Plumas County

Mitigated Negative Declaration Number 684

for

Special Use Permit U 6-20/21-18

Plumas County, CA

Filed: November 2, 2022

Review Period:

From: November 2, 2022 through December 2, 2022

APPROVED/CERTIFIED:

MITIGATED NEGATIVE DECLARATION

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

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

Determination by: Timothy Evans
Title: Senior Planner
Date: November 2, 2022

Written by: Timothy Evans
Title: Senior Planner
Date: November 2, 2022

INITIAL STUDY

1. **Project Title:** Central Plumas Recreation and Park District Special Use Permit (U 6-20/21-18)
2. **Lead Agency Name and Address:** Plumas County Planning Department
   555 Main Street, Quincy, CA 95971
3. **Contact Person and Phone Number/Email:** Timothy Evans, Senior Planner
   (530) 283-6207 / TimEvans@countyofplumas.com
4. **Project Location:** Assessor's Parcel Number 115-130-015-000; 129 Kelsey Lane, Quincy; unincorporated Plumas County; T24N/R9E/Section 14, MDM
5. **Project Sponsor's Name and Address:** Central Plumas Recreation and Park District
   34 Fairground Rd, Quincy, CA 95971
6. **General Plan Designation:** Single-Family Residential
7. **Zoning:** 7-R (Single-Family Residential)
8. **Project Description:** The Central Plumas Recreation and Park District applied for a special use permit from the Plumas County Planning Department to construct and operate a community bike park (proposed project) on the parcel located at 129 Kelsey Lane, Quincy (APN 115-130-015-000). The parcel for the proposed project is a total 5.32 acres and 2.70 acres are proposed to be developed into skill tracks, jump lines, pump tracks, staging area, picnic area, parking area, and a portable toilet east of the parking area, leaving 2.62 acres undeveloped.

   Existing mounded material at the project site and imported material is proposed to be used to create the skill tracks, jump lines, pump tracks, staging area, picnic area with tables, and parking area of the community bike park. The following is a list of the material proposed to be used for each portion of them proposed project:

   - Skill tracks and jump lines: Compacted native and imported fill capped with Type II road base or equivalent
   - Pump tracks: Compacted native and imported fill capped with Type II road base or equivalent
   - Staging area: Compacted crusher fines
   - Picnic area: 0.75-inch drain rock over compacted native
   - Pathway and Americans with Disabilities Act (ADA) path of travel: Compacted crusher fines with stabilizer (ADA approved)
   - Parking area: 0.75-inch crushed drain rock compacted over Type II road base

   The parking area is proposed to consist of a gravel, pervious surface and would be sized for eleven (11) 9-foot (width) by 18-foot (length) parking spaces and would include one (1) ADA compliant parking space.

   Other improvements to the property would include: (1) split rail fencing along the property boundary contiguous to Quincy Junction Road, surrounding the wetland area on the eastern side of the property, and along the southwestern corner of the property; (2) a portable toilet located on the eastern portion of the parking area; (3) directional signage showing the path of travel and signage encouraging users to stay out of wetland areas and remain on designated pathways, as well as signage near the parking area denoting the community bike park rules and hours of operation.

   No structures or permanent infrastructure (e.g., water, power, sewer) are being proposed as part of the project.

The community bike park has been designed to avoid all riparian and wetland areas and the riparian and seasonal wetlands would be protected from any accelerated surface flow and sedimentation caused by erosion using a combinations of silt fencing, ground swales and straw waddles.

Operation of the community bike park would not require a Central Plumas Recreation and Park District employee on site, is proposed to be open for use from sunrise to sunset and would be closed during the winter season.

The maximum hourly occupancy is proposed at 30 people with a maximum daily occupancy of 120 people.

9. **Surrounding Land Uses and Setting:** The property is 5.32 acres in size located to the south of Quincy Junction Road in Quincy. The site is located next to Quincy Junior-Senior High School and is separated from the school buildings by track and other athletic fields and facilities. Across Kelsey Lane to the northeast is a residential neighborhood of three (3) single-family dwellings along the south side of Kelsey Lane. Across Quincy Junction Road to the north and west are agricultural lands.

   Until the site was isolated from the rest of American Valley by the relocation of Quincy Junction Road, it supported grasslands characteristic of the area. Once isolated, the drainage was limited and there were historical wetlands on the property. Approximately 4-6 feet of uncompacted fill was placed on the site in 1988 covering some of the wet areas. The dumped fill has created a hummocky condition resulting in approximately three feet of variation across the site. The preliminary wetlands assessment identified riparian wetland, seasonal wetland, intermittent stream and perennial streams on the site that are proposed to be avoided by the community bike park construction and operation.

   A defined drainage ditch is located along the western and southern property boundaries of the subject property. The drainage ditch flows from the site and continues north in the direction of Spanish Creek via open ditches. Although unknown, the drainage ditches were likely constructed to divert surface water away from the project site vicinity, dewatering possibly swampy low-lying ground. The drainage ditch appears in historic aerial photographs as early as 1956.

   The project site is located approximately 0.25 miles from Gansner Airport in Quincy and is within the Airport Influence Area (AIA) Safety Compatibility Zone 6 called the "Traffic Pattern Zone" in the Airport Land Use Compatibility Plan (ALUCP) for Gansner Airport.

10. **Other public agencies whose approval is required**: None

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?** Pursuant to Assembly Bill 52 (AB 52), California Native American tribes traditionally and culturally affiliated with the project area were notified of the proposed project on October 31, 2022, and the 30-day period to request consultation will end on November 30, 2022. Should a California Native American tribe traditionally and culturally affiliated with the project area request consultation, the consultation plan would be documented, would state the parties shall consult in good faith, would include procedures regarding confidentiality, and would contain criteria to determine the significance of a substantial adverse change to tribal cultural resources. Consultation is deemed concluded when the parties agree to measure(s) that avoid or mitigate a substantial adverse change to tribal cultural resources when present. Moreover, if the parties cannot reach mutual agreement, the consultation would be deemed concluded. Mitigation measures agreed on during the consultation process shall be recommended for inclusion in the environmental document.

12. **Previously Proposed Project for Site:** Prior to the site being proposed for a community bike park, the site was intended for a new school facility for Plumas Charter School. To locate the school on the property, Plumas Charter School obtained a special use permit in 2018, and as part of the special use permit processing, multiple studies for the site were required. For various reasons, Plumas Charter School did not move forward with the new school facility and sold the parcel to the Central Plumas Recreation and Park District.

The following relevant studies were utilized for preparation of this Initial Study from the prior County-approved project at 129 Kelsey Lane, Quincy:

- Archaeological/Historic Survey of the Plumas Charter School Property prepared by John Furry, Cultural Resources Specialties, document not dated
- