance with this program, businesses that handle more than a threshold quantity of regulated substance(s) are required to develop a risk management plan (RMP). This RMP must provide a detailed analysis of potential risk factors and associated mitigation measures that can be implemented to reduce accident potential. CUPAs implement the CalARP program through review of RMPs, facility inspections, and public access to information that is not confidential or a trade secret.

California Department of Forestry and Fire Protection Wildland Fire Management

The Office of the State Fire Marshal and the California Department of Forestry and Fire Protection (CAL FIRE) administer state policies regarding wildland fire safety. Construction

contractors must comply with the following requirements in the Public Resources Code during construction activities at any sites with forest-, brush-, or grass-covered land:

- Earthmoving and portable equipment with internal combustion engines must be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442).
- Appropriate fire-suppression equipment must be maintained from April 1 to December 1, the highest-danger period for fires (Public Resources Code Section 4428).
- On days when a burning permit is required, flammable materials must be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor must maintain the appropriate fire-suppression equipment (Public Resources Code Section 4427).
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines must not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Highway Patrol

CHP, along with Caltrans, enforce and monitor hazardous materials and waste transportation laws and regulations in California. These agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roads. All motor carriers and drivers involved in transportation of hazardous materials must apply for and obtain a hazardous materials transportation license from CHP.

3.8.2 Environmental Setting

The general geographic and site description of the Proposed Project are provided in Section 2.3, "Project Location and Setting." SHN Engineers & Geologists (SHN) performed a Phase I Environmental Site Assessment in 2017 (SHN 2017) for much of the property on which the Proposed Project would be located.

As noted in prior sections, the site is zoned agricultural preserve, and the predominant land uses within a 0.5-mile radius consists of residential, agricultural, and commercial properties. There are mid-size industrial type facilities in the vicinity of the site, the closest of which is the Sierra Pacific Industries mill, located approximately 2,000-feet to the west.

The nearest sensitive receptors are residents located on Lee Road, approximately 135 feet from the edge of the Project site. The nearest school is Quincy Elementary School, approximately 940 feet west of the Project site. Much of the adjacent land is undeveloped and consists of agricultural land and large residential lots. Various light commercial businesses are located less than 0.25 mile of the Project site along Lee Road and Main Street.

Existing Hazards and Hazardous Materials

Based on historic land use, the Phase I Environmental Site Assessment (SHN 2017), and a query of SWRCB's GeoTracker database (2018), hazards and hazardous material releases may have potentially occurred from the following sources:

- The Project site was historically and currently used as undeveloped grazing land. However, area businesses include a dry cleaner, as well as multiple automotive services and fueling stations. The One Stop gas station, located 450 feet to the south of the Project site, was identified as a former leaking underground storage tank (LUST) cleanup site. The case was closed in August 2017 following removal of contaminated soils and use of ozone injection to address groundwater contamination. Groundwater from the One Stop site flows in the general direction of the Project site; however, due to low contaminant concentrations there should be no vapor intrusion issues.

- Two other identified LUSTs containing diesel and petroleum products occurred on Main Street. The Quincy Maintenance Yard site, located roughly 1,000 feet southwest of the Project site, is listed as completed and closed as of 1997. The Sierra Super Stop site, located 1,500 feet east of the Project site, is currently undergoing assessment and corrective action for gasoline, diesel, and related contaminants following an unauthorized release from an underground storage tank system.

Airports

There are three airports within Plumas County: Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Field Airport in Quincy. The nearest airport is Gansner Field, located approximately 2 miles east of the Project site.

Wildfire Hazards

The majority of Plumas County is classified as having a moderate to very high threat of wildfire (CAL FIRE 2007, CAL FIRE 2009). The community of Quincy is predominantly a moderate to high fire hazard severity zone, with a very high fire hazard severity zone immediately south of the community. The fuel, topography, and weather conditions throughout the county combine to result in these hazardous fire conditions. The U.S. Forest Service, through its Plumas National Forest-related district and ranger centers, is the primary responsible party for wildfire protection for the majority of Plumas County.

The nearest fire station to the Project site is the Quincy Fire Station 1, located at the northwest corner of the intersection of Lawrence Street (State Route [SR] 89) and Andy's Way, approximately 3 miles west and 7 minutes driving distance from the Project site. The Plumas County Fire Safe Council has developed the Plumas County Communities Wildfire Mitigation Plan to provide documentation of implementing actions designed to reduce wildfire risk to homes and communities throughout Plumas County (Plumas County Fire Safe Council 2013).

3.8.3 Discussion of Checklist Responses

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials—*Less than Significant*

Construction

Construction activities for the Proposed Project would require handling of hazardous materials, such as fuels, lubricating fluids, and solvents for use with construction equipment on site. Accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

Although these hazardous materials could pose a hazard as described above, Proposed Project activities would be required to comply with extensive regulations so that substantial risks would not result. Examples of compliance with these regulations would include preparation of a hazardous materials business plan, as described above, which would include a training program for employees, an inventory of hazardous materials, and an emergency plan (Cal OES 2018). All storage, handling, and disposal of these materials would be done in accordance with regulations established by DTSC, USEPA, OSHA, Cal OES, CUPA, and Cal/OSHA.

Additionally, as described in Section 3.9, "Hydrology and Water Quality," the Proposed Project would prepare a SWPPP as part of its compliance with applicable NPDES permits. The SWPPP would include appropriate spill prevention and other construction BMPs to prevent or minimize potential for releases of hazardous materials or risks to workers during routine activities.

As a result of compliance with the applicable regulations as described above, no significant risks would result to construction workers, the public, or the environment from the construction-related transport, use, storage, or disposal of hazardous materials. Therefore, this impact would be **less than significant**.

Operations

Operation of the Proposed Project would necessitate the use and storage of several hazardous items and materials. Items and materials that would be on site and could pose a risk to human health and safety and the environment include the following:

- Quart containers of new oil for use in on-site automobile servicing;
- Miscellaneous lubricants from the automobile service station;
- Approximately one 12,000-gallon above-ground tank of gasoline for vehicle refueling;
- Approximately one 275-gallon waste oil tank;
- Storage area for tires;

- One above-ground tank of diesel fuel to power the emergency generator;
- Gun cleaning materials, including various solvents;
- Flares and ammunition; and
- Communications tower.

Hazardous materials would be stored on site and used or disposed of at regular intervals. If adequate precautions are not taken, accidental spills or improper use, storage, transport, or disposal of these hazardous materials could result in a public hazard or the transport of hazardous materials (particularly during storm events) to the underlying soils and groundwater.

However, all hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning guns) or have appropriate containment measures.

Specifically, hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment, and additionally would be equipped with safe wells downstream of the containers that would capture any leaks or spills in the event of a failure and allow for appropriate treatment and disposal. All storage, handling, and disposal of these materials would comply with the applicable regulations of DTSC, USEPA, OSHA, Cal OES, and Cal/OSHA to ensure that no significant risks would result to workers, the public, or the environment from the operation-related transport, use, storage, or disposal of hazardous materials.

Finally, the Proposed Project would include the installation and use of a communications tower. Compliance with existing FCC regulations regarding RF radiation (see Section 3.8.1 above) would reduce potential for any adverse effects to human health or the environment associated with RF exposure from the communications tower proposed as part of the Proposed Project. Therefore, this impact would be **less than significant.**

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment—*Less than Significant*

Multiple schools and several residences, as well as businesses and the fairgrounds, are located within a 1-mile radius of the Project site. The nearest sensitive receptors are residents located on Lee Road approximately 135 feet from the Project site. The nearest school is Quincy Elementary School, located approximately 940 feet west of the Project site.

Construction activities associated with the Proposed Project, including clearing, grubbing, and soil excavation, have the potential to come into contact with existing sources of contamination if any are present. As stated in the Phase I Environmental Site Assessment (SHN 2017), the site appears to have been used historically for grazing and no known hazardous release sites are located on the property. In addition, while there are several sites with documented hazardous substance releases within one mile of the Project site, none of these releases are of environmental concern to the Project site (SHN 2017). Therefore, soil

excavation activities would have a low potential to expose construction workers or nearby sensitive receptors to existing on-site hazardous materials and would not create a significant hazard through upset or accident conditions involving excavated materials.

The Proposed Project's construction would require the use, transport, and disposal of hazardous materials; however, as detailed above, compliance with the applicable regulations and implementation of SWPPP and permit BMPs would ensure that no significant risks would result to construction workers, the public, or the environment from reasonably foreseeable upset or accident conditions involving the use of hazardous materials for the Proposed Project's construction activities.

Operations associated with the Proposed Project would include the use of hazardous and/or flammable materials, such as ammunition, tires, fuels, and flares. These materials would pose a potential health and safety risk to employees on-site and to individuals nearby in foreseeable upset and/or accident (e.g., fire) conditions. However, as discussed above, all hazardous materials would be either contained within the buildings (e.g., solvents and ammunition), or have appropriate containment measures. For example, flares would be stored in a fusee enclosure that is designed to allow flares to burn until all flames are extinguished. Cement-block walls surrounding the fusee enclosure on three sides would further minimize the potential for risk to humans or the environment from a potential accident/fire risk. In addition, implementation of the applicable provisions of USEPA, OSHA, Cal/OSHA, CalEPA, Cal OES, CAL FIRE, and CUPA permitting processes would fully address potential risks associated with all hazardous or flammable materials used during the Proposed Project's operation. Storage and use of these materials would not be substantially different from their use at the existing CHP Quincy Area Office.

Overall, with compliance with the applicable regulations and implementation of applicable BMPs, this impact would be **less than significant**.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school—*Less than Significant*

Quincy Elementary School is located at 175 N Mill Creek Rd, approximately 0.18 mile west of the Project site. As discussed in Section 3.8.3(a) above, hazardous materials would be limited to fuels, lubricating fluids, and solvents for use with construction equipment on-site. Use of these hazardous materials would likely be localized to the Project site and potential for accidental on-site spills would be minimized through implementation of the SWPPP. As discussed in Section 3.3.3, "Air Quality," construction and operation of the Proposed Project may emit DPM and gasoline fuel combustion emissions; however, these emissions would not substantially affect any nearby sensitive receptors. During operation, emissions would not exceed levels of concern with respect to health risk for nearby receptors, as reported in the HRA (see Appendix C). Any handling of hazardous materials or emission of hazardous substances during construction or operational activities would be in accordance with applicable local, State, and Federal standards, ordinances, and regulations.

Following compliance with applicable regulations for hazardous materials, health and safety hazards near existing or proposed schools would be less than significant. Therefore, this impact would be **less than significant**.

d. Located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, create a significant hazard to the public or the environment—*No Impact*

The Proposed Project is not located on a Historic Cortese list site. The nearest Historic Cortese list site is a former LUST at a gas station (i.e., One Stop) located at 2003 E Main St., approximately 450 feet from the Project site (SWRCB 2018). Remediation activities occurred at this site and in August 2017, Central Valley Water Board issued a *No Further Action* letter for the case and the case is closed. Because the Project site is not included on the Cortese list of hazardous materials sites compiled by DTSC in accordance with Government Code Section 65962.5, the Proposed Project would not create a hazard to the public or the environment. Therefore, there would be **no impact**.

e, f. Located within an airport land use plan area or, where such a plan has not been adopted, be within 2 miles of a private airport or public airport and result in a safety hazard for people residing or working in the study area—*Less than Significant*

The Project site is located approximately 2 miles east of Gansner Airport. A proposed approximately 148-foot-tall communications tower would be constructed as part of the Proposed Project. According to the Plumas County Airport Land Use Compatibility Plan, which covers Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Airport in Quincy, the Project site falls outside of the Quincy-Gansner Airport Influence Area (Plumas County 2008).

In addition, the Proposed Project would comply with the rules and regulations of CFR Title 47, Telecommunication, regarding the location and construction of the communications tower, registering the communications tower with FCC, and marking and lighting of the communications tower. Therefore, this impact would be **less than significant**.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan—*Less than Significant with Mitigation*

Construction

Construction-related employee vehicle trips and truck trips for the Proposed Project would potentially increase traffic on Lee Road, and SR 70 over the duration of the construction period. An increase in traffic could impair emergency responders. However, construction-related traffic would be temporary and only a limited number of employee vehicles and trucks would travel to and from the Project site on a daily basis. Access to the Project site and surrounding properties for fire and emergency response vehicles would be maintained at all times. To minimize the potential for the Proposed Project to interfere with an adopted emergency response plan or emergency evacuation plan, implementation of **Mitigation Measure TRA-1 (Prepare and Implement a Construction Traffic Management Plan),** as detailed in Section 3.16.5 (a), would require preparation of a construction traffic

management plan. With implementation of mitigation, the impact from construction-related activities associated with the Proposed Project would be less than significant with mitigation.

Operation

Following Project construction, operation of the Proposed Project would result in an increase in trips to and from the Project site along Lee Road. The Proposed Project would generate 115 net total daily trips, 14 of which would occur during the AM peak hour and 12 of which would occur during the PM peak hour at the Project site. This would not substantially affect existing level of service and would not affect roadway safety. For a more detailed discussion on potential traffic impacts of the Proposed Project, please refer to Section 3.16, "Transportation and Traffic." The Proposed Project's operations would be comparable to operation of the existing Quincy Area Office facility. In addition, CHP activities are an integral part of the Plumas County Hazard Mitigation Plan (Plumas County 2013). The CHP replacement facility would be located close to SR 70, allowing for easy emergency access to and from the site. The Proposed Project location would not adversely affect CHP activities or other emergency response activities for the region. Therefore, the impact from operations-related activities of the Proposed Project would be less than significant.

Overall, with implementation of **Mitigation Measure TRA-1**, the Proposed Project's impacts on emergency response would be **less than significant with mitigation**.

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—*Less than Significant*

Sections of the Project site are in a designated High Fire Hazard Severity Zone and the surrounding region is designated as moderate to very high fire hazard severity (CAL FIRE 2007, CAL FIRE 2009).

No wildlands are within close proximity of the Project site. Operational activities associated with the Proposed Project would include the storage of flares, ammunition, tires and other flammable materials on-site that might impact nearby vegetated areas. However, CHP would comply with extensive regulations so that substantial risks would not result. Examples of compliance with these regulations would include a training program for employees and an emergency plan (Cal OES 2018). Implementation of the applicable provisions of OSHA, Cal/OSHA, California Emergency Management Agency, and CAL FIRE would fully address potential risks associated with these flammable materials. Therefore, the impact from construction- and operation-related activities associated with the Proposed Project would be **less than significant**.

3.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in 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 that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
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 that would result in substantial erosion or siltation on site or off site?	☐	☐	☒	☐
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-site or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Contribute to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.9.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

Clean Water Act

The Clean Water Act (CWA) is the primary federal law that protects the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. Key sections pertaining to water quality regulation for the hydrology and water quality impact evaluation are CWA Section 303 and Section 402.

Section 303(d) —Listing of Impaired Water Bodies

Under CWA Section 303(d), states are required to identify "impaired water bodies" (i.e., those not meeting established water quality standards), identify the pollutants causing the impairment, establish priority rankings for waters on the list, and develop a schedule for the development of control plans to improve water quality. The U.S. Environmental Protection Agency (USEPA) then approves the State's recommended list of impaired waters or adds and/or removes waterbodies. The nearest Section 303(d)-listed water body to the Proposed Project is Spanish Creek (for indicator bacteria), which is approximately 2 miles northwest of the proposed site (State Water Resources Control Board [SWRCB] 2016).

Section 402—NPDES Permits for Stormwater Discharge

CWA Section 402 regulates stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES), which is officially administered by USEPA. In California, USEPA has delegated its authority to the State SWRCB, which, in turn, delegates implementation responsibility to the nine Regional Water Quality Control Boards (RWQCBs), as discussed below in reference to the Porter-Cologne Water Quality Control Act.

The NPDES program provides for both general (those that cover a number of similar or related activities) and individual (activity- or project-specific) permits.

General Permit for Construction Activities: Most construction projects that disturb 1.0 or more acre of land are required to obtain coverage under SWRCB's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order 2009-0009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ). The general permit requires that the applicant file a public notice of intent to discharge stormwater and

prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP must include a site map and a description of the proposed construction activities, demonstrate compliance with relevant local ordinances and regulations, and present a list of best management practices that will be implemented to prevent soil erosion and protect against discharge of sediment and other construction-related pollutants to surface waters. Permittees are further required to monitor construction activities and report compliance to ensure that best management practices are correctly implemented and are effective in controlling the discharge of construction-related pollutants.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) produces flood insurance rate maps that identify special flood hazard areas. The maps further classify these areas into "zones" that broadly characterize the potential risk of an area being inundated by a 100-year or 500-year flood in any given year.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

The Porter–Cologne Water Quality Control Act (known as the Porter–Cologne Act), passed in 1969, dovetails with CWA (see discussion of the CWA above). It established SWRCB and divided the state into nine regions, each overseen by an RWQCB. SWRCB is the primary State agency responsible for protecting the quality of the state's surface water and groundwater supplies; however, much of the SWRCB's daily implementation authority is delegated to the nine RWQCBs, which are responsible for implementing CWA Sections 401, 402, and 303[d]. In general, SWRCB manages water rights and regulates statewide water quality, whereas RWQCBs focus on water quality within their respective regions.

The Porter–Cologne Act requires RWQCBs to develop water quality control plans (also known as basin plans) that designate beneficial uses of California's major surface-water bodies and groundwater basins and establish specific narrative and numerical water quality objectives for those waters. Beneficial uses represent the services and qualities of a waterbody (i.e., the reasons that the waterbody is considered valuable). Water quality objectives reflect the standards necessary to protect and support those beneficial uses. Basin plan standards are primarily implemented by regulating waste discharges so that water quality objectives are met.

The Project site is located within the Mill Creek-Spanish Creek hydrologic unit (hydrologic unit code [HUC] 180201220804) in the Sacramento River Basin (East Branch of the North Fork, Feather River watershed subbasin) and is under the jurisdiction of the Central Valley RWQCB (RWQCB 2018; USGS 2013). The nearest water body to the project site for which beneficial uses have been established is the North Fork of the Feather River, which is approximately 17 miles northwest of the site. Beneficial uses for this water body are as follows (RWQCB 2018): municipal and domestic supply (MUN), hydropower generation (POW), water contact, canoeing, and rafting recreation (REC1), non-contact water recreation (REC2), cold freshwater habitat (COLD), cold freshwater spawning (SPWN), and wildlife habitat (WILD).

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA), passed in 2014, became law in 2015, and created a legal and policy framework to manage groundwater sustainably at a local level. The SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental conditions and needs and establish new governance structures, known as groundwater sustainability agencies (GSAs). The SGMA requires that a groundwater sustainability plan (GSP) be adopted for groundwater basins designated as high and medium priority under the California Statewide Groundwater Elevation Monitoring program (CASGEM) (described below) by 2020 for basins with critical overdraft of underground aquifers. GSPs are intended to facilitate the use of groundwater in a manner that can be maintained during the planning and implementation horizon without causing undesirable results. Undesirable results are defined as the following (California Water Code Section 10721):

- Chronic lowering of groundwater levels (not including overdraft during a drought if a basin is otherwise managed);
- Significant and unreasonable reduction of groundwater storage;
- Significant and unreasonable seawater intrusion;
- Significant and unreasonable degraded water quality, including the migration of contaminant plumes that impair water supplies;
- Significant and unreasonable land subsidence that substantially interferes with surface land uses; and
- Depletions of interconnected surface water that have significant and unreasonable adverse impacts on beneficial uses of the surface water.

California Statewide Groundwater Elevation Monitoring Basin Prioritization

In 2009, the California State Legislature amended the California Water Code with SBx7-6, which mandates a statewide groundwater elevation monitoring program to track seasonal and long-term trends in groundwater elevations in California. Under this amendment, the California Department of Water Resources (DWR) established the CASGEM program, which establishes the framework for regular, systematic, and locally managed monitoring in all of California's groundwater basins. To facilitate implementation of the CASGEM program and focus limited resources, as required by the California Water Code, DWR ranked all of California's basins by priority: High, Medium, Low, and Very Low. DWR's basin prioritization is based on the following factors (California Water Code Section 10933):

1. Population overlying the basin;
2. Rate of current and projected growth of the population overlying the basin;
3. Number of public supply wells that draw from the basin;
4. Total number of wells that draw from the basin;
5. Irrigated acreage overlying the basin;

6. Degree to which persons overlying the basin rely on groundwater as their primary source of water;
7. Any documented impacts on the groundwater within the basin, including overdraft, subsidence, saline intrusion, and other water quality degradation; and
8. Any other information determined to be relevant by DWR.

The American Valley Groundwater Basin, within which the Proposed Project is located, is designated as Very Low priority.

3.9.2 ENVIRONMENTAL SETTING

Topography and Climate

The Project site lies at 3,484 feet above mean sea level within American Valley, which is a 3.5-mile long by 7.5-mile-wide elongated (east-west) alluvial valley within the Sierra Nevada range. The valley itself is encompassed on all sides by steep hills, with several small hills scattered throughout the valley floor. The Project site lies on the valley floor, approximately 1 mile east of the base of Radio Hill, which rises nearly 540 feet above the valley floor.

The Quincy area has a temperate climate with moderate temperature fluctuations and high amounts of precipitation. Average monthly minimum temperatures in the Quincy area are 23.5 degrees Fahrenheit (°F) to 44.0 °F, with average monthly maximum temperatures of 45.3 °F to 89.5 °F (Western Regional Climate Center [WRCC] 2016). Average annual precipitation in the Quincy area is approximately 40 inches, with precipitation occurring in the form of rain and snow falling primarily from October through April (WRCC 2016).

Surface Water Hydrology and Quality

The 5-acre Project site is relatively flat and slopes slightly to the north-northeast (SHN 2017). The site is undeveloped consisting of low grasses and fencing along its eastern, western, and southern boundaries. Access gates are located on Lee Road. A drainage ditch starting from Lee Road runs in a northeasterly direction along the eastern side of the Project site. The site is currently leased for agricultural uses including grazing.

As noted above, the American Valley and Quincy area are located within the Mill Creek-Spanish Creek Watershed (HUC 180201220804) (Caltrans 2018). Creeks within this watershed include Spanish Creek, Clear Stream, Mill Creek, Thompson Creek, and Greenhorn Creek (USGS 2018). In general, the creeks flow north-northeast, combining with Spanish Creek before draining out of the north end of the valley into the Feather River (North Fork). Mill Creek, which is approximately 0.3 mile west-northwest from the Project site, is the closest creek to the Proposed Project. Spanish Creek is approximately 2 miles northwest of the site. Thompson Creek is approximately 1.25 miles east-northeast of the proposed site.

On the eastern boundary of the Project site there is an earthen drainage ditch that conveys seasonal stormwater under Lee Road. Stormwater generated on the Project site and conveyed onto the Project site from the culvert underneath Lee Road dissipates over adjacent land into this drainage ditch and continues northeast to an unnamed ephemeral channel (USGS 2018). Stormwater is then conveyed to Thompson Creek, which flows northwest to converge with Spanish Creek and out of the American Valley.

