

County of Plumas



Meadow Edge Park Manufactured Housing Community

Initial Study/Mitigated Negative Declaration 688

July 2025

Prepared for:
County of Plumas

Prepared by:



Yuba Planning Group, LLC
Community Planning | Environmental Analysis | Project Management

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Acronyms and Abbreviations

AB	Assembly Bill
AFY	Acre-feet per year
AHERA	Asbestos Hazard Emergency Response Act
APE	Area of Potential Effect
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Calfire	California Department of Forestry and Fire Protection
Cal Green	California Green Building Standards Code
CalNAGPRA	California Native American Graves Protection and Repatriation Act
Cal/OSHA	California Division of Occupational Safety and Health
CAP	Climate Action Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CH ₄	Methane
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CPUC	California Public Utilities Commission
CO	Carbon Monoxide
CO ₂	Carbon Dioxide Equivalent
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act

dB	Decibel
dBA	A-weighted decibels
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
EDUs	Equivalent Dwelling Units
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FMMP	California Farmland Mapping and Monitoring Program
FHSZ	Fire Hazard Severity Zone
GC	Government Code
GHGs	Greenhouse Gases
GIS	Geographic Information System
HWMP	Hazardous Waste Management Program
Lbs/Day	pounds per day
LTS	less than significant
IPaC	US Fish and Wildlife Service's Information for Planning and Consultation
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LOS	Level of Service
MGD	million gallons per day
MMRP	Mitigation Monitoring & Reporting Program
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MMT	million metric tons
MMTCO _{2e}	million metric tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
MAHC	Native America Heritage Commission
MSL	Above mean sea level
NAAQS	National Ambient Air Quality Standards
NSAQMD	Northern Sierra Air Quality Management District
ND	Negative Declaration
NEIC	Northeast Information Center
NFPA	National Fire Protection Association

NO ₂	Nitrogen Dioxide
NOX	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NVLAP	National Voluntary Laboratory Accreditation Program
O ₃	Ozone
OHWM	Ordinary High Water Mark
Pb	Lead
PCC	Plumas County Code
PM ₁₀	Particulate Matter less than 10 microns in diameter
PM _{2.5}	Particulate Matter less than 2.5 microns in diameter
PRC	Public Resources Code
Project	Meadow Edge Park Manufactured Housing Community Project
RCRA	Resource Conservation and Recovery Act
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route
SWRCB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
Tons/year	tons per year
USACE	US Army Corps of Engineers
USC	United State Code
USFWS	US Fish & Wildlife Service
USGS	US Geological Survey
UST	Underground Storage Tanks
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirements

Chapter 1 Introduction

Yuba Planning Group, LLC has prepared this Initial Study/Mitigated Negative Declaration 688 on behalf of Plumas County. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 et seq. Plumas County is the lead agency for this Project.

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, et seq), also known as the CEQA Guidelines, Section 15064(a)(1) states that an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce Project impacts to less-than-significant (LTS) levels. A Negative Declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, an ND or Mitigated ND (MND) shall be prepared for a project subject to CEQA when either:

- a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or
- b. The IS identifies potentially significant effects, but:
 - i. Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed MND or IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 - ii. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project, as revised, may have a significant effect on the environment.

This Initial Study uses the following terms to describe the level of significance of adverse impacts. These terms are defined as follows.

- **No Impact:** An impact that would result in no adverse changes to the environment.
- **Less than Significant Impact:** An impact that is potentially adverse but does not exceed the thresholds of significance as identified in the impact discussions. Less than significant impacts do not require mitigation.
- **Less than Significant with Mitigation:** An environmental effect that may cause a substantial adverse change in the environment without mitigation, but which is reduced to a level that is less than significant with mitigation identified in the Initial Study.
- **Potentially Significant Impact:** An environmental effect that may cause a substantial adverse change in the environment; either additional information is needed regarding the extent of the impact to make the significance determination, or the impact would or could cause a substantial adverse change in the environment. A finding of a potentially significant impact would result in the determination to prepare an EIR.

List of Agencies, Groups, and Interested Parties to Whom this IS/MND Was Circulated

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Chapter 2 Project Description

2.1.1 Project Title

Meadow Edge Park Manufactured Housing Community

2.1.2 Lead Agency Name and Address

Plumas County
Planning Department
555 Main Street
Quincy, CA 95971

2.1.3 Contact Person and Phone Number

Lead Agency Contact

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CEQA Consultant

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2.1.4 Project Location

The Project is located in the unincorporated community of Vinton, in Sierra Valley, Plumas County, California. The site is situated on a 42.74-acre parcel at 92400 Highway 70, Vinton, California 96135 on Assessor Parcel Number (APN) 010-200-002. The site takes direct access from Highway 70, a Caltrans-maintained facility. See Figure 1 for a Project Region Map and Figure 2 for a Project Location Map.

2.1.5 Latitude and Longitude

39°48'0.00"N, 120°10'25.00"W

2.1.6 General Plan Designation

Commercial and Suburban Residential – Vinton/Chilcoot Community Planning Area¹

2.1.7 Zoning

(C-3) Convenience Commercial
(S-1) Suburban Zone
(F) Farming Animal Combining Zone
(SP-ScR) Special Plan-Scenic Road Combining Zone²

¹ Plumas County General Plan 2035. https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=. Access April 24th, 2025. pp. 33; 39.

²Plumas County General Plan 2035: Planning Areas – Communities – Sierra Valley. <https://www.plumascounty.us/DocumentCenter/View/9784/Proposed-GP-Communities-Sierra-Valley-all?bidId=>. Accessed 2025-04-24.

2.1.8 Project Description

Project Purpose and Background

The Meadow Edge Park Manufactured Housing Community Project (“the Project”) is proposed for development by the owners of the adjoining 20.98-acre Meadow Edge Park, a mobile home park to the east on APN 010-200-003, and would share water infrastructure. However, the two sites have separate access roads, no connectivity, and sit on different parcels. For County processing purposes, the proposed Project is considered an expansion of the existing legal non-conforming use. The Project would add 50 new single-family manufactured home dwelling units on APN 010-200-002. The existing Meadow Edge Park mobile home park community contains 53 units. The Project would be subject to all other current development standards in the Plumas County Zoning Code (PCC).

For the purposes of this Initial Study, however, the CEQA Guidelines dictate that the evaluation focus on the difference between the existing setting (an undeveloped parcel on APN 010-200-002) and the proposed Project (a 50-unit manufactured housing community with largely independent infrastructure, that is accessed separately, and can be conveyed separately). For these reasons, the Project is described as being situated on 42.74 acres and on APN 010-200-002, which was created by lot line adjustment LLA 5-23/25-03 approved by Plumas County Planning Department on November 18, 2024 (“the Property” or “subject Property”). The Project site has Suburban Residential (S-1) and Convenience Commercial (C-3) zoning with Farm Animal (F) and Special Plan-Scenic Road (SP-ScR) combining zones, and Suburban Residential and Commercial General Plan land use designations (see Figure 3, Project Area Zoning Districts). The Project site is within the Vinton/Chilcoot Community Planning Area identified in the Plumas County General Plan 2035 (Figure 4, Project Area General Plan Designations).

The Project was originally proposed in 2022 as a 151-unit manufactured housing community and has been reduced in scope to 50 units in order to remove the Project from the 60+ decibel noise contours of SR 70 and the Union Pacific Railroad (see Figure 5, Site Plan). This change has also resulted in reduced land use for the Project septic system as well as the elimination of a new groundwater well. All utility infrastructure would remain separate between the two properties with the exception of shared groundwater wells and related conveyance infrastructure.

The Property is currently owned by Meadow Edge Park LLC, and the existing mobile home park is operated by Meadow Edge Park, LLC under a Special Use Permit first approved by Plumas County on July 20, 1965 and an operating permit issued by State of California’s Housing and Community Development Department (HCD) dated December 14, 2021. As a manufactured housing community, the land area and individual housing units are subject to licensing and regulatory oversight of the HCD, while residents are required to abide by community Covenants, Conditions, and Restrictions (CC&Rs) to maintain the integrity of individual homes and the community. CC&Rs are non-negotiable and applied uniformly in accordance with the Fair Housing Act.

The Project would serve to bring 50 additional manufactured homes to the region that would serve to provide residents with affordable dwelling units, which will increase low and very low income affordable housing stock.

Special Use Permit

The Project site is currently zoned Convenience Commercial (C-3) with a Farm Animal Combining Zone (F) and Special Plan Scenic Road combining zone (SP-ScR). The Farm Animal Combining Zone is addressed in Agricultural Resources, and the Special Plan Scenic Road combining zone is addressed in the Aesthetics section of this Initial Study. The proposed Project is consistent with both of these combining zones as shown in the respective Initial Study sections.

The existing zoning of the proposed Project is Convenience Commercial (C-3) which allows for one dwelling unit, including a mobile home, where the residential use does not exceed the floor area of the commercial use or one dwelling unit, including a mobile home, on the rear fifty (50%) percent of the parcel; and Suburban Zone (S-1), which allows for multiple dwelling units, including manufactured homes within manufactured housing communities, only with a Planned Development Permit (PCC Sec. 9-2.1502(c)).

However, the proposed Project is considered an allowable expansion of the lawful nonconforming Meadow Edge Park (mobile home park use) to the east and is thus not subject to current zoning code regulations related to use or density. Pursuant to the letter sent by Planning Director Tracey Ferguson, dated January 26, 2022, the lawful nonconformance use of the mobile home park use was established in a manner conforming with zoning of the parcel in effect in 1979. In 1979 the parcel was zoned “C-2” by ordinance 76-145. In accordance with PCC Sec. 9-2.506(a), the lawful nonconforming mobile home park involves both the land and existing structures and is considered as one use. PCC Sec. 9-2.506(b)(1) applies which states:

“That portion of a lawful nonconforming use outside of a structure shall not be expanded or increased to occupy a greater land area, either on the same or adjoining property, nor shall the intensity of the existing use be increased, except upon the issuance of a special use permit.”

Therefore, the mobile home park lawful nonconforming use of land with structures can be expanded upon the issuance of the special use permit, and the Meadow Edge Park Special Use Permit (U 9-22/23-01) Revised Project was submitted to Plumas County Planning & Building Services on December 6, 2024.

Proposed Improvements

Manufactured Housing Units

The proposed Project consists of 50 dwelling units, in the form of new two- and three-bedroom single-family manufactured homes ranging from approximately 1,000-2,000 square feet in size, placed on sites ranging from 5,000-10,000± square feet (60’ wide by 90’ long), providing ample space for private yards and parking while meeting or exceeding development standards for minimum lot size and building setbacks. The Project proponent intends to procure and install each manufactured home as well as provide basic improvements to each site (e.g., private driveway and front yard landscaping).

Road Improvements

Road improvements for the proposed Project would consist of a private, 20’-wide (with 40’ right-of-way), gravel surfaced, traffic loop circulation system connecting to Ede Street (Highway 70 frontage road), together with private driveways at each site (minimum 1-2 cars per site) to accommodate off-street parking for residents.

Water System

The water system for the proposed Project would use existing wells supplying distribution lines underlying the traffic loop to provide water to the proposed home sites, as well as the installation of a 10,000-gallon fire tank and drafting fire hydrant (protected by steel bollards) for fire suppression. The four existing wells lie at the corners of the existing Meadow Edge Park development. The primary well for supply to the Project lies in the southwest corner (#4 SW Well) and would connect to the distribution line near the southeast corner of the traffic loop. The fire suppression water storage tank would be similarly located. A Memorandum for Water Well System Operations from Cranmer Engineering Inc. dated December 6, 2024,

identifies the daily capacity of Well #4 to be approximately twice the Average Day Demand (with irrigation) for the Project.

Septic System

The proposed Project would utilize an engineered, elevated mound septic system with a 10,000-gallon septic tank. A collection system for the Project would parallel or underlay the private road traffic loop opposite and vertically staggered below the Project well-water distribution system. The septic tank mound footprint would be approximately 20,000 sq. ft. (0.5 acres) in area, located near the southwest corner of the Project site (a bioretention swale borders the southern edge of the Project site), approximately 150' from the westernmost legal parcel boundary, 375' from the southernmost parcel boundary, and approximately 975' away from the Project well-water system. An expected volume of fill would be utilized in the elevated mound system as necessary to raise the elevation of the tank by 4' to achieve to assure the system maintains 3' of clearance with the seasonally shallow groundwater table and allow for compaction during construction and settling. The mound is expected to be approximately 5' in total height with a maximum slope of 2:1 on the sides. To accommodate the gentle east-west slope of the terrain and collection system, a septic tank effluent pumping system shall be installed in a separate manhole-accessible vault on the northwest corner of the septic tank mound. The pumping system would be serviced by electric service with redundant solar-photovoltaic or other backup generation system.^{3,4}

Storm Drainage

The proposed Project site is relatively flat, consisting of open fields with level topography gently sloping (<1%) from east to west. The Project includes the installation of three bioretention swales running east-to-west in parallel, and interspersed to the north, middle, and south of the Project site and the traffic loop. Each bioswale is expected to be approximately 700' in length by 15' in width with bank slopes of approximately 2:1, and filled, from base to surface, with 6-9" drainage rock covered by non-woven geotextile filter fabric overlain with bioretention soil, allowing for 3" of surface ponding with established hydrophilic vegetation.⁵ No engineered storm drainage installations are included in the gravel-surfaced traffic loop.

Construction

Construction is anticipated to begin in 2025 and end in 2026 within 12 months, with work being completed during the dry season of approximately May 15 to November 15. Pursuant to 2035 General Plan Policy N 3.1.4, Construction Noise, Construction hours shall be Monday through Friday, 7 a.m. through 7 p.m. and 8 a.m. and 5 p.m. on weekends or on federally recognized holidays. Exceptions are allowed if it can be shown that construction beyond these times is necessary to alleviate traffic congestion and safety hazards.

2.1.9 Surrounding Land Uses and Setting:

The Property and Project site is adjacent to an existing mobile home park. Review of aerial imagery from Google Earth Pro indicates that this has been the current condition since at least 1994, based on the oldest aerial photo available of sufficiently legible resolution.⁶ Ede Street is a two-lane frontage road paralleling State Highway 70, lying immediately to the north and comprised of two lanes in the vicinity of the Project.

³ Plumas County Code of Ordinances – Sewage Disposal.

https://library.municode.com/ca/plumas_county/codes/code_of_ordinances?nodeId=TIT6SAHE_CH6SEDI.

Accessed 2025-04-24.

⁴ Plumas County Local Agency Management Plan for On-site Wastewater Treatment Systems.

<https://www.plumascounty.us/DocumentCenter/View/17977>. Accessed 2025-04-24.

⁵ CalTrans. Caltrans Stormwater Quality Handbooks - Biofiltration Swale Design Guidance.

December 2020. https://dot.ca.gov/-/media/dot-media/programs/design/documents/2_dg-biofiltration_swale_ada.pdf. Accessed 2025-04-25.