In general, surface waters in Plumas County are impacted by human activities. The main stems of the Upper Feather River watershed and many of the tributaries exhibit some level of degradation, primarily due to human activities (Plumas County 2013). Timber harvesting, water diversion, irrigation practices, road and railroad construction, grazing and mining have all contributed to in-stream water quality issues, such as increased sediment transport, that impact aquatic life and riparian vegetation (Plumas County 2013). Detailed water quality information was not available for Mill Creek, but Spanish Creek is a listed waterbody on the SWRCB's Section 303(d) list (SWRCB 2016) for Indicator Bacteria.

Stormwater

As noted above, there is a drainage ditch on the southeastern portion of the Project site, which is fed by a culvert that transports water under Lee Road. Stormwater from Alta Avenue and surrounding areas is collected and funneled underneath Lee Road onto the Project site. The Project site itself has no impervious surfaces and would be expected to generate minimal stormwater runoff (much of the precipitation falling on the site would presumably infiltrate into the soil). As described above, stormwater runoff from the Project site and conveyed onto the site from the drainage ditch / culvert under Lee Road flows northeast over agricultural land to an earthen channel and then into Thompson Creek.

Groundwater Levels, Flows, and Quality

The Project site is located within the American Valley Groundwater Basin (Basin Number 5-10) (DWR 2004). This basin is bounded to the northeast and southwest by fault systems, the northeast by Paleozoic metavolcanic rocks, and by Paleozoic marine sedimentary and meta-sedimentary rocks on all other sides. Geologic units and soils in the Quincy area are described in Section 3.6, "Geology, Soils, and Seismicity." The American Valley Groundwater Basin has a surface area of 6,800 acres and an estimated storage capacity of 50,000 acre-feet (DWR 2004). Groundwater recharge to the basin generally occurs from direct infiltration of precipitation and subsurface inflows from creeks and drainage channels from surrounding hillslopes. In general, groundwater movement in the Quincy area follows the region's topography and flows towards the northwest where Spanish Creek drains the valley (DWR 2004; SWRCB 2018a). The American Valley Groundwater Basin is designated as Very Low priority under SGMA/CASGEM, and no groundwater management plans have been developed for this basin.

The Quincy area relies entirely on groundwater supplies for potable water. Recharge rates far exceed extraction rates throughout the American Valley Groundwater Basin. A 1997 DWR survey estimated municipal and industrial water usage to be 1,400 acre-feet (DWR 2004). According to the Phase I report prepared for the Proposed Project, in the Project vicinity, shallow groundwater movement appears to follow the topography of the site, generally in a north-northeasterly direction. Water supply wells for Browns Trailer Park, Plumas Unified School District Pioneer School, and Sierra Pacific Industries–Quincy are located within 0.5 mile of the project site (SHN 2017).

Groundwater quality for five active municipal supply wells in the American Valley Groundwater Basin indicated that groundwater is of high quality with few impairments (DWR 2004). Adjacent to the Project site, however, a leaking underground storage tank (LUST) cleanup site is located within 0.25 mile of the Project site (SWRCB 2018a). The LUST at One Stop was discovered in November 2011; it is located on East Main Street

approximately 0.25 mile southeast of the Project site (SWRCB 2018b). Contaminants of concern are benzene, diesel, gasoline, and other fuel oxygenates. A Groundwater Sampling Work Plan was developed in February 2018 and corrective action is underway. The current owner of the Project site property also owns an adjacent property with a domestic well. During the Phase I site visit, the owner stated that his well was contaminated by the One Stop LUST, and that he was connected to the municipal water supply after his well had to be closed (SHN 2017). Groundwater flows from the One Stop LUST towards the Project site.

Floodplains and Tsunamis

According to the applicable FEMA flood insurance rate map (06063C0917E), the Project site is within a designated special flood hazard area (Zone X/Other Flood Area) with the following conditions: an area with a 0.2 percent annual chance of flooding (500-year event), an area with a 1 percent annual chance (100-year event) with flood waters under 1 foot in depth, or an area protected by levees susceptible to 100-year events (FEMA 2017). The site lies in the 0.2 percent annual chance of flood area.

The Proposed Project is not located within any mapped inundation areas for dam failure (Plumas County 2018).

Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the ocean or very large bodies of water. Due to the Town of Quincy's location high in the Sierra Nevada range and great distance from any large body of water, tsunamis pose no threat to the Project area.

3.9.3 Discussion of Checklist Responses

a, f. Violate any water quality standards, waste discharge requirements or otherwise substantially degrade water quality—*Less than Significant*

Construction Activities

Construction of the Proposed Project would involve ground disturbance that could result in sediments being transported off site via the drainage ditch along the eastern boundary of the Project site and degrade the quality of receiving waters (e.g., Thompson Creek, Spanish Creek). Construction would also include the potential storage, use, transport, and/or disposal of hazardous materials (e.g., fuels, oils, solvents) used for construction equipment. Accidental spills of these materials or improper material disposal could pose a risk to groundwater underlying the spill or disposal area if the materials seeped into the soil or groundwater. In addition, the Proposed Project's ground-disturbing activities (such as trenching) could expose shallow groundwater and require groundwater dewatering, thereby providing a direct pathway for hazardous materials to enter groundwater and potentially impair its quality. Improper disposal of dewatering effluent could also pose a potential threat to surface water or groundwater quality if the dewatered groundwater was polluted and transported to surface waters or groundwater. Hazardous materials spills on the Project site could affect surface water if they entered the existing ditch near the Project site, which eventually connects with Thompson Creek and Spanish Creek.

As discussed further in Section 3.8, "Hazards and Hazardous Materials," storage or use of hazardous materials for the Proposed Project's construction activities would be limited and would be performed in compliance with all applicable federal, state, and local hazardous materials and hazardous waste regulations. No chemical processing or storage or stockpiling of quantities of hazardous materials would take place in the Project site other than what would be necessary for standard construction activities. Furthermore, CHP and/or its contractor would dispose of hazardous materials at an appropriate hazardous materials disposal facility or landfill in accordance with all applicable federal, state, and local hazardous materials and hazardous waste regulations.

In addition, the Proposed Project would be required to comply with applicable NPDES permits, including the NPDES General Permit for Construction Activities. As part of its compliance with this permit, the State and/or its Contractor would prepare and implement a SWPPP, which would include measures to prevent erosion, off-site mobilization of sediments, and hazardous material spills (see Section 3.9.1 for additional description of SWPPP components). Assuming compliance with these existing laws and regulations, including preparation and implementation of a SWPPP, and those laws and regulations related to hazardous materials, this impact would be **less than significant**.

Operational Activities

As detailed in Chapter 2, *Project Description*, and Section 3.8, "Hazards and Hazardous Materials," the Proposed Project's operation would include the use and storage of hazardous materials, including fuel and oils, and would generate hazardous wastes from vehicle maintenance activities. These hazardous materials and wastes could result in a water quality impact if transported to downstream surface waters or into soils or groundwater.

All hazardous materials would be either contained within the buildings (e.g., solvents used for cleaning of guns), or have appropriate containment measures. Hazardous materials stored outdoors would be kept in containers that have secondary or tertiary containment and, in addition, would be equipped with safe wells downstream of the containers that would capture any leaks or spills in the event of a failure and allow for appropriate treatment and disposal. As the new CHP facility would store greater than the threshold quantities of hazardous materials (e.g., 12,000-gallon fuel tank), it would be subject to the USEPA's SPCC rule and would require preparation of a Hazardous Materials Business Plan (see Section 3.8, "Hazards and Hazardous Materials" for additional discussion).

With implementation of the above protocols for secondary and tertiary hazardous materials containment, and compliance with existing laws and regulations pertaining to hazardous materials, adverse effects on water quality would not occur during Proposed Project operation. Therefore, this impact would be **less than significant.**

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or lowering of the local groundwater table level—*Less than Significant*

The Project site is mostly undeveloped and has no impervious surfaces. The Proposed Project would add approximately 2.8 acres of new impervious surfaces to the site. These new impervious surfaces could reduce groundwater recharge to some degree, as water falling on the site as precipitation could no longer infiltrate directly into the soil and groundwater

below. In addition, construction activities would require soil excavation and trenching that could encounter shallow groundwater and require some limited dewatering. Both construction and operational activities for the Proposed Project would require water supplies that could be met from groundwater.

In general, as described in the environmental setting above, recharge rates far exceed extraction rates throughout the American Valley Groundwater Basin (DWR 2004), and this basin is designated as Very Low priority under SGMA. The Proposed Project would include stormwater management infrastructure, including a detention basin, which would capture stormwater generated on site and then release it to adjacent lands. These adjacent lands would be pervious; therefore, the water captured on the site would still have an opportunity to infiltrate to the soil and groundwater. As a result, effects on groundwater recharge from addition of new impervious surface area would not be substantial and would not result in a net deficit in aquifer volume or lowering of the groundwater table.

The amount of water that may be encountered during excavations requiring dewatering would be relatively minimal and would not substantially deplete groundwater supplies or local groundwater levels. Likewise, construction-related water demands for dust control purposes would be relatively minor and, even if met entirely through groundwater, would not be sufficient to significantly adversely affect aquifer storage or groundwater levels.

Operation-related water demands would potentially be met by American Valley Community Services District municipal supplies, which are derived exclusively from groundwater supply wells (DWR 2004). Alternatively, the operation-related water demands would be acquired from a 20-foot groundwater well installed on the site. As discussed in 3.10, "Land Use," the Proposed Project would be consistent with applicable land use designations and general plan policies. Therefore, the Proposed Project would not result in water demands exceeding the Town of Quincy's anticipated water demands from planned development. The Proposed Project also would be rated LEED Silver or better and would include water efficient fixtures and landscaping.

Overall, the Proposed Project's construction-related and operational water demands would not substantially deplete groundwater supplies or result in a substantial net deficit in the underlying groundwater aquifer. This impact would be **less than significant**.

c, e. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, resulting in substantial erosion or siltation on-site or off-site, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff—*Less than Significant*

The Project site is mostly undeveloped with no impermeable surfaces. Development of the Proposed Project would involve ground-disturbing construction activities and the creation of impermeable surfaces, altering current drainage patterns.

During construction, clearing, vegetation removal, grading, and other ground-disturbing activities would expose soils within the Project site and alter the current on-site drainage

patterns, thereby increasing on-site susceptibility to erosion and potentially resulting in subsequent water quality impacts if sediments were transported off site and into downstream water bodies. However, the Proposed Project would be required to comply with the NPDES General Construction Permit including preparation and implementation of a SWPPP. The SWPPP would include measures to minimize erosion and off-site movement of sediments and pollutants, and would minimize potential for discharge of polluted runoff.

Once completed, the Proposed Project would add approximately 2.8 acres of new impermeable surfaces to the site. Without proper stormwater management, such impervious surfaces would increase the Project site's runoff flow patterns and quantities, potentially resulting in erosive flows off site. In addition, vehicular use of the Proposed Project's parking areas could result in the transfer of water quality pollutants (such as fuels and oils) onto the parking area surface, which could then be transported off site.

The design of the Proposed Project would include infrastructure to capture on site runoff flows, dissipate erosive energy, and provide water quality treatment prior to discharging captured runoff. The Proposed Project's stormwater infrastructure is anticipated to include but would not be limited to a stormwater detention basin. Stormwater infrastructure for the Proposed Project would comply with the design criteria and requirements of the County's Public Works Department and the applicable state water quality regulations. The Proposed Project would not discharge stormwater directly to Quincy's municipal stormwater collection system, so there would be no concern of exceeding system capacity. With inclusion of the Proposed Project's stormwater management features, the Proposed Project would not result in substantial erosion or siltation on- or off-site, discharge polluted runoff, or exceed the capacity of an existing stormwater system.

Overall, this impact would be **less than significant**.

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 resulting in flooding on-site or off-site—*Less than Significant*

Although no streams or other permanent surface waters are present within the Project site, the Proposed Project would include construction-related grading activities and the development of impermeable surfaces that would alter the Project site's existing drainage patterns; however, the Proposed Project's stormwater infrastructure design, implementation, and maintenance would ensure that the rate or amount of surface runoff from the Project site would be reduced prior to discharge to existing drainage channel(s). Thus, the Proposed Project would not result in flooding on site or off site. This impact would be **less than significant**.

g. Place housing within a 100-year flood hazard area, as mapped on a federal flood hazard boundary or flood insurance map or other flood hazard delineation map—*No Impact*

No housing would be constructed as part of the Proposed Project. Therefore, **no impact** would occur**.**

h. Place structures within a 100-year flood hazard area resulting in impeding or redirect flood flows—*No Impact*

As described above, the Project site is within the designated FEMA flood zone X, an area that is susceptible to a 0.2 percent annual chance of flooding (500-year flood hazard area). The Proposed Project would not, however, place structures within a 100-year flood hazard area or redirect flood flows. As such, there would be **no impact**.

i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding resulting from the failure of a levee or dam—*No Impact*

As described above, the Proposed Project is not within the mapped inundation area for any dams, and is not immediately downstream of any large surface waters. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. There would be **no impact**.

j. Contribute to inundation by seiche, tsunami, or mudflow—*No Impact*

The Project site is not within a tsunami-inundation area and would not be at risk of inundation during the Proposed Project's construction or operation. In addition, because highways and state routes in Plumas County are not located in tsunami inundation areas, CHP officers traveling on the local freeways would not be at risk of inundation by a tsunami.

No large bodies of water on or adjacent to the Project site that would be susceptible to the risk of seiche, and the Proposed Project would not contribute to risk of inundation by seiche.

The Project site is located in a relatively flat area near the base of Radio Hill. The slopes adjacent to the Project site are heavily vegetated and undeveloped. There are no known previous accounts of landslides or mudflows occurring on or near Radio Hill (Geocon Consultants Inc. 2018, Plumas County 2012). Underlying soils and geology are stable and likely not subject to mudflow (Geocon Consultants Inc. 2018).

For these reasons, there would be **no impact** related to seiche, tsunami, or mudflow.

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3.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☒	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.10.1 REGULATORY SETTING

Development activities on state-owned land are exempt from local laws, regulations, and policies. However, such laws, regulations and policies may apply to development activities not located on the Project site (e.g., connections to infrastructure within the public right-of-way). Local laws, regulations, and policies applicable to the Proposed Project are listed in Appendix A.

3.10.2 ENVIRONMENTAL SETTING

The Project site is located at the intersection of Lee Road and Alta Avenue in the town of Quincy and in unincorporated Plumas County. Adjacent land uses include agricultural land to the north and east, and residential uses on large parcels to the west. The parcel to the east of the site is currently occupied by a barn structure and water trough. An animal hospital, residences, a few dining establishments, gas stations, and commercial uses are south of the Project site (SHN Consulting Engineers & Geologists, Inc. 2017) on the opposite side of Lee Road and on East Main Street. The site is relatively flat and undeveloped consisting of low grasses and fencing along its eastern, western, and southern boundaries. Access gates are located on Lee Road. A drainage ditch starts from Lee Road and runs in a northeasterly direction along the eastern side of the Project site. The site is currently leased for grazing. The Plumas County Airport is located approximately 2 miles west of the Project site.

According to the County's general plan, the Project site is designated and zoned as Agricultural Preserve (AP) (Plumas County 2011 and 2017). According to the County of Plumas General Plan (2013), the following uses are permitted of the AP zone: mining, limited electric generation, public utility facilities, wildlife management, transport stations, agricultural auction yards, outdoor shooting ranges, hunting clubs, bed and breakfast inns, and recreational uses.

3.10.3 Discussion of Checklist Responses

a. Divide an established community—*Less than Significant*

Although the Project site is classified as AP land and is being used for grazing, the proposed CHP facility would be compatible with surrounding land uses. The Proposed Project would not impair the use of the surrounding designated agricultural lands for agricultural uses. . The Project would also be compatible with surrounding commercial and industrial land uses to the west and south. The Mountain Building Supply lumber store is approximately 600 feet west of the Project site, while the lands directly to the south are being used for commercial purposes. In addition, the California Department of Motor Vehicles is located at the corner of Alta Road and East Main Street to the south of the Project site and represents a similar type of facility to the Proposed Project. As a result, the Project would not divide an established community. Therefore, this impact would be **less than significant.**

b. Conflicts with land use plans or policies—*Less than Significant*

As described in Chapter 2, *Project Description*, the Project site is a State-owned property; however, the State has applied for annexation of the Proposed Project site into the Town of Quincy so that the American Valley Community Services District may provide water and sanitary sewer services to the site. Unless the annexation is approved, the Town of Quincy does not have jurisdiction over the site, and thus the Town's land use plans and policies only apply to Proposed Project activities that would occur off-site (e.g., infrastructure tie-ins). Should the annexation be approved, the Town's plans and policies only as they relate to utilities, would be applicable to the Proposed Project.

As described above, the Project site's land use designation and zoning allows for public utility facilities among other commercial, recreational, and public infrastructure uses. Because the Proposed Project includes construction and operation of a public facility, the Project would be consistent with these land use and zoning designations. Off-site activities would be conducted consistent with local requirements. Additionally, as described in Sections 3.1 through 3.9 and 3.11 through 3.17, the Proposed Project—with the identified mitigation—would not have any significant impacts; therefore, the Project would not conflict with any local plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. This impact would be **less than significant.**

c. Conflicts with any habitat conservation plan or natural community conservation plan—*No Impact*

Conflicts with an adopted habitat conservation plan or natural community conservation plan are addressed in Section 3.4, "Biological Resources." As described in Section 3.4, the Project site is not within the jurisdiction of a habitat conservation plan or natural community conservation plan. Therefore, no conflict with habitat conservation plans or natural community conservation plans would occur, and there would be **no impact**.

3.11 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☐	☒
a. 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?	☐	☐	☐	☒

3.11.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to mineral resources and the Proposed Project.

State Laws, Regulations, and Policies

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Mining and Geology Board identify, map, and classify aggregate resources throughout California that contain mineral resources of regional significance. The main objective of the SMARA classification-designation process is to ensure that mineral resources will be available when needed. Local jurisdictions are required to enact planning procedures to guide mineral conservation and extraction at particular sites and to incorporate mineral resource management policies into their general plans.

There are four Mineral Resource Zone (MRZ) classification-designations used in SMARA. These MRZ's are defined below (California Department of Conservation [CDOC] n.d.):

- MRZ – 1: Areas where adequate geologic information indicates no presence of significant mineral deposits, or where it is determined that there is little likelihood of the existence of these deposits.
- MRZ – 2: Areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic, geologic principles and adequate data demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- MRZ – 3: Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

- MRZ – 4: Areas where available information is inadequate for assignment to any other MRZ zone.

3.11.2 Environmental Setting

Since the mid-1800s, Plumas County has relied mainly on natural resource extraction as the basis for economic development. The Town of Quincy was established during the California Gold Rush, connecting the mineral rich mountains of Plumas County to Sacramento via railway. Gold, copper, and aggregate continue to occur in the County, despite the decline of mining operations over the past several decades (Plumas County 2013). Aggregate extraction of gravel and sand, which occurs at three mining operations located within a 5-mile radius of the Project site, are the only mineral resource extraction operations in the American Valley. These operations lie along the channel and oxbows of the western portion of Spanish Creek where it flows into the valley. The CDOC has not generated SMARA mapping for Plumas County.

3.11.3 Discussion of Checklist Responses

a. Loss of availability of mineral resources—*No Impact*

The Project would result in the potential loss of available mineral resources if the underlying geologic units contained mineral resources and the Project's construction and operation prevented extraction of those resources. However, the geologic units underlying the American Valley and the Project site are not expected to contain rare minerals for extraction because precious metals and gemstones are most often associated with volcanic soils, which are not present. Instead, the American Valley floor is composed of Quaternary lake deposits, underlain with Shoo Fly complex of Paleozoic-aged sandstone, siltstone, and slate (see Section 3.6, "Geology, Soils, and Seismicity"). Soils at the Project site consist of coarse material of very gravelly, coarse sandy loam (see Section 3.6). Although aggregate mining operations occur within 5 miles to the west (River Ranch Aggregate Mine and two Spanish Creek Mines), the local topography and distance from water courses make it unlikely that aggregate material of high quality or significant volume would be near or underlie the Project site (CDOC 2016a, b, c, and d). In addition, there are no known mineral resource extraction well sites on or near the Project site. Thus, no mineral resources are known or expected to exist on site in amounts or quality high enough to warrant extraction efforts. The Proposed Project's construction and operation would not result in the loss of a known or locally important resource and would have **no impact** to mineral resources.

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan – *No Impact*

As mentioned in discussion of "a" above, there are no known or expected mineral resources on the Project site in amounts or quality high enough to warrant extraction efforts. As a result, Policy COS 7.4.4 of the 2035 Plumas County General Plan Update would not be applicable, since the Project site would not be considered a "future use area with potentially important mineral resources." Therefore, there would be **no impact**.

3.12 NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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 public-use airport, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☒	☐
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels?	☐	☐	☐	☒

3.12.1 OVERVIEW OF NOISE AND VIBRATION CONCEPTS AND TERMINOLOGY

Noise

In the CEQA context, noise can be defined as unwanted sound. Sound is characterized by various parameters, including the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient sound level, or sound intensity. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary enormously within the range of human hearing, a logarithmic scale is used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all frequencies in the spectrum, so noise

measurements are weighted more heavily for frequencies to which humans are sensitive, creating the A-weighted decibel (dBA) scale.

Different types of measurements are used to characterize the time-varying nature of sound. Below are brief definitions of these measurements and other terminology used in this chapter.

- **Decibel (dB)** is a measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.

- **A-weighted decibel (dBA)** is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

- **Maximum sound level (L_{max})** is the maximum sound level measured during a given measurement period.

- **Minimum sound level (L_{min})** is the minimum sound level measured during a given measurement period.

- **Equivalent sound level (L_{eq})** is the equivalent steady-state sound level that, in a given period, would contain the same acoustical energy as a time-varying sound level during that same period.

- **Percentile-exceeded sound level (L_{xx})** is the sound level exceeded during *x* percent of a given measurement period. For example, L_{10} is the sound level exceeded 10 percent of the measurement period.

- **Day-night sound level (L_{dn})** is the energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels during the period from 10:00 p.m. to 7:00 a.m. (typical sleeping hours). This weighting adjustment reflects the elevated sensitivity of individuals to ambient sound during nighttime hours.

- **Community noise equivalent level (CNEL)** is the energy average of the A-weighted sound levels during a 24-hour period, with 5 dB added to the A-weighted sound levels between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels between 10:00 p.m. and 7:00 a.m.

In general, human sound perception is such that a change in sound level of 3 dB is barely noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving the sound level. **Table NOI-1** presents approximate noise levels for common noise sources, measured adjacent to the source.

Table NOI–1. Examples of Common Noise Levels

Common Outdoor Activities	Noise Level (dBA)
Jet flyover at 1,000 feet	110
Gas lawnmower at 3 feet	100
Diesel truck at 50 feet traveling 50 miles per hour	90
Noisy urban area, daytime	80
Gas lawnmower at 100 feet, commercial area	70
Heavy traffic at 300 feet	60
Quiet urban area, daytime	50
Quiet urban area, nighttime	40
Quiet suburban area, nighttime	30
Quiet rural area, nighttime	20

Source: California Department of Transportation 2009

Vibration

Ground-borne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be composed of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or "spectrum," of many frequencies. The normal frequency range of most ground-borne vibrations that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration information for this analysis has been described in terms of the peak particle velocity (PPV), measured in inches per second, or of the vibration level measured with respect to root-mean-square vibration velocity in decibels (VdB), with a reference quantity of 1 micro-inch per second.

Vibration energy dissipates as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. High-frequency vibrations reduce much more rapidly than do those characterized by low frequencies, so that in a far-field zone distant from a source, the vibrations with lower frequency amplitudes tend to dominate. Soil properties also affect the propagation of vibration. When ground-borne vibration interacts with a building, a ground-to-foundation coupling loss usually results but the vibration also can be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows, shaking of loose items, or the motion of building surfaces. In some cases, the vibration of building surfaces also can be radiated as sound and heard as a low-frequency rumbling noise, known as ground-borne noise.

Ground-borne vibration is generally limited to areas within a few hundred feet of certain types of industrial operations and construction/demolition activities, such as pile driving. Road vehicles rarely create enough ground-borne vibration amplitude to be perceptible to humans unless the receiver is in immediate proximity to the source or the road surface is poorly maintained and has potholes or bumps. Human sensitivity to vibration varies by frequency and by receiver. Generally, people are more sensitive to low-frequency vibration.

Human annoyance also is related to the number and duration of events; the more events or the greater the duration, the more annoying it becomes.

3.12.2 REGULATORY SETTING

Federal Laws, Regulations, and Policies

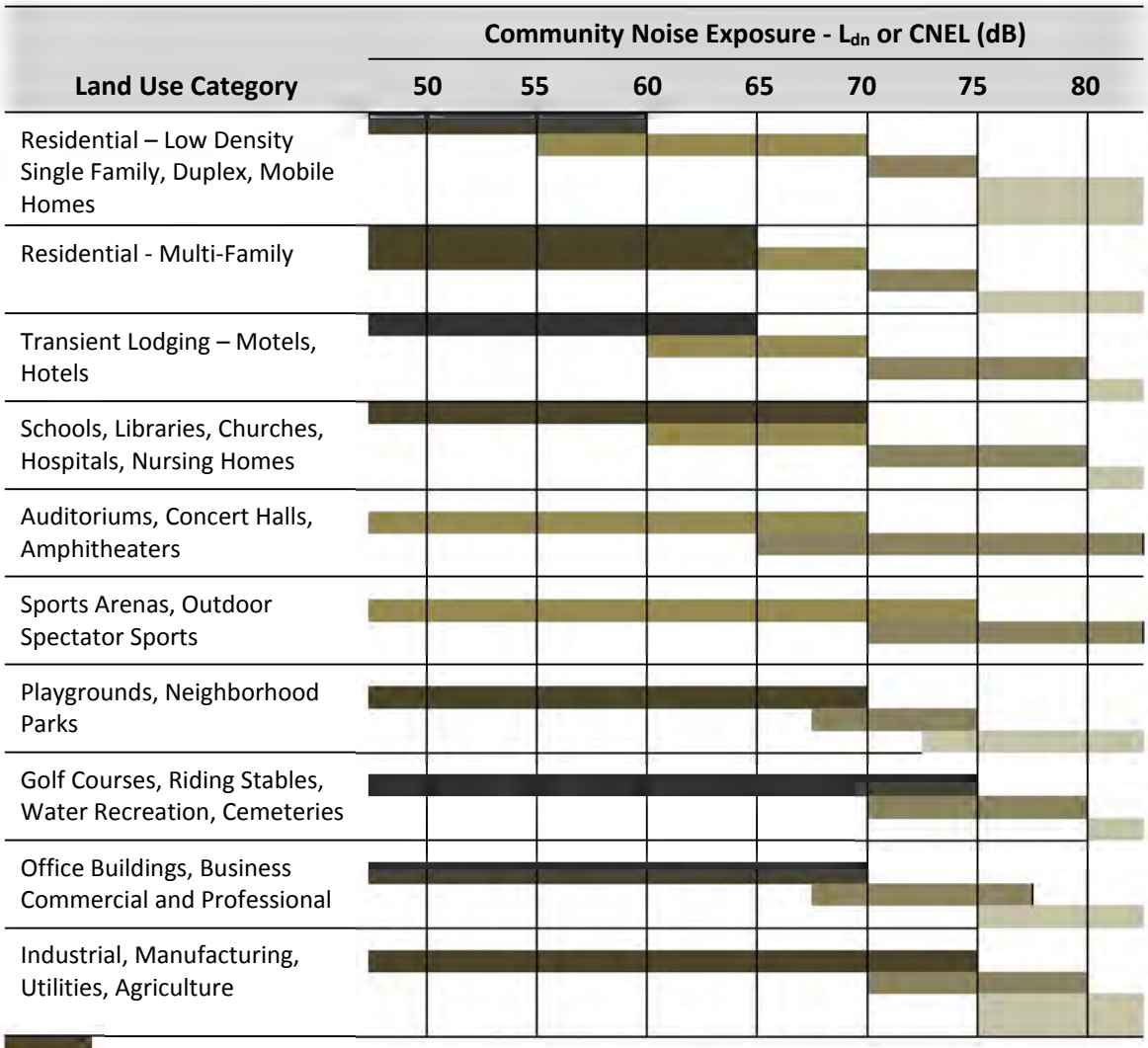
No federal laws, regulations, or policies for construction-related noise and vibration apply to the Proposed Project. However, the Federal Transit Administration (FTA) Guidelines for Construction Vibration in Transit Noise and Vibration Impact Assessment state that for evaluating daytime construction noise impacts in outdoor areas, a noise threshold of 90 dBA L_{eq} and 100 dBA L_{eq} should be used for residential and commercial/industrial areas, respectively (FTA 2006).

For construction vibration impacts, the FTA guidelines use an annoyance threshold of 80 VdB for infrequent events (fewer than 30 vibration events per day) and a damage threshold of 0.12 inches per second (in/sec) PPV for buildings susceptible to vibration damage, 0.2 PPV for non-engineered timber and masonry buildings, 0.3 PPV for engineered concrete and masonry, and 0.5 PPV for reinforced-concrete, steel or timber (FTA 2006).

State Laws, Regulations, and Policies

California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. The state land use compatibility guidelines are listed in **Table NOI-2**.

Table NOI-2. State Land Use Compatibility Standards for Community Noise Environment



Normally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
Normally Unacceptable	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
Clearly Unacceptable	New construction or development generally should not be undertaken.

Local Laws, Regulations, and Policies

Local laws, regulations, and policies are provided in **Appendix A**. The analysis below utilizes the Noise Element of Plumas County's Draft General Plan (Plumas County 2013).

3.12.3 ENVIRONMENTAL SETTING

Groups that could be exposed to noise generated by the Proposed Project include residential and commercial areas to the west and south of the site. The closest residence is approximately 380 feet southwest of the center of the Project site[3]. Quincy Elementary School is the nearest school, located approximately 1,175 feet (358 meters) to the southwest of the center of the Project site. The closest daycare and preschool are at Head Start (Sierra Cascade Family Opportunities) located about 1,810 feet (552 meters) to the northwest. The recreational area nearest to the Project site, the Plumas County Fairgrounds, is 3,390 feet (1,033 meters) to the west. The nearest hospital, Plumas District Hospital, is located more than 2 miles away from the project site. The Project site is approximately 2 miles east of the Quincy Gansner Field airport.

The Project site vicinity is subject to noise emanating from vehicular traffic, particularly from Lee Road and E. Main Street/State Route 70. Ambient noise is also influenced by the Burlington Northern/Santa Fe Railroad, which has a terminus at the Sierra Pacific Industries Quincy Mill, and airplanes arriving and departing from Gansner Field. Typical noise associated with railroad operations is caused by diesel engines, switching operations, and whistles (County of Plumas 2013). Airport noise caused by aircraft depends on the type of aircraft flyovers, takeoffs, and landings. According to the Plumas County General Plan Update Environmental Impact Report (2012), the Project site is outside of the existing noise contours (including 60 dB, 65 dB, and 70 dB).

Ambient noise is also influenced by nearby commercial and industrial activities including the Sierra Pacific Industries Quincy Mill, located approximately 1,800 feet west of the Project site. Typical noises generated by these activities include delivery vehicles, truck deliveries, equipment operating at the mill, parking lot vehicle movements, and car doors closing.

The Plumas County Fairgrounds also hosts several events including the High Sierra Music Festival and races, which generate seasonal noise during the summer months.

3.12.4 DISCUSSION OF CHECKLIST REPONSES

a. Noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state or federal standards—*Less than Significant*

The Proposed Project would generate noises associated with construction activities, which would be temporary and cease once construction is complete. Operational noise sources would include vehicle traffic from CHP staff, visitors, and delivery vehicles; short testing of

[3] Distances to sensitive receptors related to noise are measured from the center of the Project site (since most equipment would operate near the center the majority of the time instead of along the site boundaries). This is consistent with the recommended approach for construction-related noise analyses (FTA 2006).

vehicle sirens as CHP vehicles are taken on shift; and noise from automobile maintenance repair activities. Periodic noises would be associated with operation of the emergency generator during power outages, and testing of building sirens associated with CHP operations.

Activities on the state-owned land would be exempt from local noise standards. Plumas County municipal code states the new land uses shall not increase off-site noise to a level that exceeds the ambient noise level for the specific land use area and noise sensitive uses are prohibited within the industrial protection zones established in the General Plan (Plumas County 2018). In addition, the Plumas County General Plan is informative as it contains policies that provide for appropriate levels of construction-related noise and public safety sirens in the Project vicinity. The Proposed Project would be consistent with General Plan Policy 3.1.4 (Construction Noise), which requires construction to occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday and 8:00 a.m. and 5:00 p.m. on weekends or on federally recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards (Plumas County 2013). General Plan Table 3-5 includes maximum allowable noise exposures for construction noise. Between the construction hours specified above, the maximum allowable noise exposure at residential properties is an average noise exposure level (L_{eq}) of 55 dB at residential properties and a L_{max} of 75 dB (Plumas County 2013). The nearest resident is approximately 380 feet from the middle of the Project site. Warning devices necessary for the protection of public safety, such as police, fire, and ambulance sirens, are also exempt from regulation.

Further discussion of the anticipated noise associated with Proposed Project's construction and operation, and consistency with relevant guidance, is provided below.

Construction

Because some residential and commercial areas are located in the vicinity of the Project site, the noise levels were compared to the values recommended by FTA. The FTA has established guidance on noise and vibration impact assessments for construction equipment (FTA 2006). The FTA recommends that, for a rough estimate of construction noise levels, the noisiest two pieces of equipment should be used to analyze the anticipated noise levels at sensitive receptors assuming the following:

- full power operation for a full one hour is assumed,
- there are no obstructions to the noise travel paths,
- typical noise levels from construction equipment are used, and
- all pieces of equipment are assumed to operate at the center of the project site.

Using these assumptions, the noise levels at specific distances can be obtained using the following equation:

$$L_{eq}(equip) = EL_{50ft} - 20log_{10}(D/50)$$

Where:

L_{eq} (equip) = the noise emission level at the receiver at distance D over 1 hour.

EL_{50ft} = noise emission level of a particular piece of equipment at reference distance of 50 feet.

D = the distance from the receiver to the piece of equipment in feet.

In order to add the two noisiest pieces of equipment together, the following equation applies:

$$L_{total} = 10\ log_{10}(10^{\frac{L_1}{10}} + 10^{\frac{L_2}{10}})$$

Where:

L_{total} = The noise emission level of two pieces of equipment combined

L_1 = The noise emission level of equipment type 1

L_2 = The noise emission level of equipment type 2

Noise levels at the Proposed Project's nearest sensitive receptors generated by equipment used during Project construction were estimated using values from the General Plan (Plumas County 2013). The values used for the reference noise level at 50 feet were 88 and 88 dBA. Using the equations above and the two noisiest pieces of equipment, the noise levels at the nearest receptor (residence on Lee Road), located approximately 380 feet from the center of the Project site, would be 73.4 dBA, which is below the L_{max} of 75 dBA. Noise levels estimated at the nearest residence would be below the FTA's recommended level of 90 dBA.

As a state project on state land, the Proposed Project is exempt from the local noise ordinance. However, since construction equipment operating near the edge of the property may temporarily exceed the County's noise limit of 75 dBA during typical construction hours, the Proposed Project would implement noise-reducing BMPs. BMPs shall be utilized to the extent practical when equipment is operating near residential areas and may include: use of a temporary sound barrier; alternating or limiting the use of construction equipment in a particular area; substituting construction equipment with quieter equipment; retro-fitting equipment with damping materials, mufflers, or enclosures; and/or siting noisy equipment as far as possible from residents. The use of diesel-powered construction equipment would be temporary and episodic, affecting only a few nearby receptors for a limited period of time. For these reasons, and because such work would be consistent with the County's noise standards, the temporary increases in ambient noise levels associated with construction would be **less than significant**.

Operation

During operation of the proposed CHP Quincy area office, noise would derive from activities at the automobile service building, emergency generator, radio equipment, and testing sirens. The secured portion of the facility would be completely surrounded by a 6-foot-high concrete block masonry fence, which would serve as a sound barrier for the noise associated with the automobile service activities. The emergency generator would also be surrounded by a noise barrier.

In the Project site vicinity, traffic noise from major streets like Lee Road would be caused by vehicles unrelated to the Proposed Project. Typically, a doubling of traffic noise only increases noise by 3 dBA. The minor traffic increases resulting from operation of the Proposed Project are substantially less than a doubling in traffic and, therefore, are not large enough to substantially change the noise levels at nearby sensitive receptors.

During Project operations, all CHP vehicles would be required to test their emergency sirens prior to the beginning of each work shift. These siren tests last no longer than one second and average between 113 and 120 dBA when activated. Based on the site plan, CHP vehicles could be approximately 380 feet from residents. These noise levels would be clearly audible at the closest sensitive receptor, but would be brief in nature. This noise level would be similar to other emergency siren use that occurs in the area. The use of emergency sirens is exempt per Plumas County General Plan policy N3.1.8 (Noise Source Exemptions).

The Proposed Project's operational activities would not result in significant ambient noise increases at the nearest sensitive receptors because of barriers surrounding stationary noise sources (automotive shop and emergency generator) that would reduce noise, limited operation of the emergency generator, and the exemption of the CHP vehicle siren testing. For the reasons described above, impacts would be less than significant.

Overall, the Proposed Project would not conflict with applicable standards and this impact would be **less than significant**.

b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels—*Less than Significant*

Vibration thresholds for buildings occur at a PPV of 0.12 in/sec for buildings extremely susceptible to vibration damage; the human perception threshold is at 65 VdB. The annoyance level used as criteria for impact determination is 80 VdB. Vibration and ground-borne noise levels were estimated following methods described in the FTA Noise and Vibration Impact Assessment (FTA 2006) to determine the PPV that would potentially impact buildings and the VdB for annoyance. It was assumed that the equipment would have similar vibration sound levels as a vibratory roller. **Table NOI-3** shows relevant parameters for the construction equipment used for the Proposed Project and distance to sensitive receptors to be below vibration thresholds.

Table NOI-3. Construction Equipment and Vibration Distance

Equipment	PPV at 25 ft	Distance to PPV of 0.12 in/sec	Noise Vibration Level at 25 ft	Distance to Noise Vibration of 80VdB
Vibratory Roller	0.21 in/sec	36.3 feet	94 VdB	73 feet

Source: FTA 2006

At the proposed CHP Quincy area office, there would be no buildings or noise sensitive receptors located closer than the building vibration or noise vibration annoyance threshold distances, as measured from the center of the Project site. In addition, the Proposed Project's vibration-causing construction activities would be barely perceptible due to the temporary duration of these activities and their limited occurrence near the Project site boundary.

Therefore, the impact of ground-borne vibration or ground-borne noise vibration would be **less than significant**.

c. Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project—*Less than Significant*

Construction of the Proposed Project would be short-term and would not result in any permanent increase in ambient noise levels. Proposed Project operations would not involve any sources of permanent, ongoing noise outside of noise associated with the automobile care center and some minor traffic increases not large enough to substantially change the noise levels at nearby sensitive receptors. Therefore, this impact would be **less than significant**.

d. Substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project—*Less than Significant*

As discussed under item 3.12.4(a) above, there would be temporary increases in ambient noise levels due to the Proposed Project's construction activities. In addition, there would be periodic increases in ambient noise levels during operations related to activities such as emergency generator testing and use and testing of sirens for emergency response vehicles. The limited operation of the emergency generator, and the brief CHP vehicle siren testing would not create substantial temporary or periodic ambient noise level increases. Therefore, this impact would be **less than significant**.

e. For a project located within an airport land use plan area, or, within 2 miles of a public airport or public-use airport, would the project expose people residing or working in the project site to excessive noise levels—*Less than Significant*

The Proposed Project is located approximately 2 miles from Gansner Field. It is not located within a CNEL contour or compatibility zone from the airport's land use compatibility plan (Plumas County 2008). Therefore, the Proposed Project would not expose people working in the Project site to excessive noise levels from a public airport. The impact would be **less than significant**.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project site to excessive noise levels—*No Impact*

There are no private airstrips within 2 miles of the Proposed Project. Therefore, the Proposed Project would not expose people working in the Project site to excessive noise levels from private airstrips. There would be **no impact**.

3.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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)?	☐	☐	☒	☐
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.13.1 REGULATORY SETTING

No laws, regulations or policies (federal, state, and local) are applicable to population and housing in relation to the Proposed Project.

3.13.2 ENVIRONMENTAL SETTING

According to the 2010 U.S. Census, Plumas County is one of California's most rural counties with 7.8 people per square mile for a total of 20,007 residents (U.S. Census Bureau 2010a). In 2018, unincorporated Plumas County had a population of approximately 17,612 residents. Between 2010 and 2018, the population within the unincorporated county decreased by approximately 1.6 percent. Within this timeframe, the number of housing units increased by approximately 2 percent from 14,432 units to 14,723 units. As of 2018, 7,035 housing units in unincorporated Plumas County were vacant, resulting in a vacancy rate of approximately 47.8 percent (California Department of Finance 2018). Based on the EIR prepared for the 2035 Plumas County General Plan Update (Plumas County 2012), between 2012 and 2035, approximately 201 new dwelling units are expected to be built. These new dwelling units are projected to house approximately 448 new residents.

In 2010, the population of Quincy was 1,728 and had a total of 872 housing units. Of these housing units, 74 were vacant resulting in a vacancy rate of 8.5 percent (U.S. Census 2010b). Population and housing estimates for Quincy in 2016 were estimated to be 1,582 inhabitants and an estimated 815 housing units (U.S. Census 2016).

3.13.3 Discussion of Checklist Responses

a. Induce population growth—*Less than Significant*

It is expected that the regional labor force would be sufficient to meet the construction workforce demand. While some workers may temporarily relocate from other areas, the resulting population increase would be minor and temporary.

In the long term, the replacement CHP area office facility would be staffed by approximately 37 employees. As the existing CHP facility is staffed by 32 employees, the Proposed Project would accommodate 13 additional employees. This increase in staffing levels would have potential to result in a minor increase in the local population. Based on the information presented in Section 3.13.2, sufficient housing is available in Quincy and Plumas County to support such a population increase. In addition, the replacement CHP area office facility would replace an existing CHP area office facility currently located 2 miles to the west in Quincy; therefore, employees would be able to commute to the proposed new office without having to relocate. Further, the Proposed Project would not involve any activities that would increase population indirectly, such as by removing an obstacle to growth. The existing Quincy CHP area office would be decommissioned and auctioned as part of the State surplus. This action would not be expected to result in substantial population growth at the locations of the existing office. Therefore, this impact would be **less than significant**.

b, c. Displace population or housing—*No Impact*

The Project site is used for grazing and does not support any existing housing units. Therefore, the Proposed Project would not displace any existing housing units or people. The Proposed Project would not require construction of any replacement housing. **No impact** would occur.

3.14 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☒	☐

3.14.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

No federal laws, regulations, or policies apply to public services and the Proposed Project.

State Laws, Regulations, and Policies

California Fire Code

The California Fire Code (California Code of Regulations, Title 24, Part 9) establishes minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings. Chapter 33 of the Code contains requirements for fire safety during construction and demolition including the following.

> **3304.1 Smoking.** Smoking shall be prohibited except in approved areas. Signs shall be posted in accordance with Section 310. In approved areas where smoking is permitted, approved ashtrays shall be provided in accordance with Section 310.

3304.2 Combustible debris, rubbish and waste. Combustible debris, rubbish and waste material shall comply with the requirements of Sections 3304.2.1 through 3304.2.4.

3304.2.1 Combustible waste material accumulation. Combustible debris, rubbish and waste material shall not be accumulated within buildings.

3304.2.2 Combustible waste material removal. Combustible debris, rubbish and waste material shall be removed from buildings at the end of each shift of work.

3304.2.3 Rubbish containers. Where rubbish containers with a capacity exceeding 5.33 cubic feet (40 gallons) (0.15 m^3) are used for temporary storage of combustible debris, rubbish and waste material, they shall have tight-fitting or self-closing lids. Such rubbish containers shall be constructed entirely of materials that comply with either of the following:

1. Noncombustible materials.
2. Materials that meet a peak rate of heat release not exceeding 300 kilowatt per square meter (kW/m2) when tested in accordance with ASTM E1354 at an incident heat flux of 50kW/m2 in the horizontal orientation.

3304.2.4 Spontaneous ignition. Materials susceptible to spontaneous ignition, such as oily rags, shall be stored in a listed disposal container.

3304.6 Cutting and welding. Operations involving the use of cutting and welding shall be done in accordance with Chapter 35.

3304.7 Electrical. Temporary wiring for electrical power and lighting installations used in connection with the construction, alteration or demolition of buildings, structures, equipment or similar activities shall comply with the California Electrical Code.

3308.1 Program superintendent. The owner shall designate a person to be the fire prevention program superintendent who shall be responsible for the fire prevention program and ensure that it is carried out through completion of the Project. The fire prevention program superintendent shall have the authority to enforce the provisions of this chapter and other provisions as necessary to secure the intent of this chapter. Where guard service is provided, the superintendent shall be responsible for the guard service.

3308.2 Prefire plans. The fire prevention program superintendent shall develop and maintain an approved prefire plan in cooperation with the fire chief. The fire chief and the fire code official shall be notified of changes affecting the utilization of information contained in such prefire plans.

3310.1 Required access. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either temporary or permanent roads, capable of support vehicle loading

under all weather conditions. Vehicle access shall be maintained until permanent fire apparatus access roads are available.