⁶ Google Earth Pro. Historic Aerial Imagery for the Period 1985-2024. Accessed 2025-05-01.

The Project site is relatively flat with elevations ranging from 4,954' above mean sea level (MSL) in the northeasternmost corner of the proposed improvements near the intersection of the proposed park entrance with Ede Street, to 4,949' MSL on the western edge of the traffic loop.

Natural habitats on the site consist of annual grassland with no jurisdictional hydrologic features.⁷ Historic land use has consisted of agricultural uses, predominantly livestock grazing. Surrounding land uses include the following:

- North: State Route (SR) 70, mobile home park, single-family residential and miscellaneous commercial uses including vacant commercial buildings and agricultural land use, e.g., livestock grazing across SR 70; Convenience Commercial (C-3), Suburban (S-1), Agricultural Preserve (AP), and Special Plan-Scenic Road combining zone (SP-ScR)
- East: mobile home park, agricultural use, light industrial and cemetery; Suburban Zone (S-1), Light Industrial (I-2), Agricultural Preserve (AP), Recreation-Open Space (Rec-OS), Special Plan-Scenic Road combining zone (SP-ScR), and Farm Animal Combining Zone (F)
- South: Railroad right-of-way (Union Pacific) and agricultural use; Agricultural Preserve (AP)
- West: single-family residential, mobile home park, commercial uses, SR 49; Suburban (S-1), Secondary Suburban (S-3), Convenience Commercial (C-3), Special Plan-Scenic Road combining zone (SP-ScR), and Farm Animal Combining Zone (F)⁸

2.1.10 Other Public Agencies Whose Approval May Be Required:

- Beckwourth Peak Fire Protection District – Defensible Space Inspection
- Caltrans – Drainage Report
- Central Valley Regional Water Quality Board – Construction NPDES Storm Water Pollution Prevention Permit
- Northern Sierra Air Quality Management District – Dust Control Plan, Air Pollution Permits (as necessary for any generator emissions and/or burning for vegetation removal).
- Plumas County –Building Permit, Fire-Safe Driveway Permit, Sewage Disposal System Permit, Water Well Permit
- California Department of Housing and Community Development -

2.1.11 Consultation with Native American Tribes

Assembly Bill 52 (AB 52, codified at Public Resources Code (PRC) Section 21080.1, et seq) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribes traditionally and culturally affiliated with the geographic area of the Project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the Project and inquire whether the Tribe wishes to initiate formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

⁷ Appendix B - Biological Resources Assessment for the Meadow Edge Park Project in Plumas County, CA. Greg Matuzak Environmental Consulting LLC for Route 49 Partners. November 2024.

⁸ Plumas County Public Interactive GIS Application - Zoning Map. Plumas County GIS. <https://mangomap.com/plumasgis/maps/47662/zoning#>. Accessed 4-26-2025.

The County of Plumas, as a lead agency, has not received any written correspondence from a California Native American Tribe traditionally or culturally affiliated with the Project's geographic area formally requesting notification of proposed Projects pursuant to PRC Section 21080.3.1. However, AB 52 letters were sent to Tribes on April 8, 2025, from a list provided by the Native American Heritage Commission that included Tribes with a cultural affiliation with the area, which included the Susanville Indian Rancheria and the Washoe Tribe of Nevada and California. No responses have been received as of the date of this writing (May 19, 2025). Additionally, these Tribes will be sent a Notice of Availability for Public Review and Notice of Intent to Adopt a Mitigated Negative Declaration for this Project, which will allow the California Native American Tribes the opportunity to comment on the analysis of environmental impacts.

Figure 1 – Project Region Map

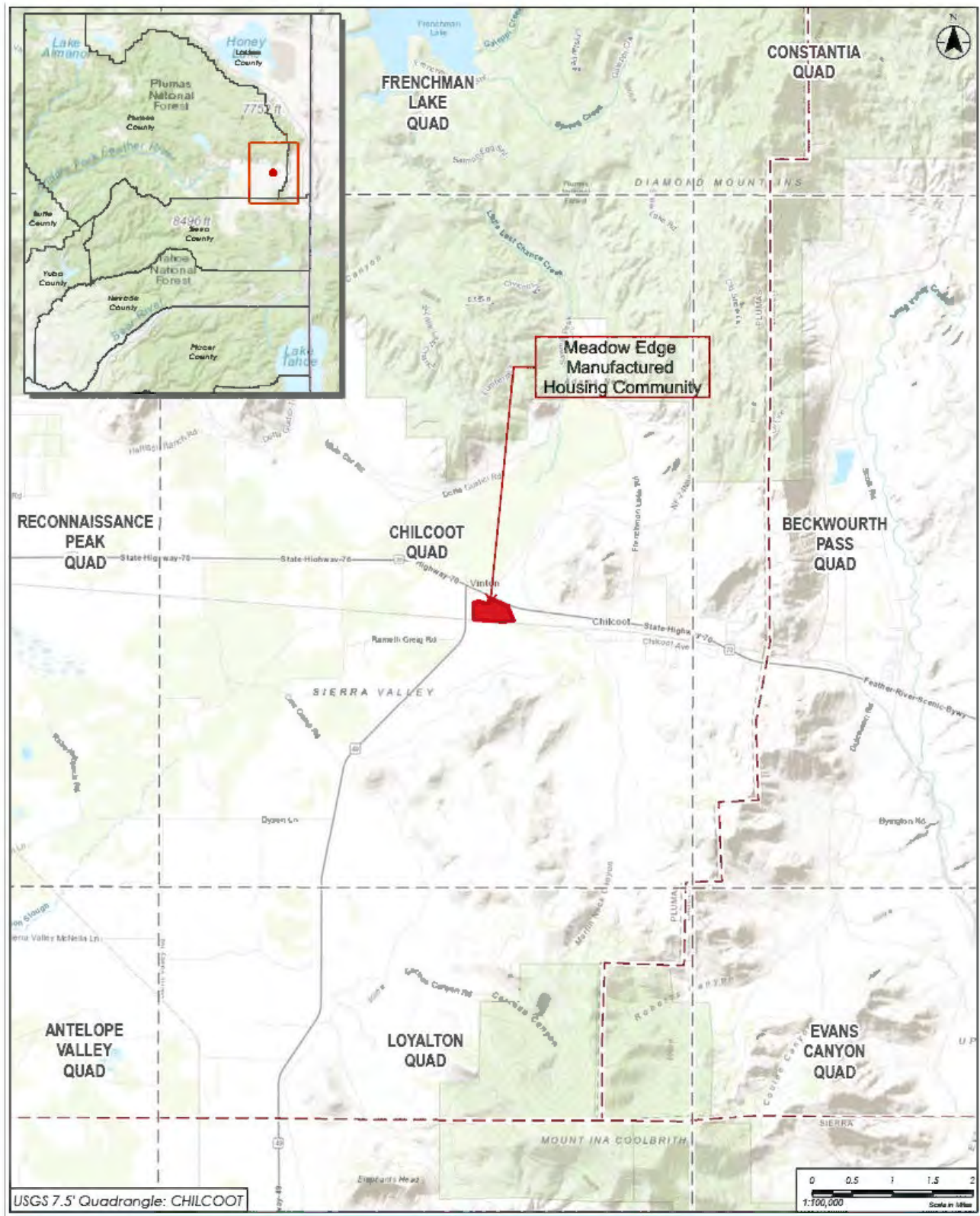
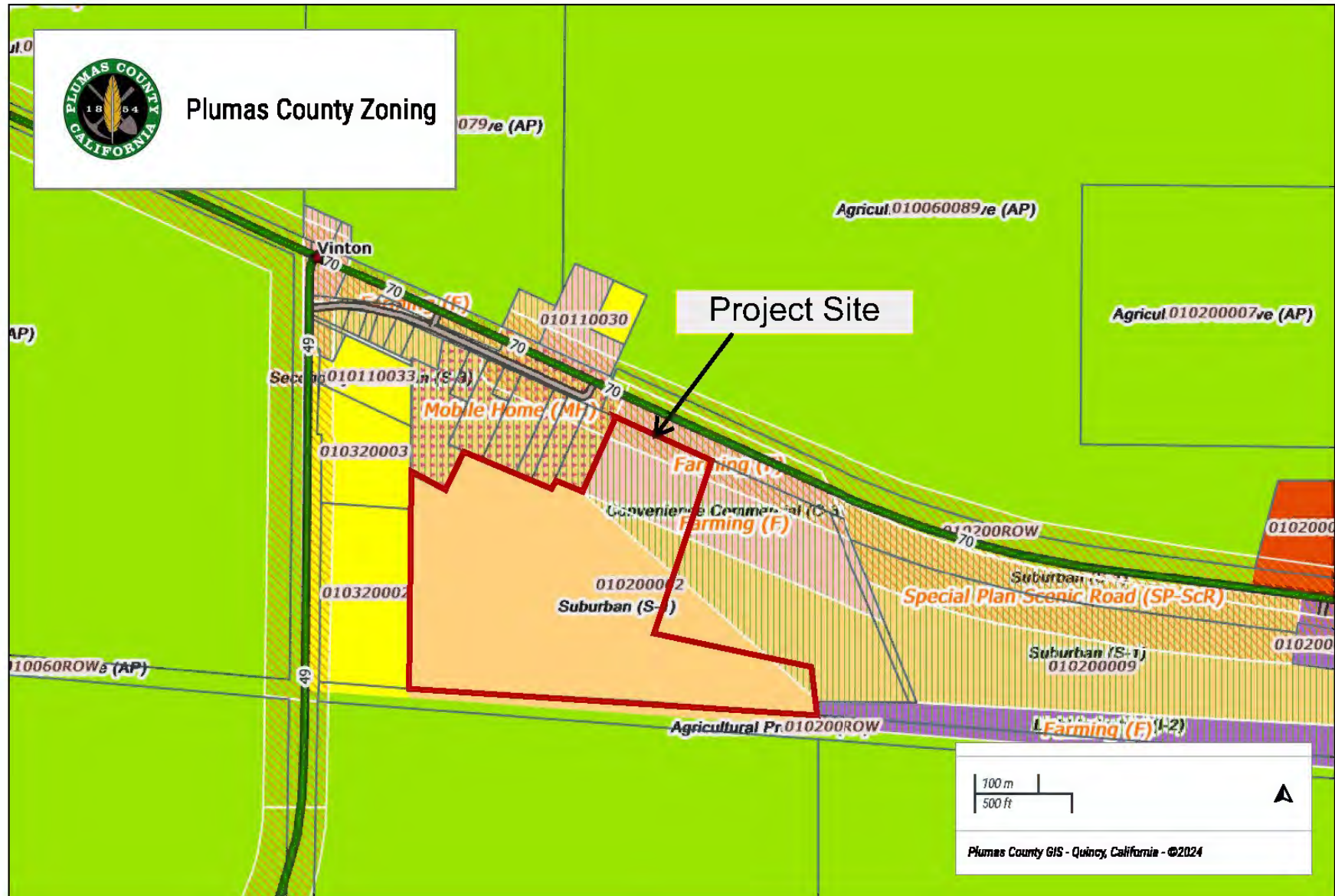


Figure 2 - Project Location Map



Figure 3 - Project Area Zoning Districts



Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected


All of the following environmental factors have been considered. Those environmental factors checked below would be potentially affected by this Project, involving at least one impact that is "Less Than Significant with Mitigation" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture / Forestry Resources	✓	Air Quality
✓	Biological Resources	✓	Cultural Resources		Energy
✓	Geology / Soils	✓	Greenhouse Gas Emissions		Hazards / Hazardous Materials
✓	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
✓	Noise		Population / Housing		Public Services
	Recreation	✓	Transportation		Tribal Cultural Resources
✓	Utilities / Service Systems		Wildfire	✓	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a "potentially significant impact" or a "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.


 Marco Velazquez, Associate Planner

7/30/25
 Date

1. AESTHETICS

Except as provide in Public Resources Code Section 21099, would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

Existing Setting

The subject Property is a 42.74-acre site comprised of the existing Meadow Edge Mobile Home Park on approximately 20 acres and open space in the form of annual grassland used for livestock grazing on the remaining 40± acres. The Property is approximately 1,700 feet east of the intersection of SR 70 and SR 49, with approximately 1,200 feet of frontage on SR 70. The Project site lies approximately 320' from SR 70 and approximately 650' from SR 49. The north frontage of the Property has high visibility from SR 70 and less visibility from SR 49 due to distance (Figures 6a-6c). The existing mobile home park on the adjacent Property is highly visible from SR 70, and there are filtered views of the Project site from the highway.

Impact Discussion

1a,c,d. The proposed Project is removed from the highway frontage by 320 feet and is largely obscured by the existing mobile home park when approaching from the east and by other residential development when approaching from the west. The Project does not propose installing any significant highway signage or landscaping. Views of Beckworth Peak and Adams peak are found when passing the Property, but these same vistas are readily observable throughout the length of SR 70 and SR 49 throughout the Sierra Valley landscape beginning less than a mile away. A Special Plan Scenic Road combining zone is located within 125 feet of the SR 70 traveled way and covers a portions of the Project site, but the proposed manufactured housing community would be situated outside the Special Plan Scenic Road combining zone.

The proposed Project may involve limited outdoor lighting that would be subject to community CC&Rs, on timing, type, placement and shielding, and Plumas County Zoning Code section 9-2.411 requires all lighting to be installed to focus away from adjoining properties.

Given the Project's distance from a public thoroughfare and the consistency with existing uses, the Project would have a *less than significant* impact on the visual quality of public views.

- 1b. Neither SR 70 nor SR 49 in the Project vicinity are State-designated scenic highways. Therefore, the proposed Project would have *no impact* on scenic resources within a state scenic highway.

Mitigation: None required.

Figure 6a-6c - Views of the Project Site



Westbound SR 70; traveling westbound on State Route 70; Ede Street and the existing mobile home park in foreground left, Project Site center with Beckwourth Peak in far distance.



Eastbound SR 70; traveling eastbound on State Route 70; Project Site center, with Ede Steet in foreground and existing mobile home park in background left.



Northbound SR 49; Project Site and existing mobile home park background at right

2. AGRICULTURAL/FORESTRY RESOURCES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation’s Division of Land Resource Protection, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), 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?				✓
e. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?				✓

Existing Setting

The subject Property is designated “Grazing Land” by the Farmland Mapping and Monitoring Program of the California Department of Conservation, and the Property is currently zoned and designated for commercial and residential uses. Portions of the Property (approximately 25 acres) zoned Commercial Convenience (C-3) and Suburban Zone (S-1) also have a Farm Animal Combining Zone (F) which permits large and small animal husbandry. No forest land or timber resources are present.