3316.1 Conditions of use. Internal combustion–powered construction equipment shall be used in accordance with all of the following conditions:

1. Equipment shall be located so that exhausts do not discharge against combustible material.
2. Exhausts shall be piped to the outside of the building.
3. Equipment shall not be refueled while in operation.
4. Fuel for equipment shall be stored in an approved area outside of the building.

3.14.2 ENVIRONMENTAL SETTING

Fire

Fire protection service at the Project site is provided by the Quincy Fire Protection District (QFPD), which is a volunteer fire protection force (QFPD 2014). In 2018, the QFPD consists of three chief officers, four captains, 15 firefighters, and a number of auxiliary and support team staff (Quincy Volunteer Fire Department 2018). The department has three fire stations, including one located at 505 Lawrence Street in Quincy approximately 1.5 miles from the Project site. In 2013, the department successfully responded to 500 incidents (QFPD 2014). The Plumas County Sheriff's Office provides police protection service to the Project site and surrounding area.

Hospitals

Plumas District Hospital is located approximately 3.2 miles to the west of the proposed CHP facility. This hospital is considered to be a General Acute Care Hospital with approximately 49 beds and primarily serves the communities of Quincy and East Quincy. In 2017, a total of 513 patients were discharged with an average length of stay of 2.9 days. Most (n=312) of the patients discharged during that year were admitted into the Emergency Department (California Office of Statewide Health Planning and Development 2017).

Police

The Plumas County Sheriff's Office is located at 1400 E Main Street in the community of Quincy, approximately 0.5 mile southwest of the proposed CHP facility. The Sheriff's Office jurisdiction extends throughout Plumas County, including the City of Portola, and state- and federally-owned property (Plumas County n.d.).

Schools

Schools in Plumas County are operated by the Plumas County Unified School District. The District operates two schools in the Quincy area: Pioneer-Quincy Elementary and Quincy Junior/Senior High. **Table PS-1** shows enrollment information for public schools that serve the Project site.

Table PS-1. Plumas County Unified School District Schools Serving the Project Site

School	Distance to Project Area (Miles)	Grades	2017-2018 Enrollment
Quincy Elementary	0.2	K-6	326
Quincy Junior/Senior High	1.8	7-12	301

Source: California Department of Education 2018

Parks

Parks and recreation facilities in the area surrounding the Project site are maintained by the Central Plumas Recreation and Park District. The Plumas County Fairgrounds is located 4,000 feet northwest of the Project site. Please see Section 3.15, "Recreation" and Table REC-1 for information on parks and recreational facilities in the Project site vicinity.

Other Public Facilities

The Project site is located about 2.5 miles east of the Quincy Branch of the Plumas County Library.

3.14.3 Discussion of Checklist Responses

a. Result in adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities

The Proposed Project is a replacement of an existing police protection facility. The physical environmental impacts of this new facility are discussed throughout this IS/MND and are, therefore, not discussed here. The Proposed Project would not require closure of any public facilities during construction. However, because the replacement CHP area office would support 37 employees, an increase of 5 employees from the existing facility that supports 32 employees, the Proposed Project's increase in the demand on public services would be marginal to none. Potential impacts from the Proposed Project on specific public services are discussed below.

Project construction has been evaluated for its potential to impede public services as a result of truck trips and construction-related traffic in Section 3.16, "Transportation/Traffic."

i. Fire protection—*Less than Significant*

The Project site consists of low-lying grasses used for grazing and trees scattered throughout the site. There is no forested land surrounding the Project site. Operation of power tools and equipment during project construction could potentially provide an ignition source and increase fire risk in the area. Storage of flammable materials (e.g., fuel) during Project construction could also increase fire risk. However, Project construction activities would follow the requirements for fire safety during construction contained in the California Fire Code (see regulatory setting section above). Adherence to the requirements of the California Fire Code would reduce the potential increase in fire risk during project construction to a less-than-significant level.

As described in Chapter 2, *Project Description*, and in Section 3.8, "Hazards and Hazardous Materials," the Proposed Project would include storage of flammable materials on site. A liquefied petroleum gas tank would store 12,000 gallons of fuel (gasoline) for CHP vehicle and equipment use. A fusee enclosure would store up to approximately 200 square feet of flares, flare guns, and similar equipment. The generator enclosure would contain an emergency diesel generator, diesel fuel supply, and fuel storage system. As a result, diesel fuel would be held in aboveground fuel tanks that would hold approximately 96 hours of fuel supply or 4,000 gallons. The facility would include an armory to store guns and ammunition. Storage of these materials could potentially increase the demand on fire protection services in the event of an upset; however, storage and containment facilities would follow all applicable safety regulations. Storage of these materials at the new facility also would not differ substantially from storage at the existing facility.

The replacement facility would be equipped with a sprinkler system and would be constructed in accordance with the California Fire Code. The additional employees associated with the Proposed Project would not generate substantial demand for fire protection, significantly affect the average response times or other performance metrics, or require provision of new fire protection facilities. This impact would be **less than significant**.

ii. Police protection—*No Impact*

As mentioned above, the Proposed Project would provide police protection services to the Quincy area. The CHP is responsible for enforcing vehicular and traffic laws on state highways and freeways, and the Proposed Project would replace the existing CHP area office facility in Quincy. The additional officers at the new facility and improved and expanded facilities would likely improve law enforcement services in the area. This may marginally decrease average response times or improve other service performance objectives. Overall, the Proposed Project's impact on police protection service would be beneficial; therefore, there would be **no impact**.

iii. Schools—*Less than Significant*

The small increase in employment associated with the Proposed Project may result in some population growth and related school enrollment. However, this increase would not be substantial or require construction of new schools. The impact on schools would be **less than significant.**

iv. Parks—*Less than Significant*

The Proposed Project would not involve construction of any parks or recreational facilities, and it would not displace any existing parks or recreational facilities. No existing parks or recreational facilities are located on the Project site. Likewise, Project construction would not require the temporary closure of any parks or recreational facilities or otherwise affect the access or use of such facilities. The small potential increase in population resulting from the Proposed Project could marginally increase demand for parks to some degree, but would not require construction of new parks or recreational facilities. This impact would be **less than significant**.

v. Other public facilities—*Less than Significant*

As with other public services discussed above, the marginal potential population increase resulting from the Proposed Project would not require provision of any new public facilities. This impact would be **less than significant**.

3.15 RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. 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?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

3.15.1 REGULATORY SETTING

No federal or state laws, regulations, or policies apply to recreation and the Proposed Project.

3.15.2 ENVIRONMENTAL SETTING

No existing recreational facilities are located on the Project site; however, the Plumas County Fairgrounds is located approximately 0.75-mile west of the site. The fairgrounds have 65 acres of open space, green grass, camping facilities, a race track, and grandstand and conference buildings. The fairgrounds are used to host the Plumas Sierra County Fair, a five-day annual fair that typically takes place in August. The fairgrounds are also used to host other large events including the High Sierra Music Festival, American Valley Speedway, Plumas County Picnic, and the Beemer Bash (Explore Plumas County 2015).

The Central Plumas Recreation and Park District provides and maintains parks and recreational facilities in the Quincy area. Parks and recreational facilities located in the vicinity of the Project site are listed in **Table REC-1**.

Table REC-1. Parks and Recreational Facilities in the Vicinity of the Proposed Project

Park/Facility Name	Distance from Proposed Project Site (miles)	Features
Pioneer Park	0.6 West	Playground, volleyball court, horseshoe pits, bocce ball courts, BBQs
Pioneer Pool	0.6 West	Swimming pool
Quincy Skate Park	0.6 West	Bowls, fun boxes, slopes, steps, rails, etc.

Source: Central Plumas Recreation and Park District 2015

3.15.3 DISCUSSION OF CHECKLIST RESPONSES

a. Increase use of existing parks or recreational facilities—*Less than Significant*

As noted in Section 3.13, "Population and Housing," the Proposed Project would not result in substantial population growth. As such, the Proposed Project would not have a substantial impact on recreational demand related to population growth. Furthermore, the Proposed Project would not remove any existing recreational facilities or substantially increase the demand for, or result in accelerated deterioration of, recreational facilities. Therefore, the impact would be **less than significant**.

b. Creation of new or altered recreational facilities—*No Impact*

The Proposed Project involves construction and operation of a facility intended for emergency services only, with no recreational facilities on site. The Proposed Project would not result in any effects to new or altered recreational facilities. Access to existing recreational sites would not be affected. Therefore, the Proposed Project would have **no impact**.

3.16 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☒	☐	☐
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?	☐	☐	☐	☒

3.16.1 TRAFFIC AND TRANSPORTATION TERMINOLOGY

The following are definitions of key traffic and transportation terms used in this section, based on materials published by the Transportation Research Board (2016), the 2035 Plumas County General Plan and the 2010 Regional Transportation Plan.

Level of Service. The level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time,

freedom to maneuver, traffic interruptions, comfort, and convenience. LOS is defined according to methodologies presented in the Highway Capacity Manual (Transportation Research Board, 2016).

Traffic operations at all study intersections were analyzed for weekday AM and PM peak hour conditions. Level of service is a qualitative measure of traffic operating conditions whereby a letter grade, from A (the best) to F (the worst), is assigned. These grades represent the perspective of drivers and are an indication of the comfort and convenience associated with driving. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

Table TR-1 describes LOS and the average delay ranges associated with each LOS category.

Table TR-1. Level of Service Definitions for Intersections

Level of Service	Description	Delay (seconds/vehicle)	
		Signalized Intersection	Unsignalized Intersection
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤ 10	0-10
B	Free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted.	> 10-20	> 10-15
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 20-35	> 15-25
D	Speeds decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 35-55	> 25-35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 55-80	> 35-50
F	Represents a breakdown in flow.	> 80	> 50

Source: Transportation Research Board, 2016

Delay. Delay refers to the additional travel time experienced by a driver or traveler that results from the inability to travel at optimal speed, and stops resulting from congestion or traffic control.

Minor Arterial Roads. Minor arterial roads provide for mobility within the county, carrying through-traffic on continuous routes and joining major arterials, major and minor collector streets, and local roads. In Plumas County, the minor arterial road systems consist primarily of State Highways that provide regional circulation for the majority of intra-County regional travel. Minor arterials provide more land access than major arterials, while still providing adequate mobility for accommodating longer distance trips.

Major Collector Streets. Major collector streets provide greater access to more localized destinations for regional traffic. Major collectors generally serve more important intra-county travel corridors and traffic generators not served by major and minor arterials.

Minor Collector Streets. Minor collector streets provide additional access to local attractions for regional traffic. These roadways are designed to supplement regional facilities and provide connectivity to higher class major collectors and major and minor arterials.

Local roads. Local roads are public or private roads, typically developed as two-lane, undivided roadways, that provide direct access to individual parcels that are not located on arterials and collectors. Through movement is secondary to the access function and is discouraged by both design and traffic control to encourage low vehicle speeds.

3.16.2 REGULATORY SETTING

Federal Laws, Regulations, and Policies

The FAA has conducted a preliminary aeronautical study for the construction of the California Highway Patrol (CHP) communications tower at the project site. See Section 3.8, "Hazards and Hazardous Materials" for further discussion.

State Laws, Regulations, and Policies

Caltrans manages the state highway system and ramp interchange intersections. This state agency is also responsible for highway, bridge, and rail transportation planning, construction, and maintenance.

3.16.3 ENVIRONMENTAL SETTING

The project site is situated within the town of Quincy in Plumas County and is proposed on the north side of the Lee Road / Alta Avenue intersection, as shown on **Figure TR-1**. The project site is approximately 2.5 miles east of the existing CHP office located at 86 West Main Street, Quincy, CA. The following subsections describe regional and local access to the project area.

Prepared by:

Horizon

Prepared for:
California Highway Patrol

Figure TR-1. Project Study Area

Quincy Area Office Replacement Project
Inital Study/Mitgated Negative Declaration

Existing Vehicle Access

The project site is situated in East Quincy, north of the Lee Road / Alta Avenue intersection. The project site is served by a minor arterial, collectors and local roads. The following discusses the study area roadway network.

SR-70 is a State Highway that provides an east/west connection across central and southern Plumas County. In Quincy/East Quincy, SR-70 is a minor arterial that primarily consists of five lanes, two lanes in each direction with a two-way left-turn lane that provides access to land uses on either side of the Highway.

Quincy Junction Road is a major collector that provides a north/south connection from Main Street in Quincy to land uses north of East Quincy. Quincy Junction Road consists of two lanes, with one lane in each direction.

Lee Road is a major collector that provides an east/west connection from SR-70 to Quincy Junction Road. The project site is located on the north side of Lee Road, which provides direct access to the site. Lee Road consists of two lanes, with one lane in each direction and is frequently used by trucks hauling lumber to and from the Sierra Pacific Industries Mill, which is located approximately ½ mile northwest of the project site.

Alta Avenue is a local road that provides a north/south connection from SR-70 to Lee Road. Alta Avenue consists of two lanes, with one lane in each direction.

Existing Bicycle and Pedestrian Facilities

There are currently no bicycle or pedestrian facilities immediately adjacent to the project site, and there are minimal bicycle and pedestrian facilities near the project site. Bicycle facilities in East Quincy are limited to two separate segments of a Class I shared use path; one segment is located on the north side of SR-70, beginning at the intersection of Fairground Road / SR-70 and terminating just east of Redberg Avenue and one segment is located along Pioneer Road near the southeast corner of the Plumas County Fairgrounds. Pedestrian access throughout East Quincy is limited by a lack of sidewalks; however, sidewalks are present on the north side of SR-70 between East Quincy and Quincy.

It should be noted that the Plumas County Draft Active Transportation Plan (Alta Planning + Design, July 2017) identifies the following future bicycle improvements near the project site.

- Class I shared use path on the north side of SR-70 connecting Quincy and East Quincy.
- Class II bike lanes on Lee Road between SR-70 and Quincy Junction Road.
- Class II bike lanes on SR-70 between Bellamy Lane in Quincy and Chandler Road in East Quincy.
- Class II bike lanes on North Mill Creek Road between SR-70 and Lee Road.
- Class II bike lanes on Quincy Junction Road between SR-70 and Chandler Road.

Pedestrian improvements are also recommended in the Plumas County Draft Active Transportation Plan; however, no recommended improvements would improve access to the project site via either Lee Road or Alta Avenue and therefore, are not described in detail in this study.

Existing Transit Service

Plumas County offers daily bus service between Quincy, Portola, Graeagle, Chester, and Greenville as well as round trips within Quincy. Regional connections are also available by transferring to Lassen County Bus Service at the Hamilton Branch stop located at the north end of Lake Almanor or by transferring to the Susanville Rancheria Public Transportation Bus Service at the Holiday Market stop located in Chester.

Although no bus stops are located adjacent to the project site on either Lee Road or Alta Avenue, four bus stops are located on SR-70 within a ½-mile radius of the project site.

Existing Rail Service

Two active freight rail operations serve Plumas County. Union Pacific Railroad operates a line that connects Roseville, California to Salt Lake City, Utah and primarily follows SR-70. Burlington Northern Santa Fe Railroad operates a line that runs north/south from Keddie to Lake Almanor in Lassen County and Oregon. An active railroad spur is also located in Quincy and connects the Sierra Pacific Industries Mill to the Union Pacific Railroad.

Existing Commute Trips

The existing Quincy CHP office is currently staffed by 27 uniformed CHP officers and 5 non-uniformed support personnel. To fulfill its law enforcement and public safety activities at all times, the existing office is staffed 7 days a week, 24 hours a day by shift employees. Uniformed employee shifts generally run from 6:00 AM to early-afternoon, early-afternoon to 10:00 PM, and from 10:00 PM to 6:00 AM. Non-uniformed employee shifts are generally from 8:00 AM to 5:00 PM. Approximately 13 employees typically work between the hours of 7:00 AM and 6:00 PM.

The total number of peak hour trips to and from the existing CHP office by all employees (including uniformed officers and support personnel) was determined by collecting counts during the AM and PM peak periods. Cameras collected data on August 28, 2018 on the two driveways serving the existing facility, to count the number of peak period trips generated by the facility. During the AM peak hour of 7:30 AM to 8:30 AM, seven (7) inbound trips and five (5) outbound trips occurred. During the PM peak hour of 4:00 PM to 5:00 PM, six (6) inbound trips and four (4) outbound trips occurred.

3.16.4 IMPACT ANALYSIS

Methodology

For this analysis, intersection turning movement volumes were collected on August 28, 2018, while local schools were in session and with clear weather, during the morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak periods. Study intersection LOS was evaluated using technical procedures documented in the *Highway Capacity Manual 6th Edition* (Transportation Research Board, 2016) through the use of Synchro 10 software. Project-related impacts were assessed based on the standards identified by Plumas County. Consultation with Plumas County occurred during the analysis.

Study Intersections

The project site is primarily accessed via Lee Road, Alta Avenue and SR-70. Intersections along these roadways are most likely to be affected by the Proposed Project and were selected for the analysis. Based on the conceptual site plan, project access may occur via two new driveways, one on the west side of the Lee Road / Alta Avenue intersection and one on the east side of the Lee Road / Alta Avenue intersection. The following ten study intersections (including the two access driveways) were analyzed:

a) Alta Avenue / Lee Road
b) Alta Avenue / SR-70
c) Meadow Lane / Lee Road
d) Meadow Lane / SR-70
e) North Mill Creek Road / SR-70
f) North Mill Creek Road / Lee Road
g) Lee Road / Bell Lane
h) Quincy Junction Road / Lee Road
i) Lee Road / CHP Driveway 1 (east driveway)
j) Lee Road / CHP Driveway 2 (west driveway)

All intersections are unsignalized, with the exception of North Mill Creek Road / SR-70 which is a signalized intersection.

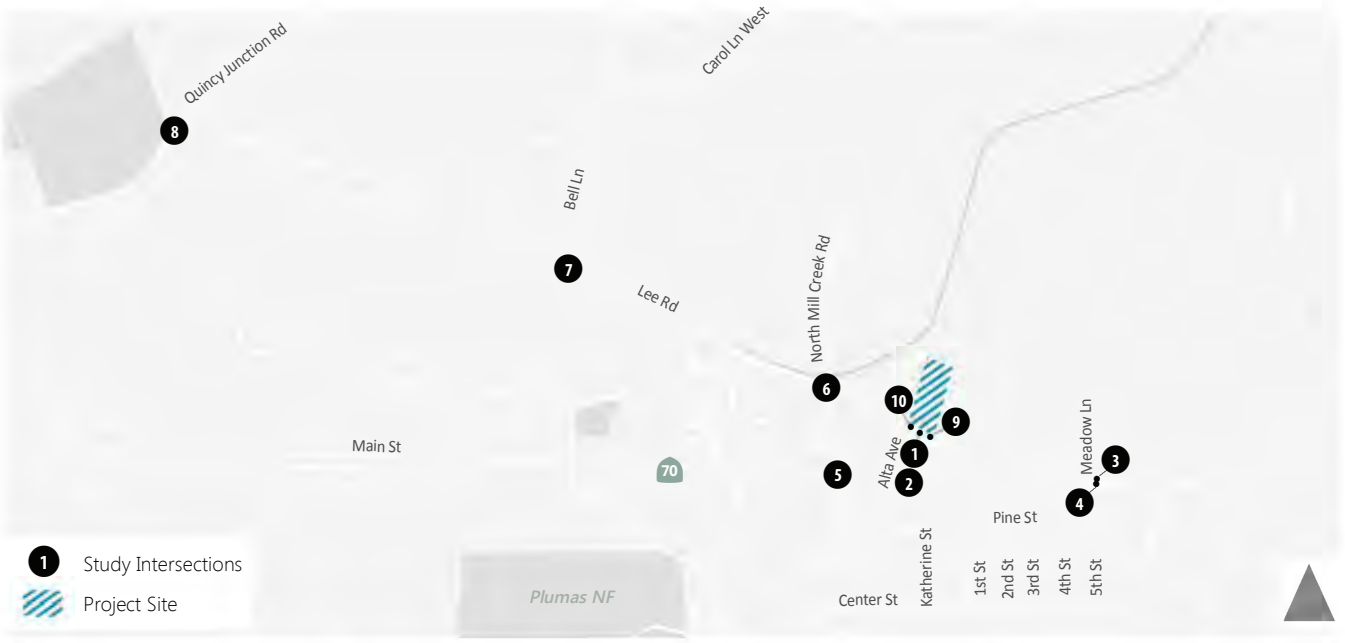
Traffic Data

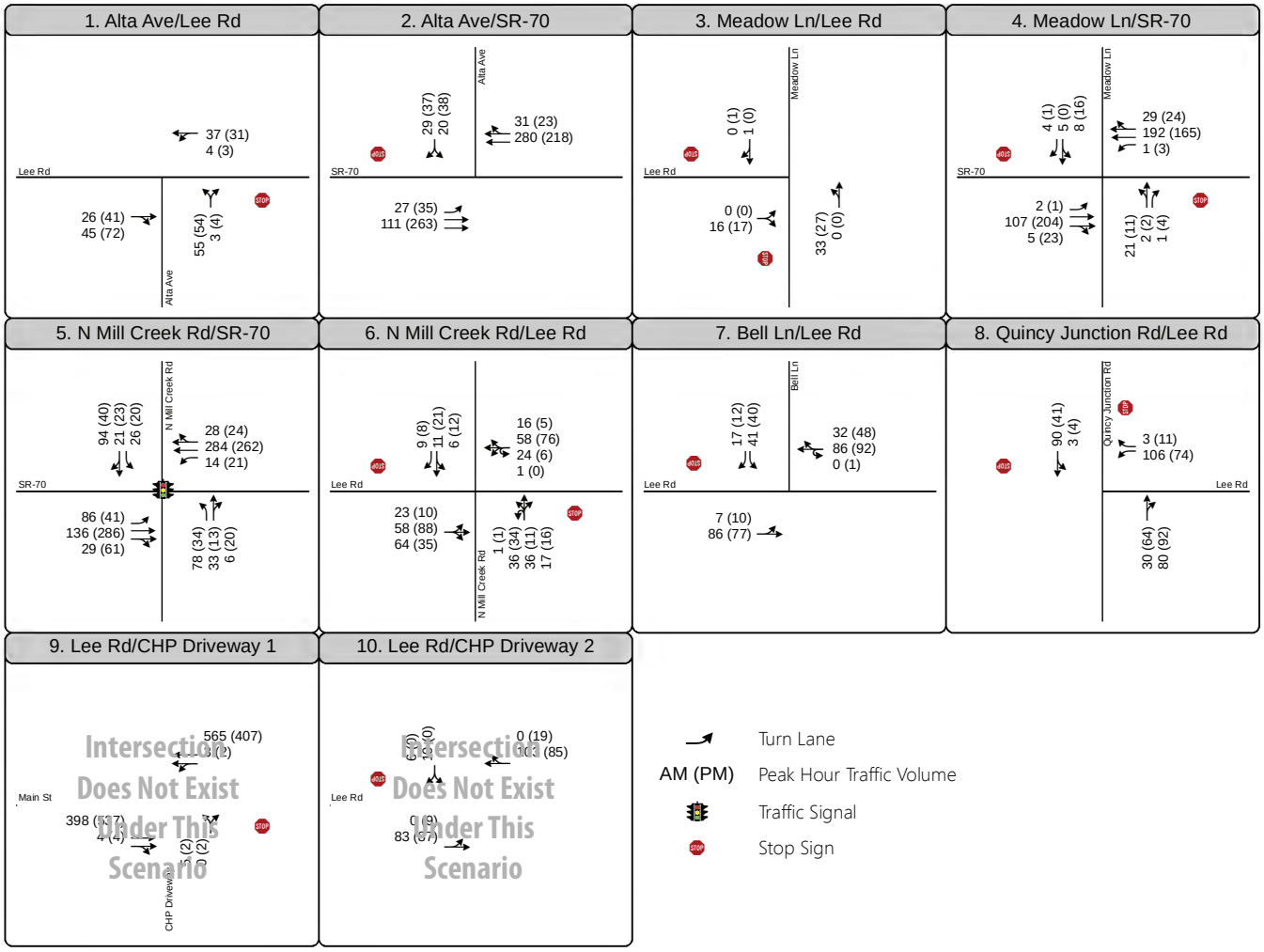
Weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak-period intersection turning movement volumes, including separate counts of heavy vehicles, pedestrians and bicyclists, were collected at the existing study intersections near the proposed CHP facility location, as well as at the existing CHP facility located at 86 West Main Street. All intersection data was collected on Tuesday, August 28, 2018, a typical weekday with local schools in session. For the study intersections, the single hour with the highest traffic volumes during the count periods was identified. The AM peak hour in the study area is generally from 7:30 AM to 8:30 AM and the PM peak hour is generally from 4:00 PM to 5:00 PM. The traffic counts are provided in **Appendix G**.