Impact Discussion

- 2a,b. The proposed Project is located in an area that is entirely designated “Grazing Land” and would not result in a conversion of Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Additionally, the proposed Project would not conflict with or convert existing zoning for agricultural use. Neither the subject Property nor adjacent properties are under a Williamson Act contract, and surrounding lands are zoned and designated for commercial and residential uses. The proposed Project is anticipated to have **no impact** on a Williamson Act contract(s) or conversion of Farmland to a non-agricultural use.
- 2c. The land division does not propose a change in zoning out of a Forest or Timber Production Zone, and would not result in the loss or conversion of land zoned Forest or Timber Production Zone. The Project would have **no impact** related to Forest or Timber Production Zone zoning.
- 2d,e. Although the Project site lies on open space that is currently under agricultural use, specifically, livestock grazing on annual grasslands, the Property remains permitted for small and large animal husbandry under the Farming combining zone, with an estimated 30 acres still available for agricultural use following Project completion. The proposed Project would have **no impact** which

could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use.

Mitigation: None required.

3. AIR QUALITY

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

Existing Setting:

State and Federal air quality standards have been established for specific “criteria” air pollutants including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter (PM10 and PM2.5).

In addition, there are State standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. State standards are called California Ambient Air Quality Standards (CAAQS) and federal standards are called National Ambient Air Quality Standards (NAAQS). NAAQS are composed of health-based primary standards and welfare-based secondary standards.

The number after “PM” refers to maximum particle size in microns. PM10 is a mixture of dust, combustion particles (smoke) and aerosols, whereas PM2.5 is mostly smoke and aerosol particles. PM2.5 sources include woodstoves and fireplaces, vehicle engines, wildfires and open burning. PM10 sources include PM2.5 plus dust, such as from surface disturbances, road sand, vehicle tires, and leaf blowers. Some pollen and mold spores are also included in PM10, but most are larger than 10 microns.

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

Plumas County is in the Mountain Counties Air Basin. The overall air quality in Plumas County has improved over the past decade, largely due to improvements in vehicle technology causing a reduction of emissions from automobiles. There are no current Air Quality Plans in Plumas County except for the Plumas County-Portola Air Quality Plan.

Plumas County is Unclassifiable/Attainment for the 2015 ozone NAAQS. It is also Unclassified for the 2023 ozone CAAQS. Except for the Portola Area, Plumas County is Unclassified/Attainment for PM2.5 for both the 2015 NAAQS and 2023 CAAQS. Plumas County and Project are classified as Nonattainment for PM10.

The NSAQMD has adopted various rules to control air pollution. Among the rules that would apply to the proposed Project is Rule 226: Dust Control. Rule 226 is meant to reduce and control fugitive dust emissions to the atmosphere due to the operation of machines and equipment. The operation of any portable diesel generators with greater than 50 horsepower on on-site burning of ground cover or other vegetation each requires a NSAQMD permit.

Ultramafic rock and its altered form, serpentine rock (or serpentinite), both typically contain naturally occurring asbestos, a cancer-causing agent. Ultramafic rock and serpentine both exist in several areas within central and western Plumas County, with significant deposits in some cases; however, the area of the Project site is not mapped as an area that is likely to contain natural occurrences of asbestos.⁹ Prior to regulation banning its use in 1977, asbestos was previously widely utilized in building construction; no existing structures would need to be demolished in for the Project.

As shown in Figure 7 below, the Property is underlain by Bidwell Sandy Loam (BSA), 0 to 2 percent slopes (approximately 65.2 percent of the Property area); Ormsby loamy coarse sand (OrB), 2 to 5 percent slopes (11.1 percent), Beckwourth sandy loam (9.8 percent), Ormsby loamy coarse sand (OrA), 0 to 2 percent slopes (8.0 percent) and Balman loam, 0 to 2 percent slopes (6.0%).

An evaluation of Project impacts related to greenhouse gas emissions is provided in Section 8 of this Initial Study.

Impact Discussion:

- 3a. The proposed Project would not conflict with or obstruct implementation of an applicable air quality plan; therefore, **no impact** is anticipated on the potential adoption or implementation of an air quality plan.
- 3b. Plumas County is in non-attainment for the State PM10 standards. PM10 sources primarily come from within the County. PM10 violations in winter are largely due to wood smoke from the use of woodstoves and fireplaces, while summer and fall violations often occur during forest fires, periods of open burning or sources of fugitive dust such as construction, unimproved road use and maintenance and equipment emissions.

The California Emissions Estimation Model (CalEEMod) provides a means to estimate potential emissions associated for both construction and operation of land use projects. Estimated construction impacts were determined using the parameters specific to this proposed residential use and conservative CalEEMod defaults (CalEEMod Version 2016.3.2 2016). The existing mobile home park is not included in the analysis as it is part of the existing conditions as defined in CEQA Guidelines Section 15125(a) and 15063(d)(1) and as such is not required to be evaluated. The Northern Sierra Air Quality Management District (NSAQMD) established thresholds of significance for assessing and mitigating air quality impacts of land use projects, as shown in the tables provided below. Level A requires the most basic mitigations, projects falling within the Level B range require more extensive mitigation and Level C requires the most extensive mitigations.

⁹ Division of Mines and Geology. Open-File Report 2000-19: A General Location Guide for Ultra Mafic Rocks in California-Areas More Likely to Contain Natural Occurring Asbestos. https://ww2.arb.ca.gov/sites/default/files/classic/toxics/asbestos/ofr_2000-019.pdf. Accessed 2025-05-02.

Table 1, below, shows that estimated Project construction related pollution levels would fall within NSAQMD Level A thresholds.

Pollutant	Level A NSAQMD Threshold	Level B NSAQMD Threshold	Daily Max Impact without Mitigation	Daily Max Impact with Mitigation
NOx	<24 lbs/day	24-136 lbs/day	38.9 lbs/day	33.6
ROG	<24 lbs/day	24-136 lbs/day	102 lbs/day	20.5
PM10	<79 lbs/day	79-136 lbs/day	21.2 lbs/day	9.19
CalEEMod Version 2022.1.1.29				

As shown in Table 1, NOX and ROG would be within Level B thresholds, and PM10 would remain under Level A thresholds. Mitigation Measures 3A and 3B are proposed to reduce emissions during Project construction (increased particulate matter from diesel and dust and increased hydrocarbon release for the synthesis of ozone) from heavy equipment used for grading and site preparation, . The proposed Project involves the disturbance of more than one acre and will therefore trigger the requirement for a Dust Control Plan to mitigate construction impacts on air quality, as shown in Mitigation Measure 3A. Reasonable precautions may include watering vehicle traffic areas, as well as any stockpiled material, and limiting traffic speeds during construction. Such methods will be required to be noted on the improvement plans prior to approval.

Table 2, below, shows resultant operational impacts are within NSAQMD Level A. These emissions are associated with energy use, landscape equipment (stationary sources) and mobile sources associated with vehicle use.

Pollutant	Level A NSAQMD Threshold	Level B NSAQMD Threshold	Project Impact – Average Daily
NOx	<24 lbs/day	24-136 lbs/day	3.38 lbs/day
ROG	<24 lbs/day	24-136 lbs/day	21.206 lbs/day
PM10	<79 lbs/day	79-136 lbs/day	5.34 lbs/day
*These thresholds are “Level A” in NSAQMD’s Guidelines. CalEEMod Version 2020.4.0 2022			

As shown in Table 2, the Project would be under Level A thresholds for all categories, so no mitigation is proposed. With implementation of Mitigation Measures 3A and 3B, the potential for this Project to violate any air quality standards during the construction phase would be *less than significant with mitigation*.

- 3c,d. The proposed Project would develop approximately 11 acres with manufactured home sites. The closest sensitive receptors are residences approximately 80 feet from the Project site; however, the proposed residential uses are not anticipated to generate substantial pollutant concentrations or result in other emissions such as odors that could substantially affect a large number of people. Therefore, it is anticipated that the Project would result in *less than significant* impacts related to exposing sensitive receptors to substantial pollutant concentrations and the generation of emissions that could affect a substantial amount of people.

Mitigation: To offset potentially adverse air quality impacts associated with the Project activities, the following mitigation measures shall be required and shall be included in the improvement plans for the Project:

Mitigation Measure 3A: Prepare a Dust Control Plan. Prior to issuance of grading and improvement permits, submit a Dust Control Plan to Northern Sierra Air Quality Management District for review and approval, if more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed. The disturbance of natural surface area includes any clearing or grading. Include the approved Dust Control Plan on the Project plans using clear phrasing and enforceable conditions, under its own heading. Provide evidence of NSAQMD approval to Plumas County with permit application submittal. The following are minimum measures required in the Dust Control Plan:

- Identify on the grading plan and in a dust mitigation plan the person responsible for ensuring that all adequate dust control measures are implemented in a timely and effective manner, include name and contact information.
- All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the Property boundaries and/or causing a public nuisance. Watering during summer months should occur at least twice daily, with complete coverage of disturbed areas.
- All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.
- All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.
- All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.
- All disturbed inactive portions of the development site shall be covered, seeded, or watered or otherwise stabilized until a suitable cover is established.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent it being entrained in the air, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.
- Paved streets adjacent to the Project shall be swept or washed at the end of each day, or more frequently, if necessary, to remove excessive accumulations or visibly raised areas of soil which may have resulted from activities at the Project site.
- Prior to final occupancy, the applicant shall re-establish ground cover on disturbed ground on the site through seeding and watering or with ground cover such as gravel or pavement.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department, Public Works Department, and NSAQMD*

Mitigation Measure 3B: Reduce emissions during construction. The following are the minimum mitigation measures per NSAQMD Guidelines for Assessing and Mitigating Air Quality Impacts of Land Use Projects and other recommended measures to reduce construction impacts to a less than significant level. These measures shall be included as a note on all plans prior to issuance of all grading, improvement, and building permits. In addition to these measures, all statewide air pollution control regulations shall be followed, including diesel regulations (which may be accessed at www.arb.ca.gov/diesel/diesel.htm).

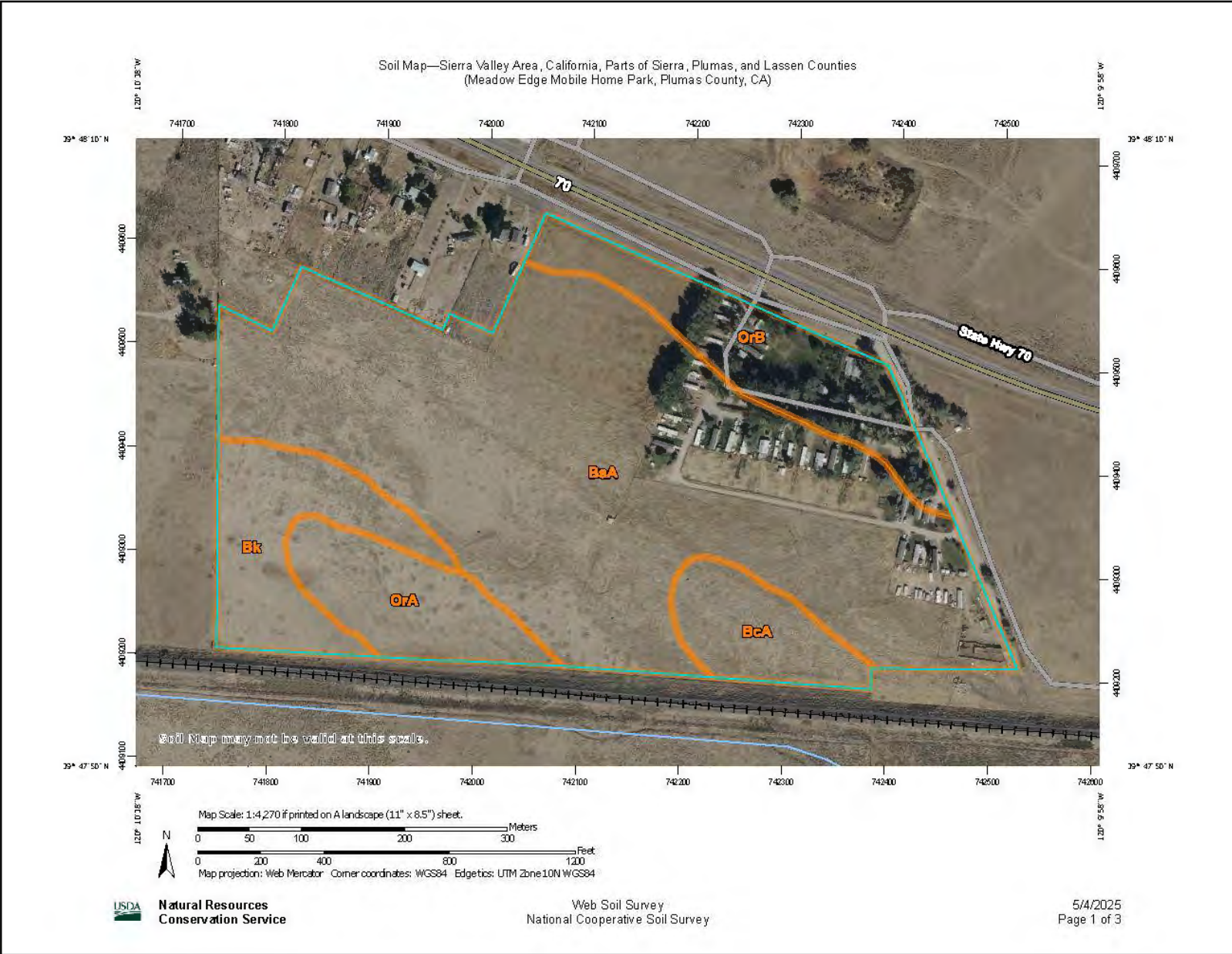
1. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction. Any portable diesel generators that are above 50 horsepower must be reported to the Northern Sierra Air Quality Management District and permitted through that agency.
2. All diesel equipment shall use a diesel oxidation catalyst to reduce NOx emissions.
3. 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.
4. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.
5. All architectural coatings shall be zero or low-VOC paints.
6. Construction equipment idling times shall be minimized either by shutting heavy equipment off (10,000 pounds or more) when not in use, or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]) and all construction equipment shall also be maintained and properly tuned in accordance with manufacturer's specifications." Clear signage shall be provided for construction workers at all access points.
7. Alternatives to open burning of vegetative material shall be used unless otherwise deemed infeasible by the District. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department, Public Works Department and NSAQMD*

Figure 7 – Project Soils Map



4. BIOLOGICAL RESOURCES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓		
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, or other approved local, regional, or state habitat conservation plan?				✓

Existing Setting:

A Biological Resources Assessment was prepared for the subject Property in November 2024 by Greg Matuzak Environmental Consulting, LLC 2023 (Appendix B). Mr. Matuzak conducted a site visit on April 13th. Mr. Matuzak consulted relevant databases for biological resources including:

- California Department of Fish and Wildlife’s California Natural Diversity Database records search of a 3-mile buffer around the Project area (CDFW, 2023);
- California Native Plant Society’s online Inventory of Rare and Endangered Plants of California known to occur within the Project area and within Plumas County (CNPS, 2023);
- The U.S. Fish and Wildlife Service Information, Planning, and Consultation System (IPaC) for endangered, threatened, and proposed listed species for the Project area (USFWS, 2023);
- National Wetland Inventory and National Hydrography Data (NWI and NHD, 2023);
- United States Department of Agriculture (USDA) Soils Mapper (USDA, 2023);
- Natural Resources Conservation Service (NRCS) Hydric Soils List for Plumas County (NRCS, 2023); and
- 2035 Plumas County General Plan (Plumas County, Adopted December 17th, 2013).

The assessment concluded that the vast majority of the Project area is comprised of Basin Wildrye (*Leymus cinerius*), sometimes called Great Basin Wildrye, an unusually large, robust bunchgrass species averaging 2 to 5 feet tall that dominates the large, open expanses within the greater Project area to the north, south, east, and west of the Project area. The annual grassland within the Project has been historically used as a pasture for grazing of mostly cattle and some soil compaction has occurred. Historically, the Project area contained a mixture of Great Basin scrub habitat as seen immediately adjacent to the Project area where shrubs line the fence between the southern border and the rail line to the south of the Project area. This habitat is not considered a sensitive natural community or designated critical habitat. No riparian or wetland associated vegetation was identified within the Project area during the site visit and reconnaissance-level biological resources survey. No vernal pools, riparian habitats, or other sensitive natural communities were identified.

No federally or state-listed threatened or endangered species are expected to occur on the site.

Potential biological impacts include disturbance to nesting birds during the breeding season (generally February 1 through August 31). To avoid significant impacts, the BRA recommends pre-construction nesting bird surveys if Project activities commence during this period. If active nests are identified, species-specific buffer zones must be established until young have fledged.

No other significant biological impacts are anticipated. With implementation of the recommended avoidance and minimization measures for nesting birds, the Project is not expected to result in significant adverse effects to biological resources.

The Property is underlain by Bidwell Sandy Loam (BSA), 0 to 2 percent slopes (approximately 65.2 percent of the Property area); Ormsby loamy coarse sand (OrB), 2 to 5 percent slopes (11.1 percent), Beckwourth sandy loam (9.8 percent), Ormsby loamy coarse sand (OrA), 0 to 2 percent slopes (8.0 percent) and Balman loam, 0 to 2 percent slopes (6.0%).

Impact Discussion:

4a,d. The Project area is within the geographic range of a number of special-status species that are of concern to the CDFG (CNDDDB 2023) and U.S. Fish and Wildlife Service (USFWS 2023). Five state or federal listed species known from the region to have occurred in the Project vicinity in the past: Swainson's hawk (*Buteo swainsonii*), Prairie Falcon (*Falco mexicanus*), Pulsifer's milk-vetch (*Astragalus pulsiferae* var. *pulsiferae*), Sierra Valley ivesia (*Ivesia aperta* var. *aperta*), Webber's ivesia (*Ivesia webberi*). However, no state- or federally listed threatened or endangered plant or animal species were found in the Project area during the mid-April survey in 2023.

Swainson's hawk, a Threatened species in the State of California, forages in open and agricultural fields and nests in mature trees usually in riparian corridors, was previously documented nesting nearby to Vinton in 1981. However, no suitable nesting habitat is present on the Project site (no nesting was observed in the young poplar stands surrounding and within the existing mobile home park during the April 2023 field reconnaissance).

Prairie falcon, a Fully-Protected Species of Wildlife in the State of California, is found in dry grasslands and prairies, locally alpine tundra; suitable breeding habitat usually requires cliffs for nest sites; in winter, also cultivated fields and lake shores, was previously documented nesting nearby to Vinton in 1976. However, no suitable nesting habitat is present in the Project area.

The annual grassland, and the few nearby trees in the Project area that lie mostly within the existing mobile home park, at this elevation in the Sierra Nevada, and in this relatively disturbed setting, do not provide high quality nesting habitat (cliffs and mature riparian trees) for the special status wildlife species known to occur in the Project vicinity.

Webber's ivesia, a Federally Threatened Species (CNPS Rare Plant Ranking 1B.1), is a perennial herb that occurs in sandy or gravelly soils within Great Basin scrub (volcanic ash), lower montane coniferous forest, pinyon and juniper woodland habitats at elevations of 1,000-2,075 m. (3280-6810 ft.) and blooms from May to July. The species has been documented within 3 miles of the Project area, but no occurrences have been observed in the Project area and no suitable habitat is present.

Sierra Valley ivesia (CNPS Rare Plant Ranking 1B.2) is a perennial herb that occurs in vernal mesic, usually volcanic soils within Great Basin scrub, lower montane coniferous forest, meadows and seeps, pinyon and juniper woodland and vernal pool habitats at elevations of 1,480 – 2,300 m (4,850-7550 ft.) and blooms from June to September. The species has been documented within 3 miles of the Project area, but no occurrences have been observed in the Project area and no suitable habitat is present.

Pulsifer's milk-vetch (CNPS Rare Plant Ranking 1B.2) is a perennial herb that occurs in usually granitic, sandy or rocky soils within Great Basin scrub, lower montane coniferous forest, and pinyon and juniper woodland habitats at elevations of 1,300-1,800 m. (4,270-5,900 ft.) and blooms from May to August. The species has been documented within 3 miles of the Project area, but no occurrences have been observed in the Project area and no suitable habitat is present.

The special-status plants known from the region may be precluded from occurring on the Project site due to the absence of suitable habitat, a lack of specific required soils, associated woodland, shrub and aquatic habitats and vegetation communities, and a lack of mesic vernal sites.

Loss of limited numbers of common species of plants or animals, as could occur due to further development of the Property, is not a significant impact under current CEQA guidelines pertaining to biological resources. However, the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (FGC) §3513 prohibit take of migratory birds, which is defined to include destruction of active nests (presumed to contain eggs or nestlings). Compliance with the MBTA requires that no grading, brush clearing (mechanized or otherwise), or tree removal occur during the nesting season – typically March 1 to August 31 in the Sierra Valley region – without a nesting bird survey that confirms no occupied nests are present, or contingent mitigation actions if nests are present. Mitigation Measure 4A requires a nesting survey prior to any disturbance to avoid impacts to potentially nesting raptors and migratory birds.

The Project lies within the range of the migratory Doyle Deer herd. The Project area does not lie in any identified Critical Winter Range, Natural Landscape Block, or Essential Habitat Connectivity Corridor for migratory mule deer in this part of their range, however.¹⁰ The Project area is already constrained by existing development and migrations barriers, specifically the SR 49, SR 70 corridors together with the Union Pacific Railroad grade and existing residential and commercial development in the Vinton-Chilcoot committee. The proposed Project is therefore not anticipated to affect any existing migratory corridor for mule deer or other ungulates.

¹⁰ California Department of Fish and Wildlife Biogeographic Information and Observation System (BIOS 6). <https://wildlife.ca.gov/Data/BIOS#bios-viewers>. Accessed 2025-05-05.

With implementation of **Mitigation Measure 4A**, impacts related to migratory birds and raptors would be *less than significant with mitigation*.

- 4b,c The 2024 Biological Resources Assessment by Greg Matuzak Environmental Consulting, LLC identified that the Project site does not contain any riparian habitat, waterways, wetlands or other sensitive natural communities. However, construction could have minor and temporary impacts to downstream aquatic resources if proper Best Management Practices (BMPs) are not installed to prevent erosion and sedimentation from the site.

Mitigation Measure 4B is required in order to ensure that BMPs are properly installed. The proposed Project would also be required to obtain a Storm Water Pollution Prevention Plan (SWPPP) with the Central Valley Regional Water Quality Control Board. In order to ensure the timely implementation of these and other mitigation measures pertaining to biological resources, Mitigation Measure 4C, requiring that copies of the mitigation measures be provided to contractors, is also provided. With implementation of standard erosion control practices as shown in Mitigation Measure 4B and 4C, as well as Mitigation Measure 4D to ensure that contractors are aware of biological mitigation, the proposed Project would have impacts that are *less than significant with mitigation*.

- 4e The proposed Project is not anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Plumas County has several local policies regarding conservation, open space and land use in the 2035 Plumas County General Plan including:

Conservation and Open Space

7.2.2 Species and Habitat Avoidance:

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

7.2.3 Land Use Management

The County shall restrict the density and intensity of development in wildlife habitat areas to the extent needed to avoid significant interference with the habitat. These restrictions shall include, but not necessarily be limited to, maintenance of large parcel sizes, increasing building setback lines, limiting building and fencing and designating open space corridors.¹¹

Due to location of the Project area within the Vinton-Chilcoot General Plan-designated Community, together with appurtenant zoning and general plan land use designations for the Property, the proposed Project is not in conflict the Conservation and Open Space or Land Use Management policies of the 2035 Plumas County General Plan or other local ordinances. Therefore, the proposed Project would have *no impacts* or conflicts with local policies and ordinances.

¹¹ Plumas County General Plan 2035. https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan-Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=. Access April 24th, 2025. p. 163.

- 4f The subject Property is not a part of or affected by any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan due to none of those plans existing on or near the Project site. Therefore, the proposed Project would have *no impacts* or conflicts with adopted conservation plans.

Mitigation: To reduce potential construction impacts to biological resources, the following mitigation measures shall also be required and shall be included as notes on the approved improvement plans:

Mitigation Measure 4A: Nesting raptors and migratory birds. The following note shall be added to all improvement/grading/construction plans and the measures implemented as noted:

Impacts to nesting raptors and migratory birds can be avoided by removing vegetation before the start of the nesting season, or delaying removal until after the end of the nesting season.

- a) If tree removal, grading, and construction take place outside the breeding season (August 1-February 28), no further mitigation is needed.
- b) If construction is to take place during the nesting season (March 1 - July 1), including any ground disturbance, preconstruction surveys for nesting raptors and migratory birds shall be conducted within 7 days prior to the beginning of construction activities by a qualified biologist and in accordance with California and Federal requirements. If active nests are found, a buffer (protected area surrounding the nest, the size of which is to be determined by a qualified biologist) and monitoring plan shall be developed. Nest locations shall be mapped and submitted, along with a report stating the survey results, to the Plumas County Planning Department within one week of survey completion.
- c) An additional survey shall be required if periods of construction inactivity (e.g., gaps of activity during grading, tree removal, road building, or structure assembly) exceed a period of two weeks, an interval during which bird species, in the absence of human or construction-related disturbances, may establish a nesting territory and initiate egg laying and incubation.
- d) Any trees containing non-active nests that must be removed as a result of development shall be removed during the non-breeding season. The Project proponent shall be responsible for offsetting the loss of any nesting trees. The project proponent and biologist/monitor shall consult with CDFW and the extent of any necessary compensatory mitigation shall be determined by CDFW. Previous recommended mitigation for the loss of nesting trees has been at a ratio of three trees for each nest tree removed during the non-nesting season.

Timing: *Prior to issuance of grading/improvement/building permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

Mitigation Measure 4B: Implement Best Management Practices (BMPs) During Construction. To protect water quality and aquatic life in downstream aquatic resources, the contractor shall implement the following BMPs during construction, which shall also be shown as a note on all improvement and grading plans:

1. Disruption of soils and native vegetation shall be minimized to limit potential erosion and sedimentation; disturbed areas shall be graded to minimize surface erosion and siltation; bare soils shall be immediately stabilized and revegetated. Seeded areas shall be covered with broadcast straw or mulch.
2. If straw is used for erosion control, only certified weed-free straw shall be used to minimize the risk of introducing noxious weeds such as yellow star thistle.

3. The contractor shall exercise every reasonable precaution to prevent contamination of the Project area with spilled fuels, oils, bitumen, calcium chloride, and other harmful materials. Contamination of the Project area soils from construction byproducts and pollutants such as oil, cement, and wash water shall be minimized. Drip pans or absorbent pads should be used during vehicle and equipment maintenance work that involves fluids. All construction debris and associated materials and litter shall be removed from the work site immediately upon completion.
4. To minimize erosion, development runoff shall not be discharged directly across steep slopes. Runoff shall instead be directed through energy dissipaters constructed at discharge points to reduce flow velocity and prevent erosion.

Timing: *Prior to issuance of grading and improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department, Public Works Department, and Building Department*

Mitigation Measure 4C: Obtain a Storm Water Pollution Prevention Plan (SWPPP) from the Central Valley Regional Water Quality Control Board. Given that the Project would disturb over one acre, the Project applicant shall obtain a SWPPP from the Central Valley Regional Water Quality Control Board and provide it to the Planning Department, Public Works Department, and Building Department prior to the onset of any construction activities and prior to issuance of grading and improvement permits.

Timing: *Prior to issuance of grading/improvement/building permits and prior to any construction activities*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department, Public Works Department, and Building Department*

Mitigation Measure 4D: Provide Copies of Permit Conditions/Mitigation Measures to Contractors. To ensure the proper and timely implementation of all mitigation measures contained in this report, as well as the terms and conditions of any other required permits, the applicant shall distribute copies of these mitigation measures and any other permit requirements to the contractors prior to grading and construction.

Timing: *Prior to issuance of grading/improvement/building permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

5. CULTURAL RESOURCES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		✓		
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓		

Existing Setting:

The Project area lies within territory occupied by the Washoe and Northeastern Maidu at the time of initial contact with Europeans. Prior and up to European arrival the Washoe were organized in multifamily communities that found subsistence in a seasonally mobile life of foraging, collecting, hunting and fishing. Washoe territory stretches along the eastern Sierra Nevada escarpment and wester portions of the Great Basin from Honey Lake in the north to Little Antelope Vally in the south. The Maidu people were hunter-gatherers, but also cultivators of tobacco, living with their families, the basic social unit, in villages on gentle terrain near the confluences of major streams and rivers, the Middle Fork Feather River significantly, during the winter, while moving to higher elevations during good gathering seasons (spring through fall). Maidu territory extends approximately from the Sierra Buttes north to Lassen Peak and eastward to Honey Lake. The Northeastern Maidu shared their territory and cultures intermittently with other Maidu and Miwok peoples to the north, south and west, while the Washoe also held ties to the Paiute on the east in the Great Basin. The archaeologic record indicates the Washoe, the Maidu, or their ancestors have inhabited the region as many as 10,000 years or more. The Washoe and Maidu peoples though heavily impacted by the arrival of Europeans in the early and mid-19th century, still practice traditional lifeways and stewardship of their territories today.

In the early 19th century, the trapper and explorer James P. Beckwourth pioneered an emigrant trail through the lowest pass in the Sierra Nevada and into Sierra Valley, leading the way for emigrant families, mining, farming, ranch and timber harvest through the latter half of the century (the Spanish had also explored the western Sierra Nevada, including naming the Feather River). In 1849, the California Gold Rush began and by the late 1850s trails and wagon roads were connecting communities in Sierra Valley, Nevada and the Gold Country of the Sierra Nevada canyons and foothills. Plumas County was established in 1854, carved out of Butte County and subsequently reapportioned in 1864 with an annex to Lassen County and acquisition of portions of Sierra County.