Fehr & Peers also used aerial imagery to inventory transportation and circulation facilities in the study area, including intersection lane configurations and controls, location of sidewalks and crosswalks, and location and type of bicycle facilities within the study area. Caltrans staff also provided signal timing sheets for the signalized study intersection. Existing AM and PM peak hour turning movement counts, intersection lane configurations and traffic controls are shown on **Figure TR-2**.

Project Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic that a project would add to the surrounding roadway system. Trip estimates are created on a daily basis and for a one-hour period within both the morning (AM) and afternoon (PM) peak commute time periods. Trips are reviewed during each hour of the 2-hour morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak commute periods and the peak hour for each period is identified.





Prepared by:

Horizon

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Figure TR-2. Peak Hour Traffic Volumes and Lane Configurations -Existing Conditions

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Trip generation rates were developed based on the existing employment levels and trip generation observed at the existing CHP facility in Quincy. The trip generation rates developed for the existing CHP facility were applied to the maximum number of employees (37) anticipated as part of the project to estimate AM and PM peak hour trip generation for the proposed project.

Table TR-2 shows both the trip generation rate of the existing CHP facility and the estimated trip generation for the replacement facility based on anticipated employment levels. The proposed project would accommodate personnel growth of 15 percent.

Table TR-2. Project Trip Generation

Land Use	Number of Employees	Daily[1]	AM Peak Hour Trips[2]			PM Peak Hour Trips[2]		
			In	Out	Total	In	Out	Total
Existing CHP Facility	32	99	7	5	12	6	4	10
Trip Generation Rate per Employee		3.10	0.22	0.16	0.38	0.19	0.13	0.31
Proposed CHP Facility	37	115	8	6	14	7	5	12
Plan Buildout Net New Trips[3]		**115**	**8**	**6**	**14**	**7**	**5**	**12**

Notes:

1. Daily trips are assumed as 10 times the PM peak hour traffic. Factor is based on the Caltrans 2016 Traffic Volume Data AADT/Peak Hour Trip Ratio for Quincy and data collected for other recent CHP studies.
2. Based on driveway counts collected at existing CHP Quincy Facility in August 2018.
3. Since there are no existing trips associated with the undeveloped Project site's current uses, the net new trips would be the same as the trips associated with the Proposed CHP Facility.

Source: Fehr & Peers, October 2018

Trip Distribution and Assignment

The trip distribution and assignment process is used to estimate how the trips generated by the proposed project would be distributed across the roadway network. Directions of approach and departures from the project site were determined based on existing travel patterns in the area and the conceptual site plan (Figure 2-3). Based on the conceptual on-site gate configuration, it is assumed that CHP employees will primarily enter the site using CHP Driveway 2 (west driveway) and exit the site using CHP Driveway 1 (east driveway). Trips were assigned based on this assumption. In the event driveway locations or gate configurations are modified, trip distribution and assignment are unlikely to change substantially due to the low number of trips being generated by the project. The resulting trip distribution percentages for both the AM and PM peak hours are shown on **Figure TR-3** and **TR-4**.

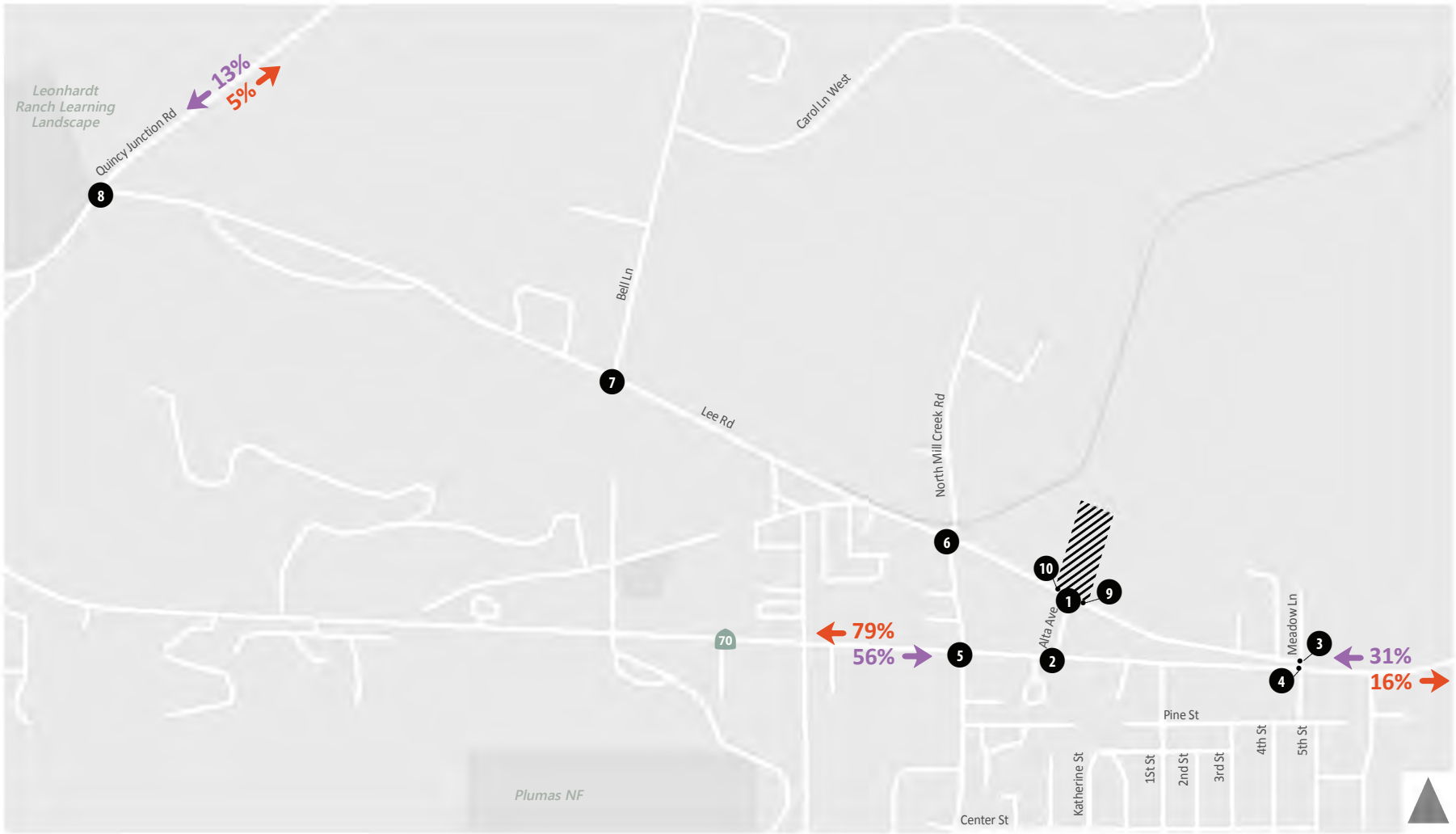

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Figure TR-3. AM Trip Distribution

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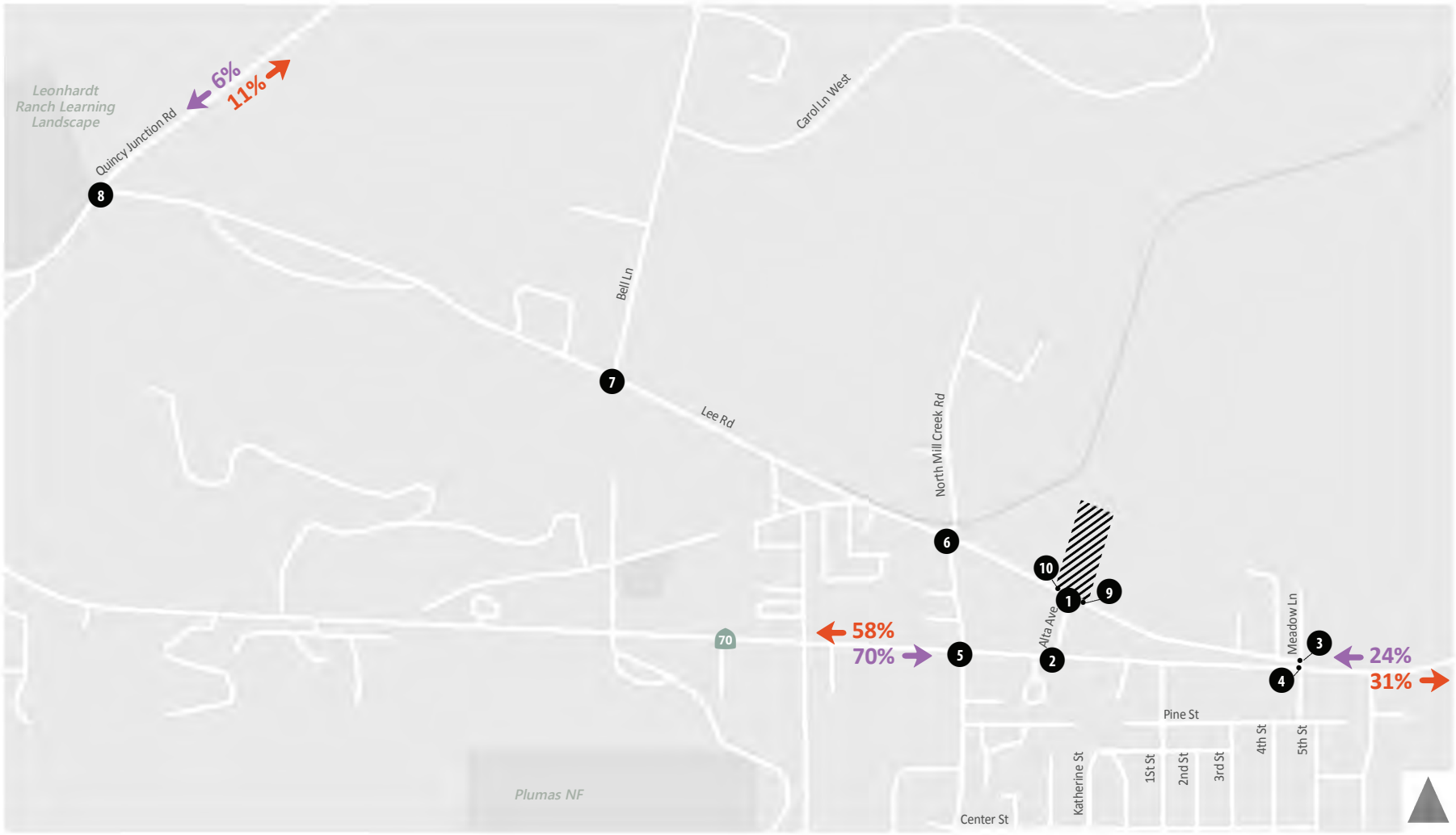

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Figure TR-4. PM Trip Distribution

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LOS Standards and Impact Thresholds

The study area includes a mix of both Caltrans intersections (Lee Road / SR-70 and North Mill Creek Road / SR-70) and Plumas County intersections (Alta Avenue / Lee Road, Meadow Lane / Lee Road, North Mill Creek Road / Lee Road, Lee Road / Bell Lane and Quincy Junction Road / Lee Road). Therefore, both the *2035 Plumas County General Plan* (Plumas County 2013) and the *California State Route 70 Transportation Concept Report* (April 2017) were reviewed for performance standards and traffic impact thresholds. The following level of service standards and traffic impact thresholds are applied to both Caltrans intersections and intersections maintained by Plumas County.

Performance Standard

- Level of service "C" or better are considered acceptable for intersections.
- Level of service "D" or worse are considered unacceptable for intersections.

Threshold of Significance

- A significant impact would occur if the project would result in an intersection operating at an acceptable level (LOS C or better) to deteriorate to an unacceptable LOS.

3.16.5 Discussion of Checklist Responses

a. Conflict with applicable circulation plans, ordinances or policies and applicable congestion management programs—*Less than Significant with Mitigation*

Construction Impact Analysis

During the Proposed Project's construction period, traffic impacts on public streets would be related to the movement of construction equipment and construction worker trips. Project construction would result in a temporary increase in vehicle traffic along nearby roadways, including Lee Road, Alta Avenue, SR-70, and Quincy Junction Road. During the site preparation phase, work activity would result in a maximum of approximately 324 one-way trips (worker and haul trips) on a given construction work day, though construction trips would vary based on the construction phase. **Table TR-3** summarizes the expected number of daily trips per construction phase.

Table TR-3. Construction Trip Generation

Phase #	Phase Name	Start Date	End Date	Days per Week	Number of Days	Total Trips	Daily Trips
1	Site Preparation	05/01/2021	05/07/2021	5	5	1,622	324
2	Grading	05/08/2021	05/19/2021	5	8	120	15
3	Construction	05/20/2021	04/06/2022	5	230	15,870	69
4	Paving	04/07/2022	05/02/2022	5	18	360	20
5	Coating	05/03/2022	05/26/2022	5	18	180	10

Project–related truck traffic and incoming/outgoing equipment could increase conflicts between bicyclists, pedestrians, and cars. Slow-moving trucks requiring access to the project site from Lee Road and Alta Avenue could potentially increase conflicts with bicyclists, pedestrians, logging trucks traveling to and from the Sierra Pacific Industries Mill and other vehicles. These potential conflicts could lead to inconsistency with policies established in the Plumas County Circulation Element (Plumas County 2013). This impact would be potentially significant. Implementation of Mitigation Measure TRA-1, which requires development and implementation of a traffic management plan, would decrease potential traffic safety hazards.

Mitigation Measure TRA-1: Prepare and Implement a Construction Traffic Management Plan.

The Contractor shall prepare and implement a construction traffic management plan to reduce potential interference with an emergency response plan, as well as to reduce potential traffic safety hazards and ensure adequate access for emergency responders. Development and implementation of this plan shall be coordinated with Plumas County. CHP or the Department of General Services (DGS) shall ensure that the plan is implemented during construction. The plan shall include, but will not be limited to, the following items:

- Identify construction truck haul routes to limit truck and automobile traffic on nearby streets. The identified routes will be designed to minimize impacts on vehicular and pedestrian traffic, circulation, and safety. Identified haul routes will be recorded in the contract documents.
- Implement comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, warning and detour signs (if required), lane closure procedures (if required), and cones for drivers.
- Evaluate the need to provide flaggers or temporary traffic control at key intersections along the haul route during all or some portion of the construction period.
- Notify adjacent property owners and public safety personnel regarding timing of major deliveries, detours, and lane closures.

- Develop a process for responding to and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager. Post 24-hour contact information for the complaint manager on the site.
- Document road pavement conditions for all routes that would be used by construction vehicles before and after project construction. Make provisions to monitor the condition of surface streets used for haul routes so that any damage and debris attributable to the haul trucks could be identified and corrected. Roads damaged by construction vehicles shall be repaired to the level at which they existed before project construction.

Due to the limited amount of time the heaviest construction traffic will be added to the roads, the temporary nature of construction trips, and the implementation of this mitigation management plan, potential conflicts with the circulation system that could decrease the performance or safety of transportation facilities would be **less than significant with mitigation**.

Transportation Impact Analysis

Intersections in the study area are analyzed based on the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016) methodology. LOS criteria are stated in terms of average delay per vehicle during the AM and PM hours of typical weekdays, as shown in **Table TR-1**.

Existing Year Analysis (Year 2018)

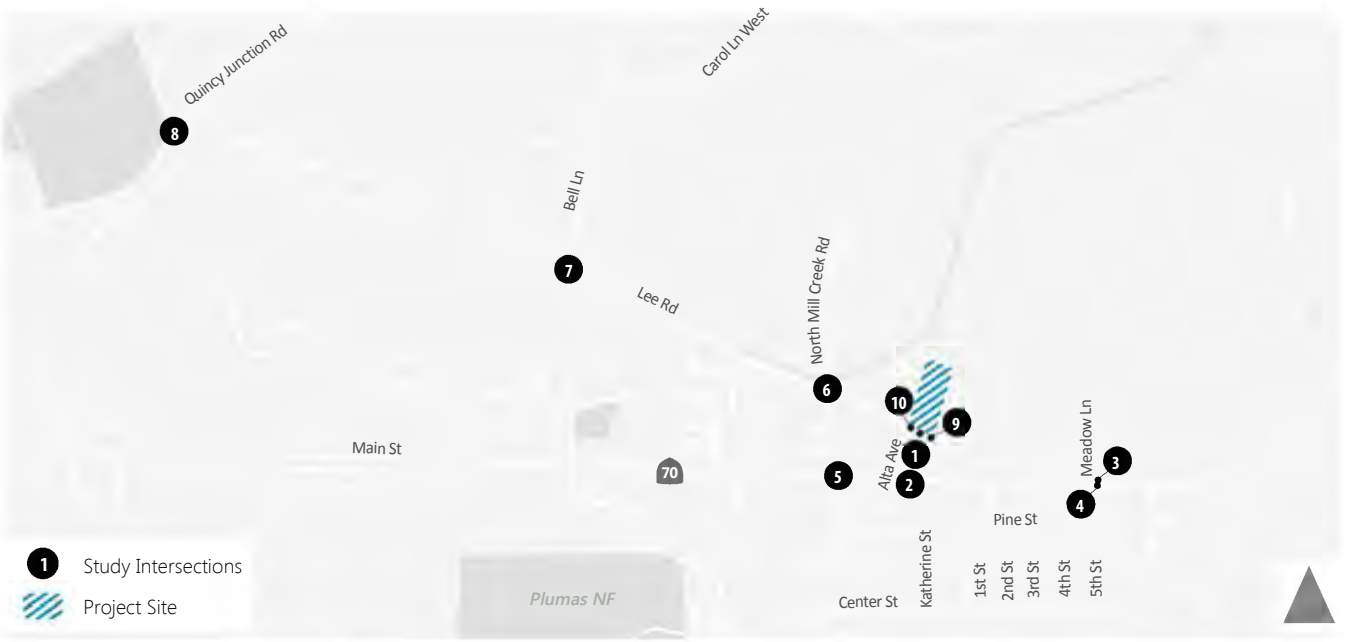
For this transportation impact analysis, AM and PM peak hour impacts at the study intersections were evaluated under Existing and Existing Plus Project conditions. The intersection LOS calculations incorporate the existing intersection lane configurations and traffic controls, including the traffic signal timing data provided by Caltrans. Heavy vehicle trips, based on data collected in August 2018, were also incorporated into the analysis to accurately reflect the higher than typical percentage of heavy vehicle trips. Existing Plus Project intersection turning movement volumes were developed by adding the project trips to existing counts. Existing Plus Project AM and PM peak hour turning movements are shown on **Figure TR-5**. The project's effects on the delay and LOS at the study intersections are compared to existing conditions in **Table TR-4**. Intersection analysis worksheets are presented in **Appendix G.**

Table TR-4. Intersection LOS – Existing and Existing Plus Project Conditions

Intersection	Peak Hour	Existing		Existing Plus Project		Significant Impact?
		Delay	LOS	Delay	LOS	
Alta Avenue / Lee Road	AM	10	A	10	A	No
	PM	10	A	10	A	No
Alta Avenue / SR-70	AM	11	B	11	B	No
	PM	11	B	11	B	No
Meadow Lane / Lee Road	AM	9	A	9	A	No
	PM	9	A	9	A	No
Meadow Lane / SR-70	AM	12	B	12	B	No
	PM	12	B	12	B	No
North Mill Creek Road / SR-70	AM	13	B	13	B	No
	PM	9	A	9	A	No
North Mill Creek Road / Lee Road	AM	13	B	13	B	No
	PM	11	B	11	B	No
Lee Road / Bell Lane	AM	11	B	11	B	No
	PM	10	A	10	A	No
Quincy Junction Road / Lee Road	AM	11	B	11	B	No
	PM	10	A	10	A	No
Lee Road / CHP Driveway 1	AM	N/A	N/A	9	A	No
	PM	N/A	N/A	9	A	No
Lee Road / CHP Driveway 2	AM	N/A	N/A	8	A	No
	PM	N/A	N/A	0	A	No

As shown in Table TR-4, the delay and LOS would remain the same at all intersections during both the AM and PM peak hours. All study intersections would operate at an LOS B or better with the addition of the proposed project.

As such, the project would not cause any significant impacts during either the AM or PM peak hours, and traffic impacts due to the project would be **less than significant**.