In the mid to late 19th century the Scottish immigrant, surveyor and civil engineer, Arthur Keddie, was living and working in Plumas County, eventually surveying and engineering the route for the Western Pacific Railroad through the rugged Feather River Canyon. The railroad was completed in 1910, connecting to the Central Valley of California as a significant route of the transcontinental system. The Western Pacific Railroad, along with numerous connecting narrow gauge rail systems, facilitated the production, extraction, and movement of natural resources in and through the region leading to growth in regional communities as well as significant impacts to natural and cultural resources, especially due to logging and mining practices. The Beckwourth Emigrant Trail and the Western Pacific Railroad both lie in proximity to the Project area (the Beckwourth Cabin still stands at the site of Jim Beckwourth's outpost, in the present-day town of

Beckwourth, 11 miles to the east). While logging and mining have declined as economic drivers in the region, communities and economies in Sierra Valley are still thriving on farming and ranch enterprises with recreation and tourism becoming more important in recent decades.

Impact Discussion:

5a-c. A Cultural Resources Inventory Survey was prepared for the Project area by Genesis Society in April of 2023, consisting of literature review, records search, and field survey. Literature review consisted of review of the state and national registers of historical resources and historic topographic maps. The records search consisted of an inquiry with the Northeast Information Center of the California Historical Resources Information System and consultation with the Native American Heritage Commission, which provided no records of archaeological investigation or archaeological records for Project area and its one-mile radius. Project archaeologist Sean Michael Jensen, M.A., surveyed the Project via a records search with the Northeast Central Information Center in January-February 2023 and field survey in April of 2023 using pedestrian transects at 30-meter intervals. Archaeological records or cultural resources were not found in the Project area during the records search or in the pedestrian survey.

Nearby cultural resources include portions of the approximate route of the Beckworth trail (California National Historic Trail) that may lie in immediate proximity to the north to the Project area as well as historic irrigation infrastructure within one mile to the north. Field survey consisted of a pedestrian survey of the Project site, which concluded that portions of the Project area have been subject to minimal disturbance from grazing, substantial disturbance from the railroad grade as well as disturbance associated with the existing mobile home park and appurtenant utilities or other nearby infrastructure, with no evidence of prehistoric activity or occupation observed. Application of CEQA, State and National Register of Historic Places criteria to the existing permanent foundation structures of Meadow Edge Park indicated insufficient eligibility for register criterion or overall site integrity to convey historic significance.

However, given that the Project would result in ground disturbance of areas only investigated at the surface, there is a potential for unanticipated discovery of cultural resources, including historic, prehistoric, tribal, and paleontological resources, during Project construction. Mitigation Measure 5A requires that work shall be halted and proper notification and consultation required if any artifacts or cultural resources are discovered during construction. With the implementation of Mitigation Measure 5A, impacts to cultural resources are expected to be *less than significant with mitigation*.

Mitigation: To offset potentially adverse cultural or historical resources impacts associated with the construction activities, the following mitigation measure shall be required and shall be included as notes on all grading and construction plans:

Mitigation Measure 5A: Halt Work and Contact the Appropriate Agencies if Human Remains, Cultural Resources or Paleontological Resources are Discovered during Project Construction. All grading and construction plans shall include the note outlining the requirements provided below to ensure that any cultural resources discovered during Project construction are properly managed. These requirements include the following:

1. All equipment operators and employees involved in any form of ground disturbance shall be trained to recognize potential archeological resources and advised of the possibility of encountering subsurface cultural resources during these activities in coordination with qualified

- cultural resources specialists and Native American Representatives from interested California Native American Tribes.
2. During construction activities, if any subsurface archaeological resources are uncovered, all work shall be halted within 100 feet of the find and the Project Applicant shall retain a qualified cultural resources consultant approved by the County and/or by the local Tribe(s) (if resources are found to be prehistoric) to identify and further investigate the physical extent and nature of any identified features or artifact-bearing deposits and determine their significance.
 3. If cultural materials are identified as potentially significant by the cultural resources consultant per Mitigation Measure 5A.2, an investigation shall proceed as a formal evaluation to determine their eligibility for the California Register of Historical Resources. This shall include, at a minimum, additional exposure of the feature(s), photo-documentation and recordation, and analysis of the artifact assemblage(s). If the evaluation determines that the features and artifacts do not have sufficient data potential to be eligible for the California Register, additional work shall not be required. However, if data potential exists – e.g., there is an intact feature with a large and varied artifact assemblage – it will be necessary to mitigate any Project impacts. Mitigation of impacts might include avoidance of further disturbance to the resources through Project redesign. If avoidance is determined to be infeasible, pursuant to CEQA Guidelines Section 15126.4(b)(3)(C), a data recovery plan, which makes provisions for adequately recovering the scientifically consequential information from and about the historical resource, shall be prepared and adopted prior to any excavation being undertaken. Once completed, documentation associated with these studies shall be submitted to the California Historical Resources Regional Information Center. Archeological sites known to contain human remains shall be treated in accordance with the provisions of Section 7050.5 Health and Safety Code. If an artifact must be removed during Project excavation or testing, curation may be an appropriate mitigation. This language of this mitigation measure shall be included on any future grading plans and utility plans approved by the City for the Project.
 4. If human remains are encountered, no further disturbance shall occur within 100 feet of the vicinity of the find(s) until the Plumas County Coroner has made the necessary findings as to origin (California Health and Safety Code Section 7050.5). Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Plumas County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then identify the “most likely descendant” (MLD). The landowner shall engage in consultations with the most likely descendant (MLD), and the MLD will make recommendations concerning the treatment of the remains within 48 hours of being provided access to the site as provided in Public Resources Code 5097.98.

Timing: *Prior to issuance of grading and improvement permits and throughout construction*

Reporting: *Permit issuance and during construction*

Responsible Agency: *Planning Department/Sheriff Department*

6. ENERGY

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation?			✓	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✓

Existing Setting:

The subject Property currently has electrical service from Plumas-Sierra Rural Electric Cooperative.

Impact Discussion:

- 6a. The proposed Project is not anticipated to result in significant environmental impacts due to wasteful, inefficient or unnecessary consumption of energy resources during either the construction or the operational phase of the proposed Project. Electricity is currently available to the Property. Operationally, energy needs for the Project are low, with the only need being for the gate and security monitoring, lighting, and irrigation. Lighting is proposed as energy-efficient LED lighting. Improvements would be required to meet energy standards in place at the time of their construction. Similarly, grading required for roadway improvements is relatively minor, and equipment would be required to meet current standards. The requirements to meet energy standards for both construction equipment and materials would ensure that the use of energy resources would not be excessive, and the Project would have a *less than significant impact*.
- 6b. The proposed Project would not conflict with any state or local plans for renewable energy or energy efficiency. Permits would be required in order to construct the proposed improvements. As part of the building permit review, all equipment and structures would be required to meet energy standards identified in the California Building Code. Likewise, the proposed Project would not obstruct or prevent plans for renewable energy or efficiency. Therefore, the proposed Project would have *no impact* to state or local plans for renewable energy or energy efficiency.

Mitigation: None required.

7. GEOLOGY / SOILS

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including risk of loss, injury or death involving: <ul style="list-style-type: none"> 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 on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil creating substantial direct or indirect risks to life or Property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Existing Setting:

The Project area is depicted on the *Geologic Map of the Chico Quadrangle: 1:250,000*.¹² Sierra Valley is a complexly faulted, irregularly shaped basin bounded on the north by Miocene pyroclastic rocks of Reconnaissance Peak, to the west by Miocene andesite of Beckwourth Peak, and to the south and east by Tertiary andesite and Mesozoic granitic rocks. The Project site, along with the majority of the Sierra Valley floor, is underlain by unconsolidated and semi-consolidated Quaternary (Pleistocene-Holocene) alluvium lake deposits accumulated following the down-faulting of the Sierra Valley graben block.¹³

¹² Saucedo, G., Wagner, D. Geologic Map of the Chico Quadrangle: Regional Geologic Map 7A, 1:250,000. California Division of Mines and Geology. 1992.

¹³ California's Groundwater, Bulletin 118, Sierra Valley Groundwater Basin, February 2004. https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_012_01_SierraValleyGroundwaterSubbasin.pdf. Accessed 2025-05-07.

As shown in Figure 7, the Property is underlain by Bidwell Sandy Loam (BSA), 0 to 2 percent slopes (approximately 65.2 percent of the Property area); Ormsby loamy coarse sand (OrB), 2 to 5 percent slopes (11.1 percent), Beckwourth sandy loam (9.8 percent), Ormsby loamy coarse sand (OrA), 0 to 2 percent slopes (8.0 percent) and Balman loam, 0 to 2 percent slopes (6.0%). Bidwell sandy loam is well drained while the other soils are somewhat poorly drained. Plasticity index for soils present are low, with highest being 7.2 percent for Balman loam. Bidwell sandy loam is not considered to be suitable for dwellings without basements and small commercial buildings.¹⁴

The Alquist-Priolo Earthquake Fault Zoning Act was adopted in 1972 to prevent the construction of buildings in areas where active faults have surface expression. Ground or fault rupture is generally defined as the displacement that occurs along the surface of a fault during an earthquake. The Project site is located approximately five miles west of the Last Chance Fault Zone, just east of Beckworth Passm, but is not within a designated Fault Hazard Zone (California Department of Conservation), as shown in Figure 8 below.¹⁵ Plumas county is not located within a delineated Alquist-Priolo Earthquake Fault Zone, or however, earthquake risk in the county is generally considered to be low.¹⁶ Shaking potential in Sierra Valley is low to moderate.¹⁷

Impact Discussion:

7a-d. The Project is not anticipated to result in adverse effects due to unstable soils or cause significant erosion given that the site is relatively flat.

Although the Project site is located in proximity to a quaternary fault, it is not within an Alquist-Priolo Earthquake Fault Zone and the site has a low probability for strong ground motion and thus the Project is not anticipated to result in earthquake-related impacts. Additionally, the Bidwell sandy loam soil series is not described by the USDA Soil Conservation Service as being unstable or expansive. Building permits would be required for all earthwork, which would require compliance with seismic standards of California Building Code, per Plumas County Code of Ordinance Title 8, Chapter 1, Section 1, to ensure protection during seismic events. Therefore, due to the Project soils and standard permit requirements, impacts associated with unstable earth conditions would be *less than significant*.

7b. The Project would develop the subject Property with manufactured home sites and related infrastructure improvements, including roads, driveways, water service, sewage disposal systems, and storm water collection systems. Project construction is not anticipated to result in substantial soils erosion, or in grading on steep slopes, as the Project site is relative flat and all work would be required to be in compliance with the California Building Code, requiring erosion control measures as needed to ensure that activities do not result in substantial erosion. Therefore, impacts relative to soil erosion, or to disturbance within steep slopes resulting from the proposed Project are anticipated to be *less than significant*.

¹⁴ Natural Resource Conservation Service. Web Soil Survey.

<https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx/>. Accessed 2025-05-07.

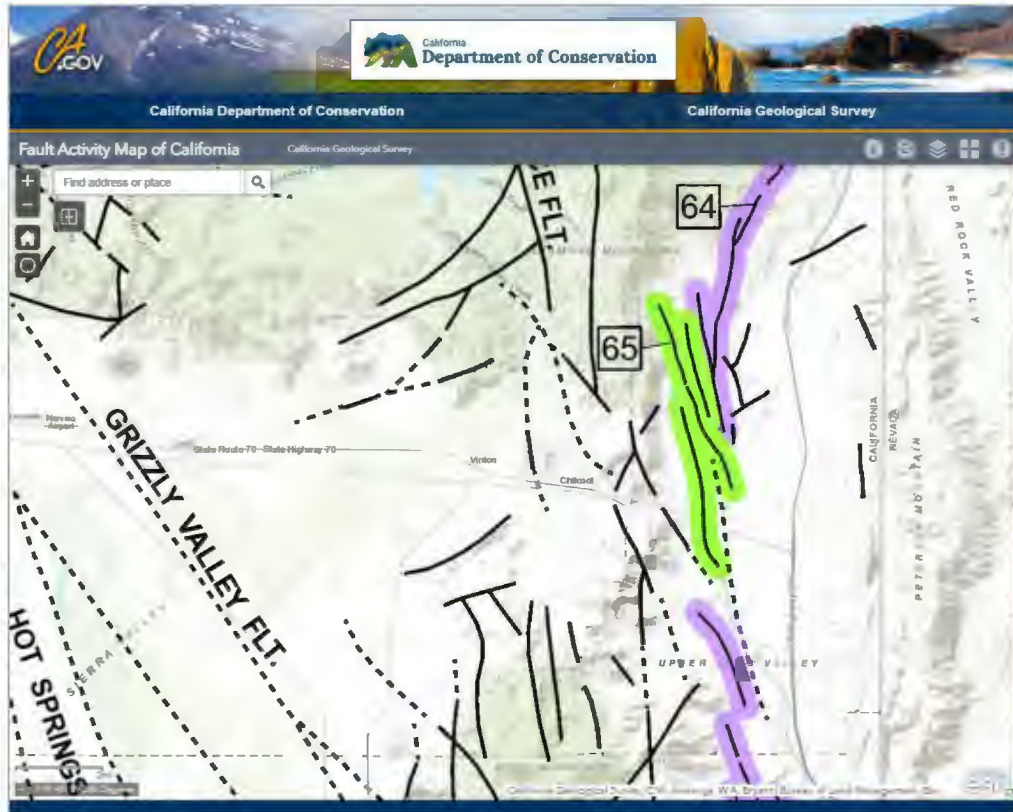
¹⁵ California Geological Survey. Fault Activity Map of California. <https://maps.conservation.ca.gov/cgs/fam/app/>. Accessed 2025-05-07.

¹⁶ Plumas County. Local Hazard Mitigation Plan Update. October 2020.

<https://www.plumascounty.us/DocumentCenter/View/37169/Plumas-County-LHMP-Update---Chapter-4-Risk-Assessment?bidId=>. Accessed 2025-04-07. 4-188.

¹⁷ Branum, d. et al. Map Sheet 48: Earthquake Shaking Potential for California. California Geological Survey. 2016.

Figure 8 - Geological Survey Fault Map



Vinton and the Project area are in center; Constantia fault complex at right, highlighted in green and purple.

- 7e. The Property has soils capable of adequately supporting septic systems. The existing mobile home park utilizes a permitted septic system, and a new engineered septic system designed per Plumas County Local Agency Management Plan for Onsite Wastewater Treatment Systems is proposed to service the new Project site. Based on the use of existing systems along with recent soils testing confirmation, the Project would have **no impact** relative to a lack of soils for sewage disposal.
- 7f. There are no known paleontological resources or unique geological features in or around the Project parcel. However, because there would be ground disturbance with the Project, Mitigation Measure 5A would require work to halt in the event that there is an unanticipated discovery of paleontological resources. Direct or indirect damage to paleontological resources is anticipated to be **less than significant with mitigation** with implementation of Mitigation Measure 5A.

Mitigation: See Mitigation Measure 5A.

8. GREENHOUSE GAS EMISSIONS

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

Existing Setting:

Greenhouse gases (GHGs) are those gases that trap heat in the atmosphere. GHGs are emitted by natural and industrial processes, and the accumulation of GHGs in the atmosphere regulates the earth’s temperature. GHGs that are regulated by the State and/or EPA are carbon dioxide (CO₂), methane (CH₄), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆) and nitrous oxide (NO₂). CO₂ emissions are largely from fossil fuel combustion. In California, approximately 43 percent of the CO₂ emissions come from cars and trucks. Electricity generation is another important source of CO₂ emissions. Agriculture is a major source of both methane and NO₂, with additional methane coming primarily from landfills. Most HFC emissions come from refrigerants, solvents, propellant agents and industrial processes, and persist in the atmosphere for longer time-periods and have greater effects at lower concentrations compared to CO₂. The adverse impacts of global warming include impacts to air quality, water supply, ecosystem balance, sea level rise (flooding), fire hazards, and an increase in health-related problems.

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act, was adopted in September 2006 and requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction would be accomplished through regulations to reduce emissions from stationary sources and from vehicles. The California Air Resources Board (ARB) is the State agency responsible for developing rules and regulations to cap and reduce GHG emissions. In addition, the Governor signed Senate Bill 97 in 2007 directing the California Office of Planning and Research to develop guidelines for the analysis and mitigation of the effects of greenhouse gas emissions and mandating that GHG impacts be evaluated in CEQA documents. CEQA Guidelines Amendments for GHG Emissions were adopted by OPR on December 30, 2009. The Northern Sierra Air Quality Management District (NSAQMD) has prepared a guidance document, *Guidelines for Assessing Air Quality Impacts of Land Use Projects*, which includes mitigations for general air quality impacts that can be used to mitigate GHG emissions.

Impact Discussion:

8a-b. Carbon dioxide (CO₂) is the main component of greenhouse gases, and vehicles are a primary generator of CO₂. The proposed Project is not expected to generate greenhouse gases that would result in significant environmental impacts or that would be in conflict with plans for greenhouse gas reductions. The proposed Project is located in a rural community area surrounded by commercial and residential properties and is anticipated to expand and serve the local community of Vinton-Chilcoot. The overall GHG impact is not anticipated to be substantially adverse due to several factors, including the fact that the proposed Project would apply standard building permit requirements, ensuring any new structures meet energy efficiency standards; traffic flow to and from residences is not expected to be substantial; and the Project would adhere to Mitigation Measure 3B, which requires a number of items to reduce construction GHG emissions. With

implementation of Mitigation Measure 3B, the Project would result in GHG emission impacts that are *less than significant with mitigation*.

Mitigation: See Mitigation Measure 3B.

9. HAZARDS/HAZARDOUS MATERIALS

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
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 handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?				✓
e. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				✓
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

Existing Setting:

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

Transportation-related public health and safety issues have the potential to occur along the major thoroughfares of the County. The highest potential for transportation-related incidents exists along the County’s main east-west thoroughfare, State Route 70, and along State Routes 36 and 89. The majority of hazardous materials shipped through and within the County consist primarily of petroleum products, such

as heating fuels, gasoline, diesel, and propane. The County's railroad corridors, both Union Pacific Railroad and Burlington Northern Santa Fe Railway, are an additional public safety concern since freight trains also carry bulk containers of hazardous materials such as petroleum.

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

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

Three public-use airports are located within Plumas County: Nervino Airport in Beckwourth, Rogers Field Airport in Chester, and Gansner Airport in Quincy. The airports serve approximately 44,000 operations (takeoffs plus landings) annually. Potential safety issues associated with airports include aircraft accidents and noise impacts to surrounding land uses. Airport operation hazards include the development of incompatible land uses, power transmission lines, wildlife hazards, such as bird strikes, existing obstructions such as timbered hillsides, and tall structures in the vicinity of these airports. Airport safety zones are established to minimize the number of people subjected to noise and potential aircraft accidents through limitations on the type of development allowed around airports. Local Airport Land Use Compatibility Plan zoning regulations provide specific details for the established airport safety zones. In addition to the airports, the Plumas District Hospital in Quincy, the Indian Valley Health Care District in Greenville, and the Eastern Plumas Hospital in Portola have heliports. The closest commercial airport is Reno/Tahoe International Airport in Reno, Nevada.

The subject parcel is not within or adjacent to any hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control, 2022). The Project area is in a moderate fire hazard severity zone as designated by CalFire.¹⁸ Residences within the existing mobile home park to the northeast of the Project site and on Ede Street to the northwest are the closest sensitive receptors, located 45 feet from the eastern boundary line. The nearest schools are in the City of Loyalton, 11 miles to the south of the Project area.

Impact Discussion:

9a-b. The proposed Project is a residential development and does not include routine transport, use or disposal of hazardous materials. The State and federal government regulate the uses of hazardous

¹⁸ Fire Hazard Severity Zone Viewer. CalFire. <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed 2025-05-08.

materials, and residents would be required to comply with usage parameters mandated by these laws.

Small quantities of hazardous materials could be stored, used, and handled during construction. The hazardous materials anticipated for use are small volumes of petroleum hydrocarbons and their derivatives (e.g., gasoline, oils, lubricants, and solvents) required to operate the construction equipment. These relatively small quantities would be below reporting requirements for hazardous materials business plans and would not pose substantial public health and safety hazards through release of emissions or risk of upset. Safety risks to construction workers for the proposed Project would be reduced by compliance with Occupational Safety and Health Administration standards. Therefore, Project related hazard impacts relative to routine transport, use, disposal or emission of hazardous substances to the public or environment would be *less than significant*.

- 9c. Loylton High School is the closest school to the Project site and is over ten miles from the proposed Project. Additionally, as noted above, hazardous materials associated with the Project are those used in small quantities during construction. Due to the type and amount of materials associated with this Project, in conjunction with the distance to the nearest school, *no impact* relative to transport, use, or emissions of hazardous materials within proximity of a school is anticipated.
- 9d. The subject Property is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, there would be *no impact*.
- 9e. The Project site is not located within an airport land use plan area and is approximately 10 miles from the nearest airport, Plumas County Nervino Airport, located west of the Project site near the town of Beckwourth. The proposed Project is not anticipated to interfere with air traffic patterns or aircraft safety; therefore, safety hazard impacts on people residing or working in the Project area are anticipated to have *no impact*.
- 9f. Emergency services to the Project area are provided under the Plumas County Emergency Operations Plan adopted in 2016.¹⁹ The Project is not in an existing wildland evacuation plan or map and has direct access to both SR 70 and SR 49. The Project would not impair implementation of, or physically interfere with, adopted emergency response plans, and *no impact* on any emergency response plan would occur as a result of the Project.
- 9g. The proposed Project is located within the Beckwourth Peak Fire Protection District. The Project site is designated as a Moderate Fire Hazard Severity Zone within the State Responsibility Area for wildland fire protection and the State's requirements for building construction and vegetation management within the SRA are applicable to the proposed Project. The proposed Project would also be subject to all applicable building and electrical standards, which would help protect the public's health, safety, and welfare. As a condition of Project approval in conformance with California Public Resources Code 4291, the applicant would be required to provide defensible space around all structures, which requires up to 100 feet of fuels treatment or to the Property line, whichever is closer. The proposed Project would also provide access to the area with the required road improvements. The proposed Project would not expose people or structures to wildland fires and there would be a *less than significant* impact related to wildland fires from the proposed Project.

¹⁹ Plumas County Emergency Operations Plan.

<https://www.plumascounty.us/DocumentCenter/View/17983/Emergency-Operations-Plan-Part-1---Basic-Plan?bidId=>. Accessed 2025-05-08.

Mitigation: None required.

10. HYDROLOGY / WATER QUALITY

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		✓		
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would: <ul style="list-style-type: none"> i. result in substantial erosion or siltation on- or off-site; ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. impeded or redirect flood flows? 		✓		
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?				✓
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✓

Existing Setting:

The proposed Project is in the Sierra Valley Channels Subwatershed (12-digit Hydrologic Unit Code: 180201230310) of the Sierra Valley watershed. The Property is not within or near a floodplain, and the site does not contain any Waters of the U.S. or wetlands. According to the Preliminary Drainage Report for the Project, the site contains various features that affect the general hydrology, including shrubs and bushes covering 70%-90% of the ground that provide substantial infiltration during storm events due to the arresting action of the vegetation. The site therefore has minimal runoff off the site in its current state. The topography is continuous with slopes and drainage of 0.5%-3% from southeast to northwest. Any runoff that does leave the site would continue in its natural drainage path west before reaching Little Last Chance Creek approximately 0.5 mile to the west. This creek appears to be used primarily for irrigation with its size decreasing steadily as the elevation reduces. Any runoff that is not used for irrigation flows to Little Last Chance Lake.

Impact Discussion:

10a.c. The proposed Project is not anticipated to negatively affect water quality standards or waste discharge requirements, nor is it anticipated to contribute amounts that could exceed drainage system capacity or alter existing drainage patterns. While the proposed Project would result in grading on the site as well as associated road improvements, the proposed Project would be required to obtain a Construction Storm Water Pollution Prevention Plan (SWPPP) with the Central Valley Regional Water Quality Control Board, and standard erosion control measures would be required under Mitigation Measure 4C, to ensure that this work does not result in offsite erosion or deposition of sediment into nearby water features. Additionally, the proposed Project is required to detain all stormwater runoff to pre-construction levels under State and County regulations and has provided an onsite underground stormwater detention area to comply with these requirements.

With these protective measures, including Mitigation Measure 4C, the proposed Project would not alter off-site drainage patterns, degrade water quality, or violate water quality standards. Based on the above discussion, project-related impacts to water quality standards or waste discharge requirements, including contributing amounts that could exceed drainage system capacity or alter existing drainage patterns would be *less than significant with mitigation*.

10b. The proposed residential use would not result in a substantial decrease in groundwater supplies, interfere with groundwater recharge or conflict with water quality/groundwater management plans. The proposed Project would utilize the existing well system, which has four existing wells. With the Project, the well system would operate as it currently does, but with the expanded development demand of 50 additional dwelling units. Cranmer Engineering, Inc. evaluated the existing wells for adequate capacity given the increased demands of the Project and found that the existing well system capacities are more than adequate to meet the Project demands.²⁰ Additionally, the Sierra Valley Groundwater Management District (SVGMD) Board has reviewed the Project along with “relevant groundwater data from the applicant and hydrogeologists, such as the Water Well System Operations Memo, Water Systems Conceptual Plan, 5-Water Well System Operations Memo, Water Systems Demand Report, and Groundwater Supply Evaluation,” and has found that the “expansion Project will not have a significant groundwater impact,” primarily due to the reduction in the expansion from the originally proposed 151 units to 50 units. The SVGMD Directors voted to recommend the Project Use Permit for approval at its January 20, 2025, Board meeting.²¹ The proposed Project is therefore anticipated to have *less than significant impact* on the existing wells on this or adjacent properties.

10d,e. There is no flood hazard or designated flood zone on the Project site. The Project is not in a tsunami or seiche zone, and it does not conflict with or obstruct the implementation of a water quality control plan. It does not 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. Therefore, there would be *no impact* associated with the proposed residential development on flood zones or water quality control plans.

Mitigation: See Mitigation Measure 4C.

²⁰ Cranmer Engineering, Inc. “Meadow Edge Development domestic water well system operation.” December 6, 2024.

²¹ Grandi, Einen, Board Chair, Sierra Valley Groundwater Management District. Letter re Meadow Edge Park LLC. February 13, 2025.

11. LAND USE / PLANNING

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

Existing Setting:

The 42.74-acre subject Property is located within the General Plan-designated Community of Vinton-Chilcoot near the intersection of SR 70 and SR 49. The Property has approximately 1,200 feet of frontage on SR 70 (separated by Ede Street) and is removed from SR 49 by additional developed and undeveloped parcels zoned for residential use. The Property is flat, with Property elevations ranging from approximately 4,959 feet above MSL on the east to 4,949 feet above MSL in the west. Approximately 15 acres of the Property, corresponding to APN 010-200-003 (resultant LLA 5-23/25-03 as approved by Plumas County Planning Department on November 18, 2024) is comprised of the existing mobile home park. The Project site takes access from Ede Street, the frontage road parallel to SR 70 which serves existing residences.

The Project site is zoned Convenience Commercial (C-3) and Suburban (S-1) with Farm Animal Combining Zone (F) and Special Plan Scenic Road (SP-ScR) combining zone and has corresponding General Plan designations of Commercial and Suburban Residential. The subject Property is currently undeveloped and consists of native and non-native grasslands. Surrounding land uses are the related mobile home park to the east, single-family residential to the northwest, and commercial uses to the east. To the north and south are agricultural uses, namely livestock grazing. Neighboring residential and commercial uses to the northwest and east are currently legal uses due to Suburban (S-1 and S-3), Convenience Commercial (C-3) and Light Industrial (I-2) zoning. The western end of the Vinton-Chilcoot General Plan-designated Community is bounded by SR 70 on the north, SR 49 on the west, and the Union Pacific Railroad on the south, establishing clear boundaries with Agricultural Preserve (AP) zoning and agricultural land uses.

Impact Discussion:

11a-b The proposed Project would not physically divide an established community. The subject Property is located in the General Plan-designated Community of Vinton-Chilcoot, and the proposed Project is consistent with other residential and commercial uses in this area.

The Project site is currently zoned Convenience Commercial (C-3) with a Farm Animal Combining Zone (F) and Special Plan Scenic Road combining zone (SP-ScR). The Farm Animal Combining Zone is addressed in Agricultural Resources, and the Special Plan Scenic Road combining zone is addressed in the Aesthetics section of this Initial Study. The proposed Project is consistent with both of these combining zones as shown in the respective Initial Study sections.

The existing zoning of the proposed Project is Convenience Commercial (C-3) which allows for one dwelling unit, including a mobile home, where the residential use does not exceed the floor area of the commercial use or one dwelling unit, including a mobile home, on the rear 50 percent of the parcel; and Suburban Zone (S-1), which allows for multiple dwelling units, including

manufactured homes within manufactured housing communities, only with a Planned Development Permit (PCC Sec. 9-2.1502(c)).

However, as described in the Project Description of this Initial Study, the proposed Project is considered an allowable expansion of the lawful nonconforming Meadow Edge Park (mobile home park use) to the east and is thus not subject to current zoning code regulations related to use or density.