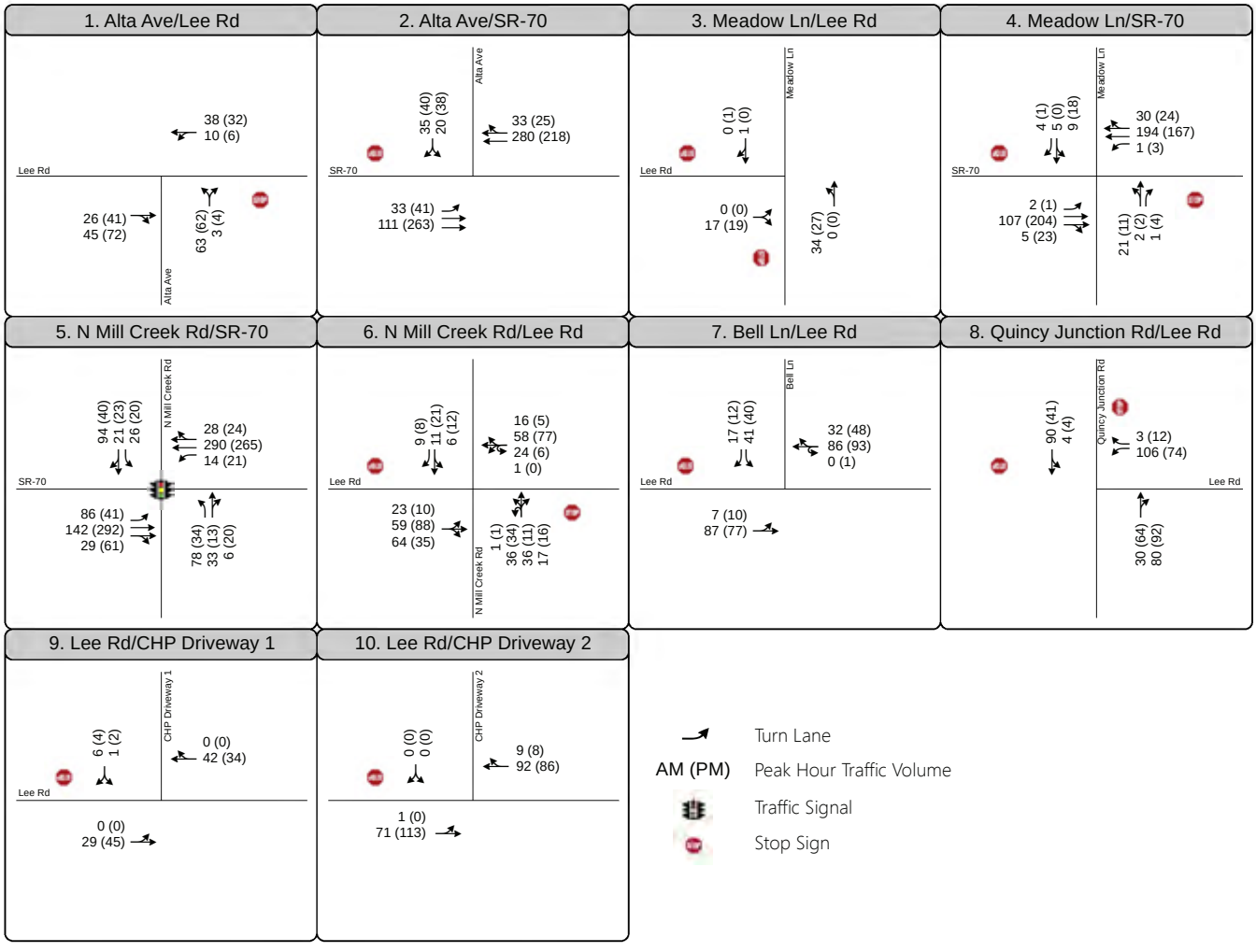


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Figure TR-5. Peak Hour Traffic Volumes and Lane Configurations -Existing Plus Project Conditions

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Future Year (2023) Analysis

To analyze the potential impacts of the project in the opening year (2023), intersection turning movement forecasts were developed for Future Year (2023) conditions using the following steps:

1. Population Growth – Historically, growth in vehicle travel correlates with population growth. Therefore, Plumas County long-range planning documents were reviewed to forecast population growth rates. The *2035 Plumas County General Plan (2013)* and the *2010 Plumas County Regional Transportation Plan* (2011) both identify an annual growth rate of about 1%.

2. Relevant Projects – Future traffic forecasts typically include the effects of known specific projects within the vicinity of the project site that are expected to be developed prior to the buildout date of the proposed project. After consultation with Plumas County staff, there are no relevant projects anticipated to be developed prior to the proposed project within a 1-mile radius of the project site at this time.

3. Future Year (2023) No Project Forecasts – Applied five years of growth, at a rate of 1% annually and rounded up to the nearest 10, to the existing counts to develop Future Year (2023) No Project intersection turning movement forecasts, which are shown on **Figure TR-6**.

4. Future Year (2023) Plus Project Forecasts – Using the trip generation summarized in **Table TR-2** and the trip distributions shown on **Figures TR-3 and TR-4**, project trips were added to the study intersections to develop Future Year (2023) Plus Project intersection turning movement forecasts, which are shown on **Figure TR-7**.

To provide a conservative estimate, all forecasts are rounded up to the nearest 10 vehicles. **Table TR-5** summarizes AM and PM peak hour intersection operations under Future Year (2023) conditions. Intersection analysis worksheets are presented in **Appendix G.**

Table TR-5. Intersection LOS – Future Year (2023) Conditions

Intersection	Peak Hour	Future Year No Project		Future Year Plus Project		Significant Impact?
		Delay	LOS	Delay	LOS	
Alta Avenue / Lee Road	AM	10	A	10	A	No
	PM	10	A	10	A	No
Alta Avenue / SR-70	AM	12	B	12	B	No
	PM	11	B	11	B	No
Meadow Lane / Lee Road	AM	9	A	9	A	No
	PM	9	A	9	A	No
Meadow Lane / SR-70	AM	13	B	14	B	No
	PM	13	B	13	B	No

Intersection	Peak Hour	Future Year No Project		Future Year Plus Project		Significant Impact?
		Delay	LOS	Delay	LOS	
North Mill Creek Road / SR-70	AM	13	B	13	B	No
	PM	10	A	10	A	No
North Mill Creek Road / Lee Road	AM	14	B	14	B	No
	PM	12	B	12	B	No
Lee Road / Bell Lane	AM	11	B	11	B	No
	PM	11	B	11	B	No
Quincy Junction Road / Lee Road	AM	12	B	12	B	No
	PM	10	A	10	A	No
Lee Road / CHP Driveway 1	AM	N/A	N/A	9	A	No
	PM	N/A	N/A	9	A	No
Lee Road / CHP Driveway 2	AM	N/A	N/A	8	A	No
	PM	N/A	N/A	0	A	No

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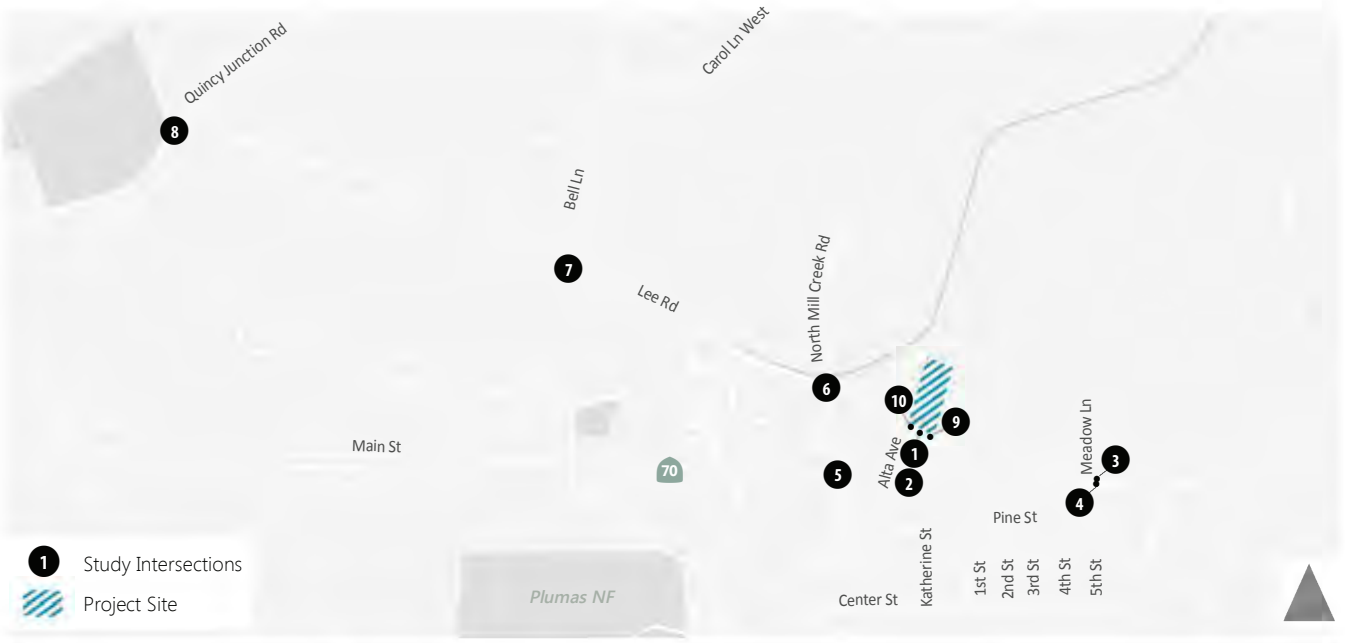

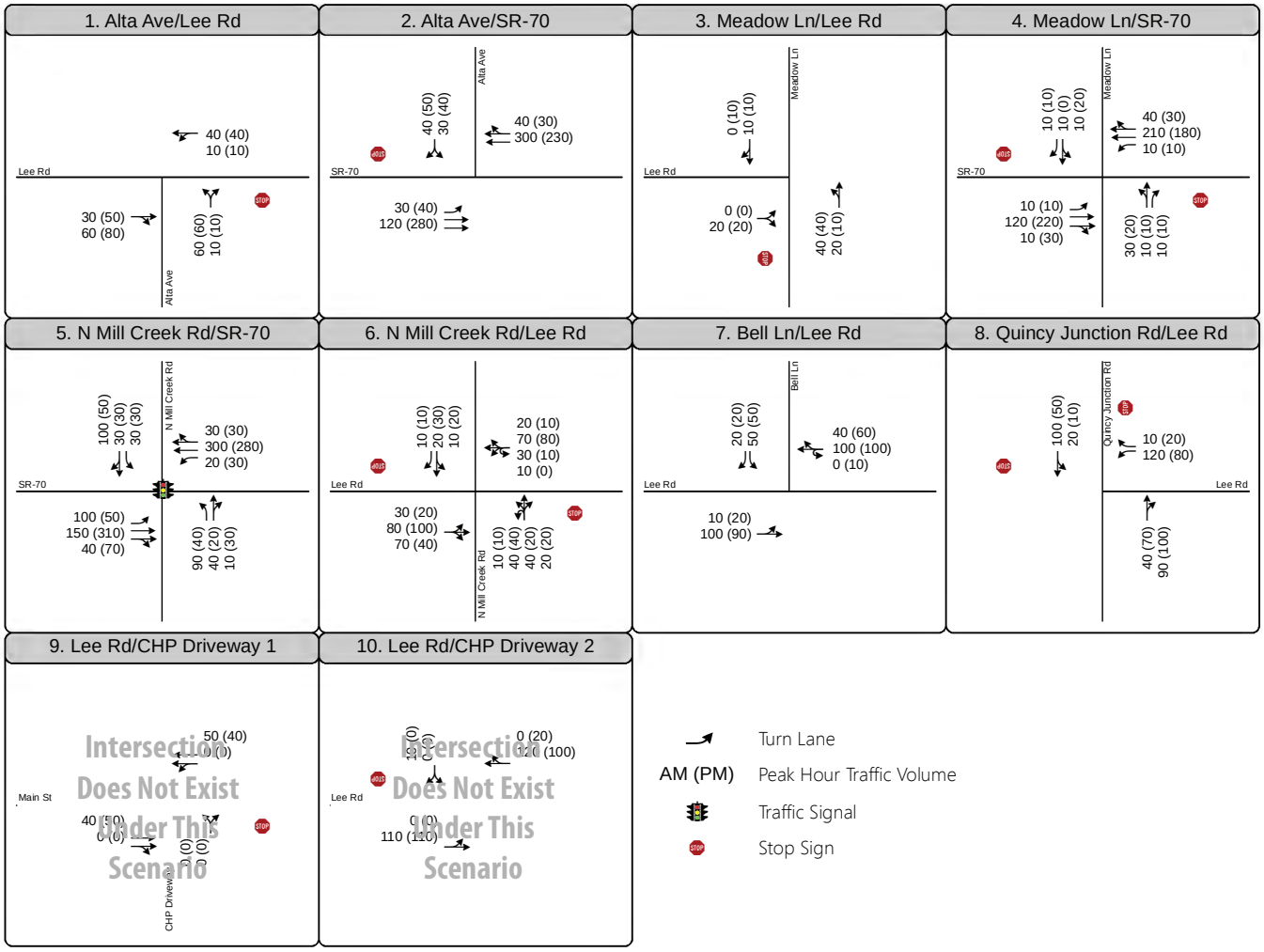

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Figure TR-6. Peak Hour Traffic Volumes and Lane Configurations -Future Year No Project Conditions

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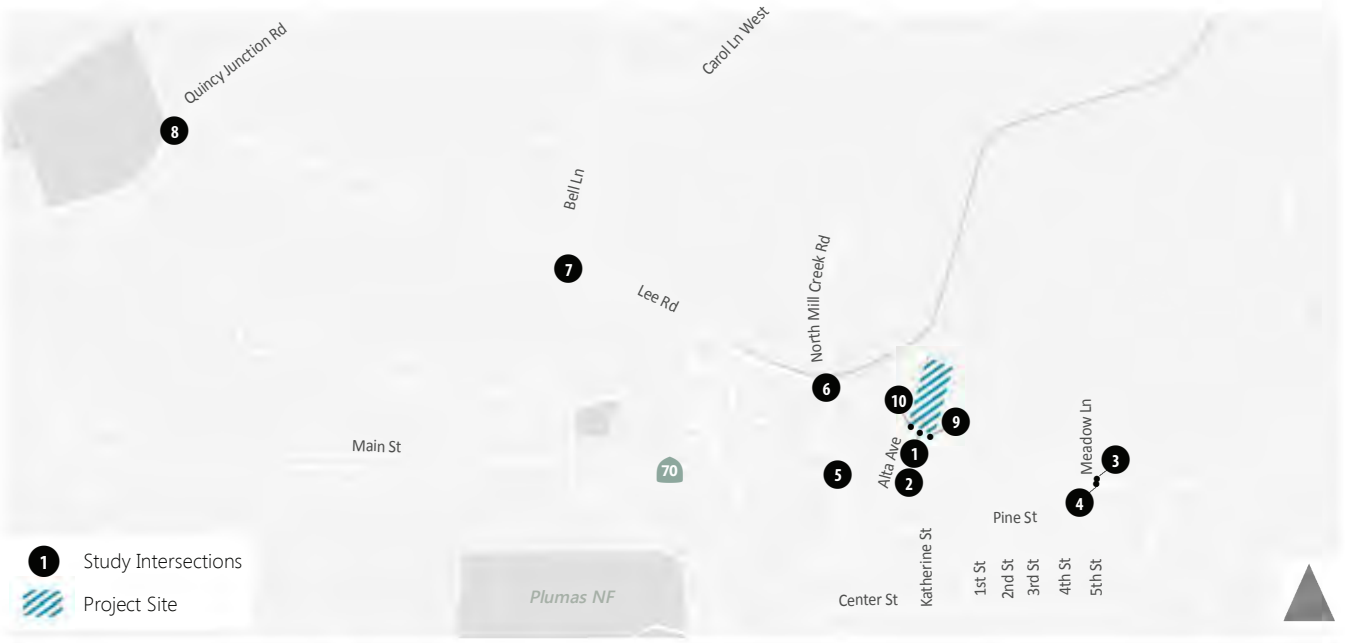

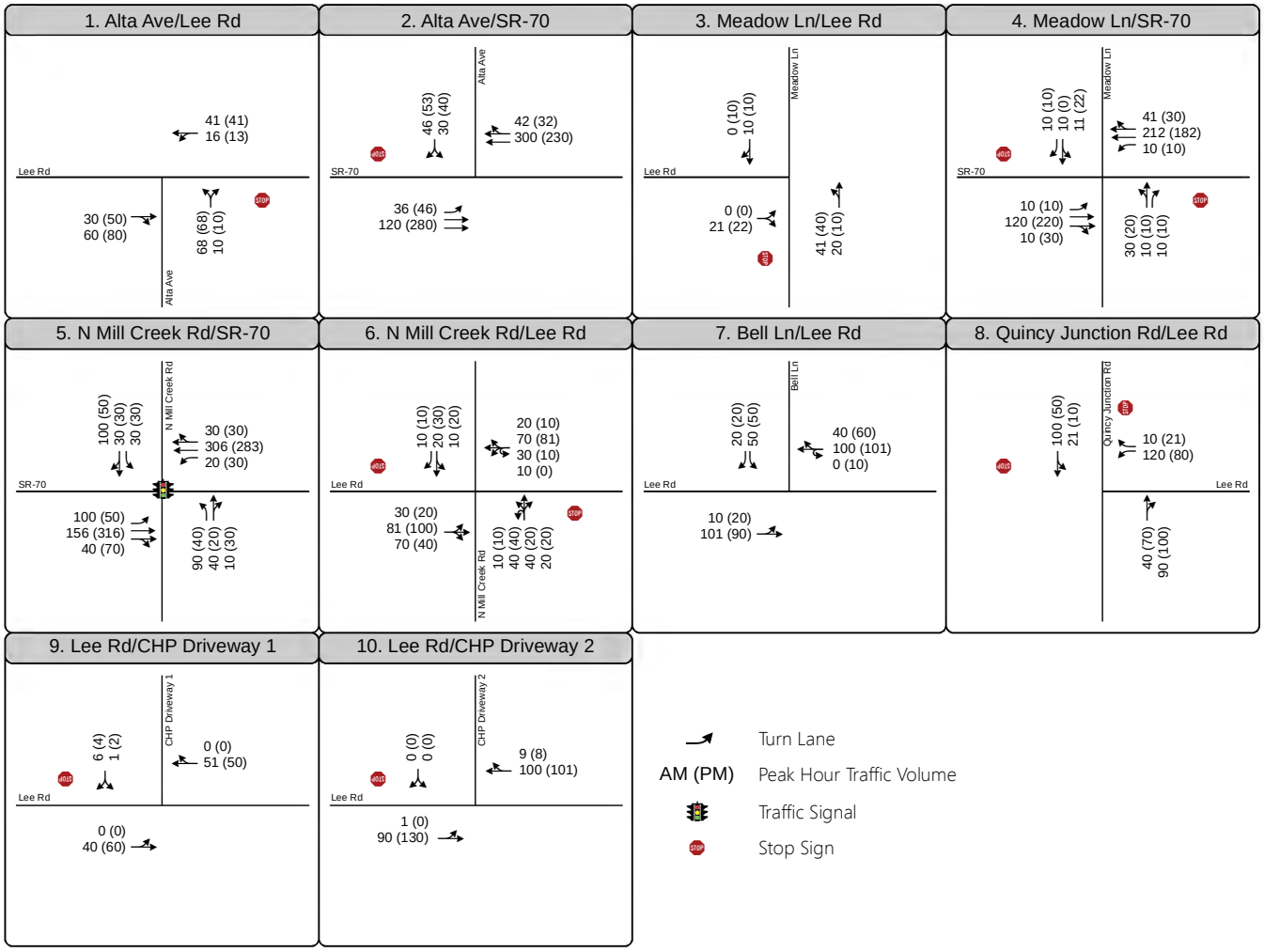

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Figure TR-7. Peak Hour Traffic Volumes and Lane Configurations - Future Year Plus Project Conditions

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As shown in Table TR-5, all study intersections would operate acceptably at LOS C or better under Future Year (2023) conditions with the addition of the proposed project. Delay would remain similar and LOS would remain the same at all study intersections during both the AM and PM peak hours.

As such, the project would not cause any significant impacts during either the AM or PM peak hours, and traffic impacts due to the project would be **less than significant**.

Summary

Under both Existing and Future Year (2023) Conditions, traffic impacts due to the project would be less than significant. However, project related truck traffic during construction could be potentially significant. Due to the limited amount of time the heaviest construction traffic will be added to the roads, the temporary nature of construction trips, and the implementation of Mitigation Measure TRA-1, potential conflicts with the circulation system that could decrease the performance or safety of transportation facilities would be **less than significant with mitigation**.

b. Conflict with an applicable congestion management program—*No Impact.*

With a population less than 50,000, Plumas County does not meet the minimum population threshold for an urbanized area that would require the County to establish a Congestion Management Agency and to prepare a Congestion Management Program. No roadways in Plumas County are subject to standards of a Congestion Management Program, therefore, the proposed project would have **no impact**.

c. Change in air traffic patterns—*No Impact*

The Gansner airport is located approximately 2.5 miles west of the project site. As indicated in Section 3.8 of the FAA aeronautical study (FAA 2018), "Hazards and Hazardous Materials," the proposed tower would not exceed obstruction standards and would not be a hazard to air navigation. Therefore, construction of the new communications tower would **not impact** air traffic patterns.

d. Increased hazards due to design features—*Less than Significant*

The Proposed Project would not require changes to any road configurations that could create sharp curves or dangerous intersections. For discussion regarding potential safety hazards during construction (e.g., resulting from the presence of slow-moving trucks and equipment), refer to the discussion under items 3.16.5(a) and 3.16.5(b).

The Proposed Project would include new vehicular access driveways to the project site that, if not properly designed and constructed, could potentially result in safety hazards. However, the Proposed Project's final site plan would be designed such that all driveways and parking areas are accessible to emergency service vehicles. This impact would be **less than significant**.

e. Inadequate emergency access—*Less Than Significant with Mitigation*

During project construction, emergency access could be temporarily restricted from the presence of slow-moving trucks on local roads. As discussed under items 3.16.5(a) and 3.16.5(b), implementation of Mitigation Measure TRA-1 would require the construction contractor to identify construction haul routes that minimize traffic on nearby streets. Implementation of this mitigation measure would reduce construction-related impacts on emergency access to a less-than-significant level.

As previously described under items 3.16.5(a) and 3.16.5(b), operational traffic would not substantially reduce the effectiveness of nearby roadways or impede emergency access on these roads. For these reasons, the Proposed Project would not be expected to result in inadequate emergency access and, even with increased activity, any impacts of project operation would be less than significant.

In conclusion, impacts related to emergency access as a result of the Proposed Project would be **less than significant with mitigation**.

f. Conflict with alternative transportation policies, plans, or programs—*No Impact*

The Proposed Project would not adversely affect future transit service planned nor would it create a demand for alternative transportation systems or affect public transit services. In addition, the magnitude of increased traffic on the road resulting from the Proposed Project would not affect pedestrian and bicycle safety, and thus would not conflict with the goals and policies established in the 2035 County of Plumas General Plan. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have **no impact** on such programs.

3.17 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.17.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

Federal law does not address tribal cultural resources (TCRs), as these resources are defined in the California Public Resources Code (PRC). However, similar resources, called Traditional Cultural Properties (TCPs), fall under the purview of Section 106 of the National Historic Preservation Act (NHPA), which was referenced in Section 3.5, *Cultural Resources*. TCPs are locations of cultural value that are historic properties. A place of cultural value is eligible as a TCP "because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community" (Parker and King 1990, rev. 1998). A TCP must be a tangible property, meaning that it must be a place with a referenced location, and it must have been continually a part of the community's cultural practices and beliefs for the past 50 years or more. Unlike TCRs, TCPs can be associated with communities other than Native American tribes, although the resources are usually associated with tribes. By definition, TCPs are historic properties; that is, they meet the eligibility criteria as a historic property for listing in the National Register of Historic Places (NRHP). Therefore, as historic properties, TCPs must be treated according to the implementing regulations found under Title 36 Code of Federal Regulations (CFR) Section 800, as amended in 2001.