Pursuant to the letter sent by Planning Director Tracey Ferguson, dated January 26, 2022, the lawful nonconformance use of the mobile home park use was established in a manner conforming with zoning of the parcel in effect in 1979. In 1979 the parcel was zoned “C-2” by ordinance 76-145. In accordance with PCC Sec. 9-2.506(a), the lawful nonconforming mobile home park involves both the land and existing structures and is considered as one use. PCC Sec. 9-2.506(b)(1) applies which states:

“That portion of a lawful nonconforming use outside of a structure shall not be expanded or increased to occupy a greater land area, either on the same or adjoining property, nor shall the intensity of the existing use be increased, except upon the issuance of a special use permit.”

Therefore, the mobile home park lawful nonconforming use of land with structures can be expanded upon the issuance of the special use permit.

Consequently the Project would have **no impact** on established communities or conflicts with existing land use plans, policies, or regulations.

Mitigation: None required.

12. MINERAL RESOURCES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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?				✓

Existing Setting:

The Project area is not mapped within a Mineral Resource Zone (MRZ), or area of known valuable mineral deposits.

Impact Discussion:

12a-b. The proposed Project is not mapped within a known mineral resource area or MRZ and would not result in the loss of known mineral resources on the Project site. Therefore, the Project would have **no impact** on mineral resources.

Mitigation: None required.

13. NOISE

Would the proposed Project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Generation of excessive ground borne vibration or ground borne noise levels?		✓		
c. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				✓

Existing Setting:

The Noise Element of the 2035 Plumas County General Plan establishes that new residential developments should be located where the Community Noise Equivalent Level (CNEL) does not exceed 60 dB for outdoor living areas and 45 dB CNEL indoors, consistent with CEQA guidelines and state noise compatibility criteria. Noise within Plumas County is predominantly generated by mobile sources, particularly roadway traffic, freight rail operations, and aircraft activity. Stationary sources—such as lumber mills, aggregate processing facilities, and construction activity—also contribute to localized noise exposure. Given the rural nature of the County, roadway noise impacts are generally associated with the regional and Statewide transportation network. Most county roadways experience low traffic volumes, typically fewer than 3,000 vehicles per year. The Union Pacific Railroad (UPRR) main line lies on the southern boundary of the subject Property. While the UPRR line serves as a freight route through Sierra Valley, Plumas County and on to the Feather River Canyon, train frequency is relatively low. The nearest public-use airport is Nervino Airport, approximately ten miles from the site; the Project is not within an airport land use plan area.

The existing ambient noise setting is dominated by traffic noise from SR 70 to the north and the UPRR to the south. Traffic and other noise from surrounding residential, commercial or agricultural uses are part of the ambient setting.

Impact Discussion:

13a,b. SR 70 is the predominant source of traffic noise affecting the Project area, with average day-night sound levels (Ldn) ranging from 65 to 70 dB within 100 feet of the roadway; the 60 dB Ldn noise contour extends approximately 320 feet from the highway. Similarly, the 60 dB Ldn contour extends approximately 600 feet from mainline Union Pacific Railroad (UPRR). The Project site has been designed to situate all new home sites outside of the 60 dB contours of SR 70 and the UPRR.

Long-term noise associated with the mobile home park would be minimal and consistent with typical residential uses and the existing ambient setting as there is no long-term stationary noise source associated with the Project. The nearest sensitive receptors are the adjacent residential uses including the existing mobile home park on the east and other residential use to the northwest.

Construction may be expected to produce temporary increases in noise levels. Construction noise sources include vehicle trips, grading, excavation, and the use of heavy equipment. Construction typically progresses through sequential phases, with distinctive noise profiles depending on the equipment in use. Per Plumas County General Plan Noise Element Policy N-3.1.4, construction activities are acceptable during the hours of 7 a.m.-7 p.m., Monday through Friday, and 8 a.m.-5 p.m. on weekends and federal holidays. Mitigation Measure 13A would require work to occur during these hours. With implementation of Mitigation Measure 13A, restricting construction hours, the Meadow Edge Mobile Home Park Project would have *less than significant impacts with mitigation* related to noise and vibration.

- 13c. The Project site is not located within an airport land use plan and is approximately 10 miles from the nearest airport, Plumas County Nervino Airport, located west of the Project site near the town of Beckwourth. Additionally, the proposed Project would not have any inhabitants or regular users that would be sensitive to airport noise. Given the restricted use of and distance to Nervino Airport, as well as the nature of the Project which does not include sensitive receptors, there would *no impacts* related to airport noise.

Mitigation: To mitigate potential construction-related noise, the following mitigation measures shall be required and shall be included as notes on the improvement and grading permits prior to permit issuance:

Mitigation Measure 13A. Limit construction work hours: During grading and construction, work hours shall be limited from 7 a.m.-7 p.m., Monday through Friday, and 8 a.m.-5 p.m. on weekends and federal holidays.. Prior to issuance of grading, improvement, and building permits, plans shall reflect hours of construction.

Timing: *Prior to issuance of grading/improvement/building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department, Public Works Department*

14. POPULATION / HOUSING

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

Existing Setting:

The Project site is zoned as Residential (S-1) and Convenience Commercial (C-3) with Farm Animal Combining Zone (F) and Special Plan-Scenic Road (SP-ScR) combining zones and is surrounded by additional parcels zoned Suburban (S-1) and Secondary Suburban (S-3) It is located within the 2035 Plumas County General Plan-designated community of Vinton-Chilcoot.

Impact Discussion:

14a-b. The proposed residential development would increase the population of the area but would not result in the expansion or extension of public services, utilities, and roads due to the population declines of the County, outlined in Section 15, *Public Services*, below. The Project would not displace existing people or housing. The Project is a residential development and as such would result in a net increase in available housing. Therefore, the proposed Project would have *less than significant impacts* related to population growth or housing displacement.

Mitigation: None required.

15. PUBLIC SERVICES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of or 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 the public services:				
1. Fire protection?			✓	
2. Police protection?			✓	
3. Schools?			✓	
4. Parks?			✓	
5. Other public services or facilities?			✓	

Existing Setting:

The following public services are provided to this site:

Fire: The Beckwourth Peak Fire District provides fire protection services to this area.

Police: The Plumas County Sheriff provides law enforcement services.

Schools: Sierra-Plumas Joint Unified School District provides education for the area.

Parks: The Project is within the Eastern Plumas Recreation district.

Impact Discussion:

15a. The Plumas County General Plan EIR indicates that without the implementation of General Plan policies requiring maintaining existing service levels and providing fair share funding for public services and facilities, new development could have a significant impact on fire protection services, law enforcement services, schools, and parks.

However, the Beckwourth Peak Fire Protection District has reviewed the proposed Project and has not indicated that the Project would have an impact on fire protection services.²² Standard defensible

²² See Appendix E: Rosevear, Jack. Beckwourth Peak Fire Protection District. Email communication with Marco Velazquez, Plumas County Planning. February 14, 2025.

space, fire protection water supply, and hydrant requirements must be met, and these are discussed in the Wildfire section of this IS/MND. Structures would be compliant with California Building Code and applicable standards of HCD for manufactured home community development, and all defensible space requirements would be met.

In addition, since the General Plan EIR was written in 2012, the population of Plumas County has decreased from 19,558 to an estimated 18,507, representing a decrease of 1,051 people. Because the County experienced a net population decrease, the addition of 50 new manufactured home households and a population increase of approximately 120 people, less than one percent of the total population, is not expected to have an adverse impact on public services (average of 2.39 persons per household per the US Census Data from 2019-2023 multiplied by 50 new units).

Due to the fact the County has experienced a net population decrease for the past 20 years and has maintained the same population in the County in 1985 (18,606 per the US Census), impacts to public services from the addition of 50 new households is anticipated to be less than significant. In addition, the County does not currently implement development impact fees for public services due to the slow growth and emigration from the County.

The Property is intended for residential use and would be served by the existing well-water system for fire suppression water supply. Electrical service would be provided by Plumas-Sierra Rural Electric Cooperative. The Project would not impact sewer services because the Project does not require these services as it would be served by a new onsite engineered system.

The Project would therefore have a *less than significant* impact on public services and utilities.

Mitigation Measures: None required.

16. RECREATION

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?			✓	

Existing Setting:

Plumas County’s 2035 General Plan outlines a comprehensive vision for parks and recreation under Goal 7.7 of the Conservation and Open Space Element, emphasizing equitable access to high-quality recreational

opportunities for residents and visitors.²³The County supports a coordinated system of parks, open spaces, multi-use trails, and access to local, state, and federal recreational resources. Particular emphasis is placed on enhancing community access through collaboration with state and federal land managers, encouraging joint-use agreements near public facilities, and prioritizing recreational land acquisitions that are close to developed areas or schools. The 2035 General Plan also promotes inclusivity, calling for recreational opportunities that serve residents across age groups, income levels, and physical abilities.

To ensure sustainable development and long-term maintenance of recreational resources, the General Plan encourages the use of existing entities—such as Recreation and Park Districts and Community Services Districts—or the formation of new districts to organize and manage recreational areas. These organizational frameworks are intended to secure funding for the acquisition, development, and stewardship of parkland and historical sites as growth occurs. The County also supports community engagement in park design and emphasizes environmental stewardship, advocating for native plant use and the conservation of natural resources within recreational spaces. Overall, the County’s approach seeks to balance public access, environmental protection, and fiscal sustainability in its recreation planning and management efforts.

The subject Property is located within the Eastern Plumas Recreation District. EPRD, a special district, which has operating agreements with the City of Portola for general facilities support, and with California State Parks for lease and operation of the Johnsville Historic Ski Bowl in Plumas-Eureka State Park. EPRD has no improved facilities but is in possession of an unimproved parcel of approximately five acres in the Vinton-Chilcoot community.^{24 & 25}

Extensive recreation opportunities exist on nearby federal lands within five miles of the Vinton-Chilcoot community, including Plumas National Forest Frenchman Lake Recreation Area and Little Last Chance Creek Scenic Area.

No recreational facilities occur on the subject Property.

Impact Discussion:

16a. The proposed residential development is not anticipated to result in negative impacts to recreational facilities, trigger the need for new facilities, or conflict with established facilities. With the modest projected increase in population resulting from the proposed Project and the population decline documented in Section 15 of this Initial Study, the proposed Project would not result in negative impacts to existing recreational facilities, nor trigger the need for new facilities. Due to the lack of any significant increase in population from the proposed Project, the availability of extensive recreation opportunity on nearby state and federal lands, and the lack of existing facilities onsite or in close proximity, the proposed Project would have a *less than significant impact* related to recreational facilities.

Mitigation: None required.

²³ Plumas County General Plan 2035. https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=. 172-173. Accessed April 24th, 2025.

²⁴ Eastern Plumas Recreation District. Contracts & MOUs. <https://eprd.specialdistrict.org/mous-contracts>. Accessed 2025-05-08.

²⁵ Plumas Local Agency Formation Commission. Parks & Recreation District Sphere of Influence Updates. 2017. <https://eprd.specialdistrict.org/files/7c59d9f0a/EPRD+MAP.pdf>. Accessed 2025-05-08.

17. TRANSPORTATION

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle or pedestrian facilities?			✓	
b. Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., a sharp curve or dangerous intersection) or incompatible uses (e.g., farm equipment)?		✓		
d. Result in inadequate emergency access?			✓	
e. Result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians, including short-term construction and long-term operational traffic?			✓	

Existing Setting:

The subject Property is located approximately 1,750 feet east of the intersection of SR 70 and SR 49 with approximately 1,200 feet of frontage to SR 70 accessed at multiple points via Ede Street, a dirt and gravel frontage road that parallels the highway and may be partially within Caltrans right of way (but not maintained by Caltrans) and partially on the subject Property. Ede Street is maintained by the existing Meadow Edge Park in the vicinity of the existing park. In the Project area, SR 70 is a two-lane, east-west highway with a posted speed limit of 55 mph and an average daily traffic (ADT) volume of 4,150 vehicles. Similarly, SR 49 is a two-lane highway with speed restricted for the approach to the SR 70 and SR 49 intersection with and ADT of 1,150 vehicles. The 2035 Plumas County General Plan Circulation Element establishes that the county shall develop a Roadway Classification System, Level of Service Standard (LOS) and ensure required roadway access and developer participation and coordination in roadway development.²⁶ According to Plumas County Code of Ordinance title 9, Chapter 4, Article 4, Section 9 – Classification of Public and Private Roads, Ede Street is a Class 3 road consisting of fewer than 5000 ADT serving Commercial, Industrial, Recreation, or Multiple-Family Residential Areas, or any combination thereof.²⁷

In 2018, the passage of Senate Bill 743 (SB 743) prompted a shift California’s approach to transportation impact analysis placing emphasis on the reduction of vehicle miles traveled (VMT per capita). Minimizing VMT now serves as the primary strategy for lowering environmental impacts associated with new development.²⁸ In rural areas, where reducing VMT is inherently challenged by geographically dispersed and/or isolated communities and services, clustering new development is preferred. VMT decreased by 4% overall in Plumas County between 2017 and 2021. Road segments that experienced no change between

²⁶ 2035 Plumas County General Plan – Circulation Element. https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=, Access April 24th, 2025. pp. 86-88

²⁷ Plumas County Code of Ordinances – Classification of Public and Private Roads. https://library.municode.com/ca/plumas_county/codes/code_of_ordinances?nodeId=TIT9PLZO_CH4DEST_ART4_CLPUPRRO_S9-4.405CL3RO. Accessed 2025-05-08.

²⁸ CA Governor’s Office of Land Use and Climate Innovation. CEQA – Transportation Impacts (SB 743). <https://lci.ca.gov/ceqa/sb-743/>. Accessed 2025-05-08.

2017 and 2021 have been projected to remain constant. Overall, VMT on Plumas County roadways are not expected to change drastically from 2021 to 2041.²⁹

There are currently no existing or planned pedestrian, bicycle or transit facilities in the Vinton-Chilcoot General Plan-designated Community or in the 2025 Plumas County Regional Transportation Plan.

Impact Discussion:

17a,b. A Transportation Impact Study was prepared by W-Trans on June 15, 2023, and a subsequent addendum in December of 2024. The studies found that the proposed Project would not conflict with transit, roadway, bicycle or pedestrian facilities policies or plans, except for the easement width of Ede Street, discussed further below. Public transit service does not currently stop in the Vinton-Chilcoot community, likely due to lack of demand, though Plumas Transit does provide stops and service in both Portola and at Hallelujah Junction (the intersection of SR 70 and US Highway 365). Additional service would be provided if demand rises to the level warranting service, but is not anticipated to be needed for the proposed Project due to the remote nature of the site.