State Laws, Regulations, and Policies

CEQA and CEQA Guidelines

California Assembly Bill 52, which was approved in September 2014 and which went into effect on January 1, 2015, requires that state lead agencies consult with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe. The bill, chaptered in PRC Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment.

Defined in PRC Section 21074(a)Public Resources, TCRs are:

(1) Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources; or

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

TCRs are further defined under PRC Section 21074 as follows:

(b) A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Mitigation measures for TCRs must be developed in consultation with the affected California Native American tribe pursuant to newly chaptered Section 21080.3.2, or according to Section 21084.3. Section 21084.3 identifies mitigation measures than include avoidance and preservation of TCRs and treating TCRs with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

3.17.2 ENVIRONMENTAL SETTING

As discussed in Section 3.5, *Cultural Resources*, the Proposed Project is in the traditional ancestral territory of the Mountain Maidu. No tribes with a traditional and cultural affiliation to the Project area have requested consultation with CHP on department projects pursuant to PRC Section 21080.3.1. However, in the spirit of PRC Section 21080.3.1, the California

Department of General Services (DGS), on behalf of CHP, notified local tribes who were identified by the NAHC as having a traditional and cultural association with the Project area about the Project via letters dated July 18, 2018. DGS did not received any tribal requests for consultation on the Project. **Table TCR-1** lists all those contacted and summarizes the results of the consultation. All correspondence between the NAHC, Native American tribes, CHP, and DGS is provided in **Appendix E**.

Table TCR-1. Native American Consultation

Organization/Tribe	Name of Contact	Letter Date	Letter Receipt	Comments
Estom Yumeka Maidu Tribe of the Enterprise Rancheria	Glenda Nelson, Chairperson	July 18, 2018	July 20, 2018	No response from the tribe
Greenville Rancheria of Maidu Indians	Kyle Self, Chairperson	July 18, 2018	July 20, 2018	No response from the tribe
Honey Lake Maidu	Paul Garcia, Chairperson	July 18, 2018	N/A	Letter not picked up
Honey Lake Maidu	Ron Morales, Chairperson	July 18, 2018	July 20, 2018	No response from the tribe
Mooretown Rancheria of Maidu Indians	Gary Archuleta, Chairperson	July 18, 2018	July 23, 2018	No response from the tribe
Susanville Rancheria	Brandon Guitierez, Chairperson	July 18, 2018	July 20, 2018	No response from the tribe
Tsi Akim Maidu	Don Ryberg, Chairperson	July 18, 2018	N/A	No response from the tribe
Washoe Tribe of Nevada and California	Neil Mortimer, Chairperson	July 18, 2018	July 20, 2018	No response from the tribe
Washoe Tribe of Nevada and California	Darrel Cruz, Cultural Resources Department	July 18, 2018	July 23, 2018	No response from the tribe

3.17.3 Discussion of Checklist Responses

a, b. Cause a Substantial Adverse Change to Tribal Cultural Resources Listed, or Eligible for Listing in the California Register of Historical Resources or a Local Register of Historical Resources, or Determined by the Lead Agency to be Significant—*Less than Significant with Mitigation*

No TCRs that are listed or eligible for listing in the CRHR or a local register of historical resources have been identified within the project area. Therefore, there would be **no impact** to TCRs that are listed or eligible for listing in the CRHR or a local register.

As mentioned above, although DGS notified tribes with a traditional and cultural affiliation with the area about the Proposed Project, none of the tribes contacted identified TCRs in the Project area. Furthermore, no TCRs determined by the lead agency, in its discretion and supported by substantial evidence, to be significant are known to be located in the Project vicinity. As a result, it appears that there would be no impact to TCRs. However, it is possible that Native American archaeological remains or Native American human remains that could be determined to be TCRs could be discovered during the course of construction. If such resources are identified, they would be treated according to **Mitigation Measure CR-1** or **Mitigation Measure CR-3**, respectively, as described in Section 3.5, *Cultural Resources*. Implementation of these mitigation measures would result in a less-than-significant impact with regard to TCRs. As a result, this impact would be **less than significant with mitigation.**

3.18 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Exceed wastewater treatment requirements of the applicable RWQCB?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or an expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or an expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or would new or expanded entitlements be needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
h. Encourage activities that result in the use of substantial amounts of fuel or energy, or use these resources in a wasteful manner?	☐	☐	☒	☐

3.18.1 REGULATORY SETTING

Federal Laws, Regulations, and Policies

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides loan guarantees or tax credits for entities that develop or use fuel-efficient and/or energy-efficient technologies (U.S. Environmental

Protection Agency [USEPA] 2017). The act also increases the amount of biofuel that must be mixed with gasoline sold in the United States (USEPA 2017).

State Laws, Regulations, and Policies

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act (CIWMA) of 1989 (Public Resources Code, Division 30) requires all California cities and counties to implement programs to reduce, recycle, and compost wastes by at least 50 percent by 2000 (Public Resources Code Section 41780). The State, acting through the California Integrated Waste Management Board (CIWMB), determines compliance with this mandate. Per-capita disposal rates are used to determine whether a jurisdiction's efforts are meeting the intent of the act. In 2016, unincorporated Plumas County's per resident disposal rate was 5.8, which was lower than its target rate of 6.4 (California Department of Resources Recycling and Recovery [CalRecycle] 2018a). Likewise, the County's per employee disposal rate was 18.5, which was lower than its target rate of 19.8 (CalRecycle 2018a).

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act of 1991 (Public Resources Code Sections 42900–42911) requires that all development projects applying for building permits include adequate, accessible areas for collecting and loading recyclable materials.

California Integrated Energy Policy

Senate Bill 1389, passed in 2002, requires the California Energy Commission (CEC) to prepare an Integrated Energy Policy Report for the governor and legislature every 2 years. The report analyzes data and provides policy recommendations on trends and issues concerning electricity and natural gas, transportation, energy efficiency, renewable energy, and public interest energy research. The 2017 Integrated Energy Policy Report Update includes policy recommendations, such as continued renewable energy development and development and implementation of distributed energy resource technologies (CEC 2017).

Title 24–Building Energy Efficiency Standards

Title 24 Building Energy Efficiency Standards of the California Building Code are intended to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality (CEC 2016). The standards are updated on an approximately 3-year cycle. The 2016 standards went into effect on January 1, 2016.

Urban Water Management Planning Act

California Water Code Sections 10610 *et seq.* requires that all public water systems providing water for municipal purposes to more than 3,000 customers, or supplying more than 3,000 acre-feet per year, prepare an urban water management plan.

Other Standards and Guidelines

Leadership in Energy & Environmental Design

Leadership in Energy & Environmental Design (LEED) is a green building certification program, operated by the U.S. Green Building Council (USGBC), which recognizes energy-efficient and/or environmentally friendly (green) components of building design (USGBC 2018a). To receive LEED certification, a building project must satisfy prerequisites and earn points related to different aspects of green building and environmental design. The four levels of LEED certification are related to the number of points a project earns (USGBC 2018a):

1) certified (40–49 points)
2) Silver (50–59 points)
3) Gold (60–79 points)
4) Platinum (80+ points)

Points or credits may be obtained for various criteria, such as indoor and outdoor water use reduction, and construction and demolition (C&D) waste management planning. Indoor water use reduction entails reducing consumption of building fixtures and fittings by at least 20 percent from the calculated baseline and requires all newly installed toilets, urinals, private lavatory faucets, and showerheads that are eligible for labeling to be WaterSense labeled (USGBC 2018b). Outdoor water use reduction may be achieved by showing that the landscape does not require a permanent irrigation system beyond a maximum 2-year establishment period, or by reducing the project's landscape water requirement by at least 30 percent from the calculated baseline for the site's peak watering month (USGBC 2018c). C&D waste management points may be obtained by diverting at least 50 percent of C&D material and three material streams or by generating less than 2.5 pounds of construction waste per square foot of the building's floor area (USGBC 2018b). CHP, as a state agency, is required at a minimum to meet LEED silver requirement for new facilities.

3.18.2 ENVIRONMENTAL SETTING

Water

The American Valley Community Services District (AVCSD) (previously the Quincy Community Services District [QCSD] and East Quincy Services District [EQSD]) is the primary provider of water and sanitary sewer services in the Quincy area. Note that the site is in unincorporated Plumas County and is currently not within the AVCSD service area; however, as described in Chapter 2, *Project Description,* CHP is pursuing annexation of the site into East Quincy and AVCSD's service area. The AVCSD obtains water from groundwater wells. The EQSD system, prior to merging operations with QCSD in forming the AVCSD in 2018, included six wells, two water tanks, and three lift stations, which serviced East Quincy (EQSD 2018). Communications with officials in Plumas County have indicated that there is water supply/treatment capacity available to serve the Proposed Project (Dunn 2018).

Sewer

AVCSD also provides sanitary sewer service to the Project area. Wastewater generated in Quincy is treated at the wastewater treatment plant (WWTP) located off Spanish Creek Road, approximately 2.3 miles from the Project site. According to the 2035 Plumas County General Plan Update EIR (2012), the existing wastewater treatment plant serving Quincy is close to

capacity. The existing wastewater treatment plant currently serves approximately 2,787 dwelling unit equivalents (DUEs) and has a total treatment capacity to serve 3,300 DUEs (Enplan 2016). Of the remaining 513 DUEs, 232 are allotted to projected growth within the East Quincy service area. The Proposed Project is located in this area. To maintain wastewater treatment capacity for future growth and to meet the Central Valley Regional Water Quality Control Board (RWQCB) waste discharge requirements, the construction of a new WWTP has been slated for completion in December 2021 (Enplan 2016). The proposed expanded facility off Spanish Creek Road would not increase the existing treatment capacity (of 3,300 DUEs) but would improve function. This level of capacity is anticipated to be sufficient to accommodate future growth through 2035.

A sewer manhole is present on Lee Road, southeast of the Project site. No water well, sewer or water lines exist within the Project site (SHN Consulting Engineers & Geologists, Inc. 2017). However, the adjacent property on the eastern side has a well, and a water meter was observed across Lee Road near the Project site. According to the Phase I report prepared for the Proposed Project, no surficial evidence of sub-grade septic system or disposal pit for wastewater was observed on the Project site (SHN Consulting Engineers & Geologists, Inc. 2017).

Stormwater

There is no municipal storm drainage system that serves the immediate Project site. A drainage ditch, originating from Lee Road, parallels the Project site's eastern boundary and flows in a northeasterly direction. This ditch receives runoff from Alta Avenue and Lee Road that is conveyed via the culvert underneath Lee Road. No other pond or pits were observed on the site (SHN Consulting Engineers & Geologists, Inc. 2017).

Solid Waste

Solid waste collection and disposal service is provided to the Quincy area by Plumas County. The nearest solid waste disposal facility to the Project site is the East Quincy Transfer Station, located at Abernathy Lane in East Quincy, approximately 0.5 mile from the Project site (CalRecycle 2018b). The East Quincy Transfer Station has a maximum permitted throughput of 85 tons/day (CalRecycle 2018b). The nearest active landfill to the Project area is the Chester Sanitary Landfill, though this landfill does not accept municipal solid waste, only inorganic waste, such as bricks, concrete, and other construction demolition materials (Plumas County 2018). The Chester Sanitary Landfill has approximately 388,150 cubic yards (cy) of capacity remaining and an estimated closure date of 2024 (CalRecycle 2018c). At present, the majority of municipal solid waste generated in Plumas County is transported to the Lockwood Regional Landfill in Sparks, Nevada (Plumas County 2013). The estimated remaining capacity at the Lockwood Regional Landfill is approximately 267,730,000 cy (Nevada Division of Environmental Protection 2015).

Electricity and Natural Gas

Pacific Gas & Electric Company (PG&E) provides natural gas and electricity to the Quincy area. A 12 kilovolt-ampere (kVA) PG&E power line is located along the southern boundary of the Project site, parallel to Lee Road along the northern side. As part of the Proposed Project, the electric power line located along the Project site's southern boundary/Lee Road would be relocated belowground.

Communications

HughesNet provides telephone and internet service to the surrounding area. Internet lines would be installed underground and tied into existing HughesNet lines.

3.18.3 DISCUSSION OF CHECKLIST RESPONSES

As discussed in Chapter 2, *Project Description,* DGS is currently pursuing annexation of the Proposed Project site into East Quincy and the AVCSD's service area. If this annexation is successful, the Proposed Project would connect to the municipal water and sewer system and receive service from AVCSD. If the annexation is not successful, then the Proposed Project would install a well and septic system for obtaining water and treating wastewater. Given that the outcome of the annexation process is unknown at this time, operational effects of the Proposed Project are evaluated below under two scenarios: (1) with services provided by AVCSD and (2) with on-site septic system / well.

a. Exceed wastewater treatment requirements of the Central Valley Regional Water Quality Control Board—*Less than Significant*

Construction

Construction of the Proposed Project would not generate any wastewater that would be treated by the wastewater treatment plant; sanitary portable restrooms would be used. Therefore, **no impact** related to exceedance of wastewater treatment requirements of the Central Valley RWQCB would occur from Project construction activities.

Operation

With Services Provided by AVCSD

During operation, employees and visitors at the Proposed Project facilities would generate wastewater from hand washing, toilet flushing, and other domestic activities. Due to the Proposed Project's newer and water-efficient fixtures (the facility would be rated LEED Silver or better), this wastewater generation would likely be comparable or less significant than the existing CHP facility's wastewater generation in spite of the additional employees that would ultimately be accommodated by the Proposed Project. Under this scenario, wastewater generated by the Proposed Project during operation would be routed to AVCSD's wastewater treatment plant. Wastewater generated by operation of the Proposed Project would not contain any toxic or persistent contaminants and would not affect AVCSD's capability to meet the wastewater treatment requirements of the Central Valley RWQCB. Therefore, this impact would be **less than significant**.

With On-site Septic System

If the annexation of the Project site to the Town of Quincy is unsuccessful, the previously described septic system would be installed on site. If the 3,750-gallon septic tank and two leach fields are installed on site, the Proposed Project would not contribute to the wastewater being treated by the AVCSD. With the on-site septic system, **no impact** would occur.

b. Require the construction of new water or wastewater treatment facilities or expansion of existing facilities—*Less than Significant*

Construction

Construction of the Proposed Project would not generate any wastewater requiring treatment by the wastewater treatment plant; sanitary portable restrooms would be used. Additionally, construction-related water demands would be relatively limited (e.g., for dust control) and would not require the construction of new or expanded water treatment facilities. Therefore, **no impact** would occur from Project construction activities.

Operation

With Services Provided by AVCSD

While the Proposed Project would accommodate 13 more employees than the existing CHP area office facility, the Proposed Project's water demand at build-out would be similar or even less than the existing facility as the new facility would be built with modern low-flow fixtures and would have drought-tolerant landscaping (it would be rated LEED Silver or better). Communications with officials in Plumas County have indicated that water supply/treatment capacity is available to serve the Proposed Project (Dunn 2018).

Due to the Proposed Project's modern and efficient fixtures, its wastewater service demand would likely be similar or even less than the existing CHP facility. As described above, if annexation is successful, wastewater generated by the Proposed Project would be routed to the AVCSD's wastewater treatment plant. This plant has enough capacity to serve approximately 150 additional homes, and officials in Plumas County have stated that EQSD/AVCSD would not deny the Proposed Project's application (Dunn 2018). Although capacity is constrained, the Proposed Project would not substantially increase wastewater treatment demand in comparison to the existing CHP area office. As such, the Proposed Project would not require construction of new wastewater treatment facilities. Therefore, this impact would be **less than significant.**

With On-site Well & Septic System

If annexation is unsuccessful, the Proposed Project would include an on-site groundwater well, which would provide water supply for the facility. Under this scenario, the Proposed Project would not connect to the municipal system and would not require construction of new or expanded facilities (other than the well itself, whose environmental effects are considered throughout this IS/MND). Similarly, if annexation is unsuccessful, the Proposed Project would include an on-site septic system for management of wastewater. In this situation, the Proposed Project would not connect to AVCSD's system or contribute any additional municipal wastewater service demand. No construction of new or expanded wastewater treatment facilities would occur, other than the septic system itself, whose environmental effects are considered throughout this IS/MND. Overall, **no impact** would occur.

c. Require the construction of new stormwater drainage facilities or expansion of existing facilities—*Less than Significant*

As described in Section 3.9, "Hydrology and Water Quality," the Proposed Project would include infrastructure that would capture on-site runoff flows, dissipate erosive energy, and provide on-site water quality treatment. This infrastructure would be stand-alone and would not connect to, or contribute flows to, the municipal stormwater collection/drainage system. The environmental effects of the Proposed Project's stormwater infrastructure are considered throughout this IS/MND. No additional construction of new or expanded stormwater drainage facilities would occur as a result of the Proposed Project. This impact would be **less than significant.**

d. Have sufficient water supplies available to serve the project from existing entitlements and resources—*Less than Significant*

Construction

Construction activities for the Proposed Project would rely on water trucks to meet water supply needs (e.g., for dust control, equipment cleaning, and fill conditioning). These water demands would be relatively minor and would not substantially affect water availability under any existing entitlements or resources. Therefore, **no impact** would occur.

Operation

With Services Provided by AVCSD

As a State facility, the Proposed Project would be required to obtain LEED Silver certification and would include water-efficient fittings and fixtures to conserve water. Once in operation, the Proposed Project's water demand (e.g., employees' and visitors' drinking and hand washing, landscape irrigation, etc.) would not be substantially different from the existing CHP area office building's water demand. If annexation is successful, the Proposed Project would obtain water from the AVCSD's system. As described above, AVCSD obtains water from groundwater wells. No entitlements are required to pump groundwater and, as the American Valley Groundwater Basin is designated Very Low priority, this basin will not be subject to a groundwater sustainability plan. Impacts on groundwater resources from operational water demands are not expected to be significant (see Section 3.9, "Hydrology and Water Quality" for additional discussion). Overall, the decommissioning of the existing area office would likely result in a reduction of water use due to the water conservation measures in effect at the Proposed Project. Therefore, this impact would be **less than significant**.

With On-site Well

If the Proposed Project is not annexed, water would come from the on-site water system (a well, domestic water pump, fire pump, a 280,000-gallon water tank for domestic uses, and a 255,000-gallon water tank for fire flow uses). No entitlements are required to pump groundwater in California and the American Valley Groundwater Basin will not be subject to a groundwater sustainability plan. Impacts on groundwater resources from operational water demands are not expected to be significant (see Section 3.9, "Hydrology and Water Quality" for additional discussion). The use of the on-site system would remove the current area office employees from dependence on the AVCSD water supply and any associated entitlements. Overall, this impact would be **less than significant**.

e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments—*Less than Significant*

Construction

The Proposed Project would not generate municipal wastewater during construction because sanitary portable restrooms would be used. Therefore, **no impact** would occur.

Operation

With Services Provided by AVCSD

Wastewater generated during operation of the Proposed Project would be transmitted to the AVCSD's wastewater treatment plant. As described above, while treatment capacity is constrained, wastewater treatment demand from the Proposed Project would be similar to the demand generated at the existing CHP area office, which would be decommissioned upon completion of the Proposed Project. Therefore, it is anticipated that the AVCSD's wastewater treatment facility would have sufficient remaining capacity to serve the Proposed Project. This impact would be **less than significant.**

With On-site Septic System

The use of an on-site septic system would remove the existing area office employees from dependence on the AVCSD wastewater services, so there would be **no impact**.

f, g. Comply with all applicable regulations related to solid waste and have available landfill capacity to accommodate the project's solid waste disposal needs—*Less than Significant*

The Proposed Project would generate some construction debris, including from demolition of existing structures on the site. During operation, the Proposed Project would generate typical domestic solid waste (e.g., employees' trash) as well as hazardous wastes (e.g., fuel, oil, other automotive fluids) from automobile servicing, evidence processing, and CHP equipment maintenance activities. Hazardous wastes generated by the Proposed Project would be stored on site temporarily and, on a quarterly basis, transported to a nearby hazardous waste facility for disposal or recycling. The Project would be LEED Silver and would have recycling bins. In accordance with the CIWMA, the Proposed Project would seek to divert at least 50 percent of its solid waste. As described in the Regulatory Setting above, unincorporated Plumas County is currently meeting its target per capita disposal rates pursuant to CIWMA, and the Proposed Project would not adversely affect the County's ability to continue to meet those target rates.

Solid waste generated by the Proposed Project would be taken to the Quincy Transfer Station, Chester Sanitary Landfill, or Lockwood Regional Landfill in Nevada. During operation, the Project is estimated to generate approximately 39 tons of solid waste per year. The Chester Sanitary Landfill and Lockwood Regional Landfill have sufficient remaining capacity to serve the Proposed Project's solid waste disposal needs during construction and operation. In general, the Proposed Project's solid waste disposal needs would be small and would not

substantially contribute to landfill capacity issues at either of these landfills. Therefore, this impact would be **less than significant**.

h. Encourage activities that result in the use of substantial amounts of fuel or energy, or use these resources in a wasteful manner—*Less than Significant*

The Proposed Project would not use substantial amounts of fuel or energy, or use these resources in a wasteful manner. The facilities would be state-of-the-art and LEED certified, with energy-efficient fixtures. As described in Section 3.3, "Air Quality," existing laws prohibits unnecessary idling of construction equipment, and the construction contractor for the Proposed Project would be required to follow these laws. Overall, the Proposed Project facilities would be more energy efficient than the existing area office and other older development in the area, and, in this respect, implementing the Proposed Project would conserve energy. This impact would be **less than significant.**

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3.19 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

3.19.1 DISCUSSION OF CHECKLIST RESPONSES

a. Effects on environmental quality, fish or wildlife, and historic resources—*Less than Significant with Mitigation*

Wildlife Habitat and Populations; Rare and Endangered Species

The Project site is covered by grassland and, as described in Section 3.4, "Biological Resources," provides only marginal habitat for a limited number of rare plant species. Furthermore, the Project site lacks native vegetation communities and contains mostly ruderal vegetation. Potential impacts to special-status plants would be less than significant.

The number of special-status wildlife species with a potential to occur on-site is limited to seven, largely due to the presence of marginally suitable habitat, but the Project site is not within critical habitat for any wildlife species. Habitat conditions on the Project site provide only marginal habitat suitable to support American badger and Sierra Nevada red fox. Some ponderosa pine trees occur near the western border of the Project site; however, they do not occur in forested or woodland areas, and the site itself does not contain any trees. As a result, none of the special-status birds in the area are expected to nest on the Project site. Similarly, there are no existing structures on the Project site that special-status bats and other

communal roosting bat species would find suitable for nesting or roosting. Bats could occur in trees adjacent to the Project site, but the ponderosa pines generally lack the characteristics necessary to support bat roosts. The Project would have no impact on special-status fish, amphibian, and reptile species.