The Project site has General Plan designations of Commercial and Suburban and corresponding zoning districts. Suburban zoning allows density at up to one dwelling unit, including additional quarters, and one additional detached dwelling unit on any parcel of twice or more the minimum lot area. Because the Project is being processed under the 1979 Zoning Code, densities up to 8 units per acre are permitted. However, the Project is requesting 50 units over 42.74 acres (1.17 units per acre), much closer to the allowable densities under the current zoning code than those allowed under the 1979 Zoning Code. In addition, trip generation from commercial uses is typically much higher than mobile home park trip generation. The proposed Project is therefore expected to result in fewer trips than evaluated under the General Plan EIR and is consistent with the General Plan in this regard.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th ed. (2021), the proposed self-storage uses would be categorized under Land Use Category 240, “Mobile Home Park.” With the proposed Project scope of 50 dwelling units, the proposed Project is projected to generate 356 additional daily trips in the Project vicinity, totaling 733 trips from the subject Property, mostly impacting SR 70. Peak hour totals would increase by 20 trips in the AM Peak Hour to 41 total, and 29 trips in the PM Peak Hour to total 60. The number of additional trips generated by the Project would not significantly increase the ADT volume of SR 70 or increase the LOS Standard of Ede Street. Therefore, the Project is not expected to have any substantial adverse impacts to average daily or peak hour traffic.

While a regional model for estimating VMT does not yet exist, application of statewide travel demand models has included three traffic analysis zones (TAZ) within Plumas County. The Project area is in TAZ 274, which estimates a daily VMT per capita of 19.2, while the county-wide average VMT per capita is 20.0. As a clustered residential development, with thoroughfare access and potential for future public transit services, due to its location and context, the Project area is estimated to generate less VMT per capita than the county average and other potential development in the broader region.

The potential increase in traffic resulting from the proposed residential development would be

²⁹ 2025 Plumas County Regional Transportation Plan.
<https://www.plumascountry.us/DocumentCenter/View/50553/2025-PC-Regional-Transportation-Plan>. Accessed 2025-05-08.

insignificant in nature and there would therefore be *less than significant* impacts relative to conflicts with existing programs, plan, ordinance, or policy addressing the circulation system or VMT per capita within the county.

- 17c. The proposed Project would not result in an increase in hazards due to incompatible uses, or due to a geometric design feature either during construction or during future occupation of the properties. The existing vehicle access to SR 70 and SR 49 takes place via Ede Street, and both highways are relatively straight, flat, with paved shoulders and adequate line of sight in the Project vicinity. The speed limit at SR 70 is 55 miles, for which AASHTO provides guidance and thresholds for turn lane warrants. Although there is no existing left turn lane from SR 70, due to the low volume of expected trips and the availability of multiple access points along Ede Street, the proposed Project would not contribute substantially to traffic that would result in the need for a left turn lane, or a right-turn taper.

Project signage could result in increased hazards if not placed properly. Therefore, the proposed Project impacts due to geometric design are therefore *less than significant with mitigation* identified in Mitigation Measure 17A below.

- 17d,e. The proposed Project would afford emergency access with roads that are 22 feet wide, which is adequate to ensure access and circulation for emergency vehicles and meet the minimum required by Title 9, Chapter 4, Article 5, Sec. 9-4.501. - Minimum Road Design Standards of Plumas County.³⁰ Since all roadway users must yield the right-of-way to emergency vehicles, Project-generated traffic is expected to have minimal effect on emergency response times. Therefore, the Project would have *less than significant impact* relative to resulting in inadequate emergency access.

Mitigation: To reduce potential design impacts related to traffic, the following mitigation measure shall be required and shall be included as a note on the approved improvement plans:

Mitigation Measure 17A: Maintain Sight Distance. To preserve existing sight lines, any new signage, monument, or other structures installed as part of the Project shall be positioned outside of the vision triangles of a driver waiting on the Project road approaches. Landscaping planted in the vision triangle shall be low-lying or above seven feet and maintained to remain outside the area needed for adequate sight lines.

Timing: *Prior to issuance of improvement permits*

Reporting: *Permit issuance*

Responsible Agency: *Planning Department*

³⁰ Plumas County Code of Ordinance – Development Standards – Minimum Road Design Standards of Plumas County.

https://library.municode.com/ca/plumas_county/codes/code_of_ordinances?nodeId=TIT9PLZO_CH4DEST_ART5_MIDEST_S9-4.501MIRODES. Accessed 2025-05-08.

18. TRIBAL CULTURAL RESOURCES

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. 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: <ul style="list-style-type: none"> i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 		✓		

Existing Setting:

Tribal Cultural Resources include sites, features, and places with cultural or sacred value to California Native American Tribes. The subject Project is proposed within Washoe and Northeastern Maidu Tribal lands. See Section 5 for additional information regarding cultural resources.

Impact Discussion:

18a. The proposed Project is anticipated to result in less than significant impacts to tribal cultural resources. The Project parcel was determined to fall within the areas identified by the Washoe Tribe of Nevada and California and Susanville Indian Rancheria as ancestral lands. An AB 52 consultation letter was sent to all organizations on April 8, 2025.

As discussed in Section 5, Mr. Jensen prepared a Cultural Resources Inventory Survey dated April 17, 2023, which included a records search from the North Central Information Center and a pedestrian survey of the site. No cultural resources were found in the survey and records search. However, as discussed in Section 5, there is still the potential for onsite grading could uncover cultural resources of importance to the Washoe Tribe and Susanville Rancheria. Due to the chance that onsite grading could uncover cultural resources of importance, Mitigation Measures 5A has been included, which requires work to halt if cultural resources are discovered and for local Tribes to be notified. With this protection in place, impacts to Tribal Cultural Resources would be *less than significant with mitigation*.

Mitigation: See Mitigation Measure 5A.

19. UTILITIES / SERVICE SYSTEMS

Would the proposed Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Require or result in the relocation or the construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste goals?		✓		
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		✓		

Existing Setting:

Utilities that are used within Plumas County are electricity, gas, water, and sewerage. Depending upon the location in Plumas County, electricity may be provided by Pacific Gas & Electric (PG&E), Plumas-Sierra Rural Electric Cooperative, or Liberty Utilities. The two ways that water and sewer treatment is provided to people in Plumas County are individual on-site systems or through special districts, Community Service Districts (CSDs), and County Service Agencies (CSAs).

The subject Property is currently developed with an existing mobile home park. Electricity is available to the Property from Plumas-Sierra Rural Electric Cooperative. Currently, the existing mobile home park utilizes an array of four private wells. The current mobile home park improvements rely on an existing septic system. Curbside solid waste services are provided throughout the unincorporated areas of the County by Feather River Disposal, a subsidiary of Waste Management. Solid waste is transferred to a transfer station - the nearest being the Delleker transfer station - by two methods, one being through curbside solid waste service and the other is personally by individuals for their benefit. Solid waste from the five transfer stations located in Plumas County is transferred to Lockwood Regional Landfill in Sparks, Nevada.

Impact Discussion:

19a-c. The proposed Project is anticipated to have no impact relative to extension of utilities to serve the Project. Currently the proposed parcel relies on electricity from Plumas-Sierra Rural Electric Cooperative. The proposed Project would utilize the existing well-water system but include additional distribution to serve the Project site as well as provide storage for fire suppression water supply. A new engineered septic system designed per Plumas County Local Agency Management

Plan for Onsite Wastewater Treatment Systems is proposed to service the new home sites. Therefore, the proposed Project is anticipated to have a *less than significant* impact related to utility and service extensions.

- 19d,e. The proposed Project would not result in an increase in solid waste that would be more than the capacity of local infrastructure. Plumas County Waste Management provides solid waste collection through a franchise for collection and disposal of waste and recyclables for both residential and non-residential uses. There are no known capacity issues with any Waste Management facilities.

Construction activities from site and road improvements could result in solid waste in the form of construction materials or vegetative debris. Any waste generated would be required to comply with federal, state and local statutes and regulations related to solid waste. Mitigation Measure 19A requires solid waste debris generated during construction activities including vegetation and industrial waste such as glues, paint and petroleum products to be appropriately disposed of to avoid potentially adverse landfill and solid waste disposal impacts. Therefore, impacts related to disposal of construction debris would be *less than significant with mitigation*.

Mitigation: To offset potentially adverse impacts related to construction waste, the following mitigation measures shall be required and shall be included as notes on the improvement, grading, and building plans for the Project:

Mitigation Measure 19A: Appropriately Dispose of Vegetative and Toxic Waste. Neither stumps nor industrial toxic waste (petroleum and other chemical products) are accepted at the Delleker transfer station and if encountered, shall be properly disposed of in compliance with existing regulations and facilities.

Timing: *Prior to issuance of grading/improvement/building permits*

Reporting: *Agency approval of permits or plans*

Responsible Agency: *Planning Department*

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire severity hazard zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b. Due to slope, prevailing winds, or other factor, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?			✓	
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

Existing Setting:

Decades of suppression of natural fires has allowed second-growth timber and forest understory to become overstocked and dense, creating the potential for larger and more intense wildland fires. Wind, steepness of terrain, and naturally volatile or hot-burning vegetation contribute to wildland fire hazard potential. Fire Hazard Severity Zones mapping data provided by the California Department of Forestry and Fire Protection, classifies a majority of State and Local Responsibility Area in Unincorporated Plumas County as having a “Moderate” to “Very High” threat of wildland fire.³¹

The Public Health Safety Element of the 2035 Plumas County General Plan addresses wildlife hazards in Plumas County and has several policies to improve fire safety. The Public Health and Safety Element discusses the importance of ingress and egress, and Policy PHS-6.3.4 requires that a condition of development adequate emergency water flow, fire access and fire-fighting personnel and equipment, would be available in accordance with applicable State, County, and local fire district standards, emergency access and evacuation shall not be impaired and that roads shall be maintained to standards of original improvement.³²

Plumas County has also adopted a Local Hazard Mitigation Plan (LHMP) that was updated in October 2020. Goal 6 of the LHMP is to reduce the hazard concern associated with wildfires fire severity and intensity, with Action 45 being to update county code to address defensible space and vegetation management. To do so, Plumas County has integrated State Responsibility Areas Fire Safe Regulations with the existing or updated Plumas County Code of Ordinance.³³

The Project area is in the State Responsibility Area, the Beckwourth Peak Fire Protection District and is in a Moderate Fire Hazard Severity Zone. The Project site takes access from Ede Street, a privately maintained roadway with multiple access points from the SR 70. The nearest fire stations are the Beckwourth Peak Fire Protection District Stations in Chilcoot (2 miles away) and Beckwourth (10 miles away).

Impact Discussion:

- 20a. The Project is located within the Beckwourth Peak Fire Protection District and is served by the Plumas County Emergency Operations Plan (2016). The site has immediate access to SR 70 and SR 49, which serve as major evacuation routes. The Project is not located within a designated evacuation plan or mapped evacuation corridor and would not impede access to or use of existing emergency routes. Therefore, the proposed Project would have *no impact* on impair the implementation of, or physically interfere with, an adopted emergency response or evacuation plan.
- 20b. The Project site lies in a Moderate Fire Hazard Severity Zone characterized by relatively flat topography and light fuel loads. The presence of natural and man-made fire breaks—including state highways and railroad grades—helps limit the spread of wildfire. Prevailing winds in Sierra Valley are from the southwest; however, the rural, undeveloped nature of the surrounding area further reduce the risk of exposure to pollutant concentrations from wildfire smoke or uncontrolled fire

³¹ Plumas County – Unincorporated LRA Local Responsibility Area Fire Hazard Severity Zones Map. January 2025. https://bpfpd.ca.gov/files/54956c70a/FHSZ_County_LRA_11x17_PlumasCo.pdf. Accessed 2025-05-07.

³² 2035 Plumas County General Plan – Public Health and Safety Element. https://www.plumascounty.us/DocumentCenter/View/46765/Plumas-County-2035-General-Plan_Adopted-121713_GPA_Mar2021_Oct2021_Jun2023?bidId=. Access April 24th, 2025. p. 140.

³³ Plumas County Code of Ordinance – State Responsibility Area Fire Safe Regulations. https://library.municode.com/ca/plumas_county/codes/code_of_ordinances?nodeId=TIT9PLZO_CH9STREARFIS_ARE. Accessed 2025-05-08.

spread. Therefore, wildfire risk and exposure to associated pollutants would be *less than significant*.

20c. The proposed Project includes the installation of an emergency water source for fire protection and improvements to access roads to meet minimum emergency access standards. These improvements are consistent with fire safety requirements and are not expected to exacerbate fire risk. The Project is subject to applicable building and electrical codes, including vegetation clearance requirements under California Public Resources Code §4291. These features would reduce fire risk and ensure adequate emergency access without causing significant environmental disturbance. Therefore, the proposed Project impacts relative to compliance with emergency plans, or the need for additional fire protection infrastructure, would have *no impact*.

20d. The Project site is on flat terrain and is not located near areas with significant topographic relief. As such, the potential for post-fire hazards such as downslope flooding, landslides, or changes in drainage patterns is minimal. The likelihood of wildfire-related landform or hydrologic instability is considered low, and thus, *no impact* or significant exposure of people or structures to such risks is anticipated.

Mitigation: None required.

21. MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California's history or prehistory?		✓		
b. Does the Project have environmental effects that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of the Project are considered when viewed in connection with the effects of past, current, and probable future projects.)			✓	
c. Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Impact Discussion:

21a,c. As discussed in Sections 1 through 20 above, the proposed Project would comply with all local, state, and federal laws governing general welfare and environmental protection. Project implementation during construction and operation could result in potentially adverse impacts to air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, noise, transportation/circulation, tribal cultural resources, and utilities/service systems. Because of the possible impacts to nesting birds, mitigation has been added to reduce potential impacts if construction occurs during nesting season. To protect water

quality and aquatic life in downstream aquatic resources, mitigation has been added to provide appropriate BMPs during and after construction. Although cultural, tribal cultural, and paleontological resources are not known in the Project area, mitigation has been added to halt work if resources are discovered. Each of the potential adverse impacts are mitigated to levels that are *less than significant levels with mitigation*, as outlined in each section.

- 21b. A Project's cumulative impacts are considered significant when the incremental effects of the Project are "cumulatively considerable," meaning that the Project's incremental effects are considerable when viewed in connection with the effects of past, current, and probable future Projects. Reasonably foreseeable Projects that could have similar impacts to the proposed Project include other anticipated Projects within the Project vicinity that could be constructed or operated within the same timeframe as the Project. All of the proposed Project's impacts, including operational impacts, can be reduced to a less-than-significant level with implementation of the mitigation measures identified in this Initial Study and compliance with existing federal, state, and local regulations. Therefore, the proposed Project would have *less than significant* environmental effects that are individually limited but cumulatively considerable.

Mitigation Measures: To offset potentially adverse impacts to air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hydrology/water quality, noise, transportation and circulation, tribal cultural resources, and utilities/services systems, see Mitigation Measures 3A and 3B, 4A-4D, 5A, 17A, and 19A.