Over the short term, construction would have some potential for significant adverse impacts for sensitive bird and bat species in the Project site through impacts related to construction-related disturbance, as discussed in Section 3.4, "Biological Resources." Implementation of **Mitigation Measure BIO-1** and **Mitigation Measure BIO-2** requires that pre-construction surveys for nesting birds and bats, respectively, be conducted. With implementation of these mitigation measures, impacts on special-status wildlife species would be reduced to a level that is less than significant. Ongoing operational activities associated with the facility would not be anticipated to reduce habitat quality and/or disturb wildlife. Impacts would be **less than significant with mitigation**.

California History and Prehistory

As discussed in Section 3.5, "Cultural Resources," the archaeological survey identified one archaeological resource, the remains of a pole barn, on the Project site. However, the recent age of the remains precludes the site from being potentially eligible for the NRHP/CRHR. As a result, no archaeological resources, as defined in Section 15064.5 of the CEQA guidelines, have been identified within the Project parcel. Nevertheless, the Project area may contain unknown buried resources that are eligible for the CRHR. Project construction activities would have the potential to result in damage or loss of archaeological resources affecting important documentation of California prehistory. To address this concern, **Mitigation Measure CR-1** would be implemented to reduce impacts on CRHR-eligible archaeological sites accidentally uncovered during construction to a less-than-significant level by immediately halting work if materials are discovered, evaluating the finds for CRHR eligibility, and implementing appropriate mitigation measures, as necessary.

Human remains are not known to exist in the Project site; however, human remains may be buried with no surface manifestation, and excavations associated with construction, particularly trenching, have the potential to uncover such remains if they are present. Implementation of **Mitigation Measure CR-2** would ensure that the Proposed Project would not result in any substantial adverse effects on human remains uncovered during the course of construction by requiring that work be halted immediately if human remains are uncovered and the County Coroner be contacted. Adherence to these procedures and other provisions of the California Health and Safety Code would reduce potential impacts on human remains to a less-than-significant level.

b. Cumulative Impacts—*Less than Significant with Mitigation*

A cumulative impact refers to the combined effect of "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Cumulative impacts reflect "the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (CEQA Guidelines Section 15355[b]).

Lead agencies may use a "list" approach to identify related projects, or may base the identification of cumulative impacts on a summary of projections in an adopted general plan or related planning document (CEQA Guidelines Section 15130[b]), also known as the "projection" approach. This document utilizes a combination of the list and projection approaches. Project contributions to localized cumulative impacts (air quality, biological resources, noise and vibrations) are evaluated using the list approach, while Project contributions to regional cumulative impacts (greenhouse gas emissions and traffic) are evaluated using the projection approach.

The geographic scope defines the area within which a proposed project and related projects may contribute to a specific cumulative impact. The geographic scope of the cumulative impact analysis varies depending upon the specific environmental issue being analyzed. **Table MAND-1** defines the geographic scope used in the impact analysis for the resource areas evaluated in detail below.

Table MAND-1. Geographic Scope for Resources with Potential Cumulative Impacts

Resource	Geographic Scope
Air Quality	The Mountain Counties Air Basin
Biological Resources	Migratory nesting sites in the project site and surrounding area
Greenhouse Gas (GHG) Emissions	The geographic scope for GHG emissions is the state of California where GHG policies and regulations have been established. However, the true impact of GHG emissions is global in nature.
Noise and Vibrations	Project site and surrounding areas exposed to noise and vibration generated in the project site.
Traffic and Transportation	Plumas County roadways with traffic generated by the Proposed Project.

The list approach is applied by developing a list of past, present and reasonably foreseeable related projects. Projects considered in this analysis are shown in **Table MAND-2**. The list of projects used for this analysis was developed by identifying projects posted on CEQAnet, an online database of CEQA documents (including pending projects), and the Plumas County website. Projects with the potential to contribute to the same cumulative impacts as the Proposed Project are in close geographic proximity to the project site. Several of these projects may have construction activities occurring at the same time as the Proposed Project. While not every possible cumulative project is listed, the list of cumulative projects is believed to be comprehensive and representative of the types of impacts that would be generated by other projects related to the Proposed Project. The cumulative impact evaluation assumes that the impacts of past and present projects are represented by baseline conditions, and cumulative impacts are considered in the context of baseline conditions alongside reasonably foreseeable future projects.

Table MAND-2. List of Reasonably Foreseeable Future Projects that May Cumulatively Affect Resources of Concern for the Proposed Project

Project Title	Brief Description
Spanish Ranch Road Bridge (No. 9C-0039) Replacement Project – Plumas County	The Plumas County Department of Public Works proposes to replace the existing Spanish Ranch Road Bridge (9C0039) over Spanish Creek approximately 5 miles west of the unincorporated community of Quincy in rural Plumas County. The existing bridge is a 50-foot-long single-lane bridge with steel stringers and a laminated timber deck. The proposed new bridge will occupy essentially the same alignment as the existing structure. It will be 114 feet long and 29 feet wide with metal tube bridge railings mounted on curbs. The new bridge approaches will be approximately 125 feet in length and will conform back to the existing roadway. *Project Issues:* Aesthetic/Visual, Agricultural Land, Air Quality, Cultural Resources, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Noise, Toxic/Hazardous, Traffic/Circulation, Water Quality, Wetland/Riparian, Growth Inducing, Land use, Cumulative Effects
Keddle Bridge Replacement Project (No. 9C-0034) at Spanish Creek – Plumas County	Plumas County is proposing replacement of Keddle Bridge (No. 9C-0034) over Spanish Creek with a new two-lane bridge just downstream of the existing bridge. The existing bridge is functionally obsolete and structurally deficient and poses a safety hazard to vehicle travel. The existing bridge will be removed and replaced with a pedestrian bridge on the existing abutments. The project also includes modification of the approaches on Keddle Resort Road to match the alignment and grade of the new bridge. *Project Issues:* Aesthetic/Visual, Agricultural Land, Air Quality, Cultural Resources, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Noise, Toxic/Hazardous, Traffic/Circulation, Water Quality, Wetland/Riparian, Growth Inducing, Land use, Cumulative Effects
Snake Lake Road Bridge Replacement Project (No. 9C-0148) at Spanish Creek – Plumas County	Plumas County is proposing to replace Snake Lake Road Bridge over Spanish Creek (Bridge No. 9C-0148). Snake Lake Road Bridge is located in an unincorporated mountainous area of Plumas County, in the Plumas National Forest, approximately 5 miles west of the town of Quincy, California. The project site is located at the intersection of Bucks Lake Road and Snake Lake Road and encompasses approximately 2.16 acres. *Project Issues:* Aesthetic/Visual, Agricultural Land, Air Quality, Cultural Resources, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Noise, Toxic/Hazardous, Traffic/Circulation, Water Quality, Wetland/Riparian, Growth Inducing, Land use, Cumulative Effects

Project Title	Brief Description
Plumas Charter School Quincy Facility Project - Plumas Charter/Plumas Alternative Learning Services	Based on the Initial Study, the project includes the construction of an approximately 15,000-square-foot school building and associated infrastructure. As the site was covered with uncompacted fill in 1988, construction of the foundation will likely require over-excavation and compaction involving the use of onsite soils. Construction of the building will include typical construction activities. A new water line will tie in to an existing water line located south of the project area on Kelsey Lane. A new effluent line will exit the northwest corner of the school site and travel along Quincy Junction Road to near the main entrance of Quincy Junior-Senior High School where it will tie into the existing gravity system. New encroachments onto Quincy Junction Road will be required in order to facilitate student drop-off and pick-up. Approximately 200 students and 15 staff are anticipated to be present on site throughout the week. Center schedule will include opportunities for 140 students to be present 4 days per week and 60 students 3 days per week. As part of the educational facilities, a school garden will be developed to provide garden-based education for students in grades K-12 as well as fresh fruits and vegetables to students. *Project Issues:* Biological Resources, Cultural Resources
Beckwourth-Genesee Road Project – Federal Highway Administration	Plumas County, in combination with the Federal Highway Administration and U.S. Department of Agriculture, Forest Service (Plumas National Forest), is proposing to improve and realign the southern 9.6 miles of Forest Highway 177 (Beckwourth-Genesee Road) from SR 70 in Beckwourth to County Road 111 in Clover Valley. The existing roadway is a combination of paved and unpaved surfaces. The project would widen, realign, and resurface the road to improve the operational and design deficiencies of the roadway to be consistent with current design standards. The main realignment would shift the road outside the Ceresola Ranch. *Project Issues:* Air Quality, Cultural Resources, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Noise, Toxic/Hazardous, Traffic/Circulation, Water Quality, Wetland/Riparian, Growth Inducing, Land use, Cumulative Effects
Permit to Mine/Reclamation Plan-Seneca Gold, LLC	Surface placer gold mining of Quaternary river and bench gravels with the boundaries of three patented mining claims (Mineral Patent CA 30606) and concurrent reclamation activities. The project site is located near Canyon Dam. An IS/MND was prepared and the Permit to Mine and Reclamation Plan, plus Special Use Permit, to allow operation of a surface placer gold mine was issued in October 2014 and a notice of determination was filed and received on October 15, 2014. *Project Issues:* Biological Resources, Geologic/Seismic, Minerals, Soil Erosion/Compaction/Grading, Vegetation, Water Quality, Wetland/Riparian

Project Title	Brief Description
Spanish Creek in Meadow Valley Stream Rehabilitation Project – Plumas County	The Plumas Corporation is jointly developing a stream rehabilitation and gravel management plan for Spanish Creek in Meadow Valley with the Soper-Wheeler Co. and the several landowners along Spanish Creek. Using natural stream technology, approximately 72 acres along 2.6 miles of channel length from Greens Flat upstream to Ranch Road Bridge at Spanish Ranch would be treated to capture and remove excess gravel at three designated sites and to stabilize four rapidly eroding gully banks. Including would be the realignment of 3,800 feet of stream channel to move them away from the eroding banks. These banks would be sloped back and stabilized. The IS/MND was prepared in 2012 and the notice of determination was filed in 2013. *Project Issues:* Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Flood Plain/Flooding, Forest Land/Fire Hazard, Geologic/Seismic, Minerals, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Septic System, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian, Growth Inducing, Land use, Cumulative Effects, Other Issues (GHG)
Tentative Parcel Map-Sierra Group L.P. (TPM 1-10/11-02) – Plumas County	Tentative Parcel Map to divide 80 acres into four parcels of 7 acres each plus a remainder for single-family residential use. The project is located in Beckwourth. An IS/MND was prepared in 2014. *Project Issues:* Archaeologic-Historic, Biological Resources, Forest Land/Fire Hazard
Upper North Fork Feather River Hydroelectric Project Water Quality Certification – State Water Resources Control Board	The Upper North Fork Feather River Hydroelectric Project (UNFFR Project) involves the issuance of a water quality certification as part of the Federal Energy Regulatory Commission (FERC) relicensing of PG&E Company's existing UNFFR Project located on the North Fork Feather River in Plumas County, California. The purpose of the certification is to ensure the UNFFR Project complies with the water quality standards of the North Fork Feather River and its tributaries, as identified in the Water Quality Control Plan for the Sacramento and San Joaquin River Basins (Basin Plan). The water quality standards are comprised of the beneficial uses and water quality objectives identified in the Basin Plan, as well as state and federal anti-degradation requirements. The Draft EIR was undergoing public review through March 2015. *Project Issues:* Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Drainage/Absorption, Forest Land/Fire Hazard, Geologic/Seismic, Minerals, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Soil Erosion/Compaction/Grading, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian, Growth Inducing, Land Use, Cumulative Effects

Regional impacts as a result of growth projections were recently evaluated for the 2035 Plumas County General Plan Update (Plumas County 2013). The EIR prepared for the general

plan update (Plumas County 2012) identified the following cumulative significant and unavoidable impacts of projected growth in Plumas County and the surrounding region:

- substantial degradation to existing visual character or quality;
- new sources of substantial light or glare adversely affecting day or nighttime views;
- substantial increase in vehicular traffic on State Route 36 near Chester;
- increase of criteria air pollutants that violate air quality standards;
- conflicts with applicable Air Quality Management Plans and Standards;
- substantial increases in traffic noise;
- depletion of groundwater supplies or interference with groundwater recharge;
- development of areas located within an existing dam failure inundation zone;
- increased exposure to wildland fires;
- conversion of Important Farmland or Forest Land to non-agricultural use;
- cumulative biological resources impacts;
- cumulative historic resources impacts;
- significant and irreversible use of nonrenewable and slowly renewable natural resources during construction efforts; and
- significant and irreversible use of fossil fuel energy resources for automobiles and utility services.

These projected cumulative impacts were considered for the evaluation of the Proposed Project.

Detailed analysis of a project's contribution to cumulative impacts is required when (1) a cumulative impact to which a project may contribute is expected to be significant, and (2) the project's contribution to the cumulative impact is expected to be cumulatively considerable, or significant in the context of the overall (cumulative) level of effect. **Table MAND-3** summarizes cumulatively significant impacts and identifies the Proposed Project's contribution. Additional analysis follows for those impacts to which the Proposed Project would contribute.

Table MAND-3. Summary of Cumulative Significant Impacts and Proposed Project's Contribution

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Aesthetics	Incremental visual impacts due to degraded visual character or quality, or new light or glare sources in the county is considered cumulatively significant.	None of the projects listed in Table MAND-2 are located in the immediate vicinity of the Proposed Project. Given that the Project site is of low quality and is surrounded by industrial uses, the Proposed Project's contribution to degradation of visual character or quality in the region, would not be considerable.
Agricultural Resources	Proposed Project would have no impacts related to agricultural resources.	No analysis required.
Air Quality	Plumas County in the Quincy area is designated as a federal and state attainment or unclassified area for all criteria air pollutants, except for PM_{10} for which it is in nonattainment for the state standard.	Construction of the Proposed Project would not increase emissions above significance thresholds for project-level and cumulative impacts established by NSAQMD. These significance thresholds were developed considering the other sources of air pollutants and growth of emissions in the air basin. A project below this significance threshold is unlikely to substantially contribute to a cumulative air quality impact. The primary sources of PM_{10} in Plumas County are wildfires and road dust. The Proposed Project would not make a cumulatively considerable contribution to these sources of PM_{10}. Thus, the Proposed Project's contribution to cumulative impacts related to air quality would not be considerable.
Biological Resources	Plumas County and larger Feather River Watershed area supports a variety of aquatic habitats including, small alpine streams, natural ponds, lakes, reservoirs, and rivers that provide habitat for a variety of regionally significant fish species. While the Plumas County General Plan contains policies regarding preservation of important biological resources, ongoing development could lead to the cumulative loss of special-status species and habitats. This impact would be considered cumulatively significant.	Construction activities have the potential to affect special-status species and may result in temporary impacts to Sierra Nevada red fox habitats nearby. *Further analysis provided below.*

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Cultural Resources	Throughout California, the Native American cultural legacy, including culturally important sites and traditional cultural practices, has been substantially affected by land management practices and urbanization over the past 150 years. While the Plumas County General Plan contains policies regarding preservation of important cultural resources, ongoing development could lead to the cumulative loss of significant historic, archeological, and paleontological resources. This impact would be considered cumulatively significant.	As in any area with a long history of human use, the project site may contain unknown buried resources. Project construction thus has the potential to result in significant impacts on cultural resources, which could rise to a cumulatively considerable level. However, the State would implement mitigation measures that include a "stop work" order followed by appropriate treatment if cultural resources are discovered during the project's activities. The State would also comply with all applicable codes relative to treatment of human remains, if any are uncovered. With these measures in place, impacts on cultural resources are expected to be less than significant at the project level, and the Proposed Project would not make a considerable contribution to long-term regional loss of cultural resources. No further analysis is required.
Geology, Soils, and Seismicity	None identified.	No analysis required.
Greenhouse Gas (GHG) Emissions	Anthropogenic emissions of GHGs are widely accepted in the scientific community as contributing to global warming. This impact is considered cumulatively significant.	Vehicle and equipment use would result in emissions of GHGs. However, because such emissions would be below a bright line threshold, the Proposed Project would not make a considerable contribution to cumulative impacts related to GHG emissions. *Further discussion is provided below.*
Hazards and Hazardous Materials	New development projects may have increased exposure to wildland fires. This would be a cumulatively significant impact.	The Proposed Project would adhere to safety standards to prevent against fire hazards during construction. The Project would be designed and operated in compliance with federal and state health and safety standards. Further, the Proposed Project would replace existing facilities and operations and would considerably increase fire hazards. The Project would not make a considerable contribution to the existing cumulative impact related to wildlife fire hazards. No analysis required.

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Hydrology and Water Quality	Spanish Creek is not listed on the Clean Water Act Section 303(d) impaired waters list. However, the North Fork of the Feather River below Lake Almanor is listed for unknown toxicity, polychlorinated biphenyls (PCBs), and high water temperature. Water quality beneficial uses in the Feather River watershed are influenced by local land uses (such as, sediment discharges and pesticide use) and treated sewage discharges. PCBs are a legacy contaminant and have been banned in the U.S. since the 1970s. Any contribution to water quality impairments in the Feather River watershed would be considered cumulatively significant. Increased use of groundwater supplies or interference with groundwater recharge would be considered cumulatively significant.	During construction, the Proposed Project would incorporate measures to prevent sediment eroding from disturbed areas from reaching surface waters. The Proposed Project would utilize local groundwater supplies and would contribute to sewage discharges, but not substantially more than under existing conditions. Overall, the Proposed Project would not make a considerable contribution to the existing cumulative impact related to chemical contamination or water temperature impairments in the North Fork Feather River watershed, and no further analysis of cumulative water quality issues is required. Because the Proposed Project's demand for groundwater supplies would not be substantially more than the existing CHP Quincy area office facility's demand, the Proposed Project's contribution to cumulative groundwater supply effects would not be considerable. No further analysis is required.
Land Use and Planning	None identified.	No analysis required.
Mineral Resources	None identified.	No analysis required.
Noise	Reasonably foreseeable construction projects could combine in the same place and time and create a significant cumulative noise impact on sensitive receptors.	There are sensitive receptors that would be in close proximity to the Proposed Project. However, there are no other reasonably foreseeable construction projects in the immediate project vicinity that could affect the same sensitive receptors. Therefore, the Proposed Project would not have the potential to contribute to a cumulatively significant noise impact, and no further analysis is required.
Population and Housing	None identified. According to the Plumas County General Plan and U.S. Census, the local population has decreased.	No analysis required.
Public Services	None identified.	No analysis required. The Proposed Project would benefit public services in the area.
Recreation	None identified.	No analysis required.

Resource Topic	Cumulatively Significant Impacts	Proposed Project's Contribution
Tribal Cultural Resources	None identified.	No analysis required.
Transportation and Traffic	Future increased growth in traffic volumes in the County could affect load and capacity of the street system. However, no information has been found during preparation of this IS/MND to suggest that this impact would be cumulatively significant.	No analysis required.
Utilities and Service Systems	None identified.	No analysis required.

The following sections provide a detailed analysis of the Proposed Project's contribution to existing significant cumulative impacts. As identified in Table MAND-3, the following resource issues are discussed: biological resources and global climate change.

Biological Resources: Impacts to Special-status Species–Less than Significant with Mitigation

As described in Section 3.4, "Biological Resources," the ponderosa pines located outside of the Project site, but bordering the fence-line on the western side of the Project site, the elderberry shrub located near the ponderosa pines, the apple tree near the eastern fence line, and the ornamental shrub near the southeast corner of the site may provide suitable nesting habitats for migratory birds. Tree removal and noise associated with construction activities have the potential to adversely affect migratory birds that may use the trees and shrubs on-site to the point that it results in nest abandonment and/or failure. Active nests of most native birds are protected under the Migratory Bird Treaty Act (MBTA), and raptors are protected under California Fish and Game Code (CFGC) Section 3503.3. **Mitigation Measure BIO-1** requires a pre-construction survey on the project site no less than 14 days before construction activities and, if active nests are identified, appropriate buffers would be established in consultation with USFWS and/or CDFW. No project activity would commence within the buffer area until a qualified biologist confirms that the identified nest is no longer active. Implementation of this mitigation measure would ensure that the Proposed Project will reduce impacts on migratory and special-status birds to a less-than-significant level.

Although there are no existing structures on the Project site that special-status bats (Townsend's big-eared bat and pallid bat) and other communal roosting bat species would find suitable for nesting or roosting, these bats could roost in trees near the property boundaries, upon which construction activities and/or removal of trees could impact a roost and/or the species if present. Implementation of **Mitigation Measure BIO-2** would reduce this impact to less-than-significant by requiring pre-construction surveys for special-status bat species by bat biologists within 50 feet of the Project site. CDFW would be consulted with to determine appropriate buffer and exclusion zones if roosting cavities are found.

With implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project would not considerably contribute to existing cumulative impacts on special-status bird or bat populations, and impacts would be **less than significant with mitigation**.

Greenhouse Gas Emissions: Emissions of GHGs—Less than Significant

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. Climate change may contribute to an increase in the number of days of extreme heat, higher concentrations of air pollutants, sea level rise, and impacts to water supply and water quality, public health, ecosystems, agriculture, and other environmental areas. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts.

The Proposed Project would result in the combustion of fossil fuels for operation of fossil-fueled construction equipment, material hauling, and worker trips. These fuels would result in construction-related air pollutant GHG emissions and thus may have some potential to contribute to climate change. In addition, operational criteria GHG emissions would be generated by fossil-fueled equipment and motor vehicles, building energy use, and an on-site refueling pump. As described in Section 3.7, "Greenhouse Gas Emissions," project-related emissions would be below the established screening level threshold of 1,100 $MTCO_2e$ and would not be anticipated to result in a significant impact to global climate change or impede the goals of Assembly Bill 32 and Senate Bill 32. Because GHG emissions are by nature a cumulative problem, the mass emissions threshold for GHG emissions also serves as the cumulative emissions threshold. Because the project would result in GHG emissions at a level that is less than the threshold, the contribution of the Proposed Project toward a cumulatively significant impact would be **less than significant**.

c. Effects on Human Beings—*Less than Significant with Mitigation*

As discussed under the applicable resource areas in Chapter 3 of this IS/MND, the Proposed Project would not result in a significant and unavoidable impact on human beings, either directly or indirectly. Compliance with existing regulations related to hazards and hazardous materials would prevent creation of substantial hazards to workers, the public, or the environment from use of hazardous materials during Project construction or operation. Additionally, implementation of **Mitigation Measures AQ-1 through AQ-3** would prevent or minimize substantial air emissions during Project construction. **Mitigation Measure TRA-1** would minimize potential hazards associated with construction traffic. The Project also would not be constructed on an existing hazardous materials contamination site or in an area subject to probable flooding. Following construction, operations at the new CHP facility would provide improved facilities for law enforcement and emergency response; therefore, the Project would protect against possible adverse effects on human beings. As a result, this effect would be **less than significant with mitigation**.

Chapter 4
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None.

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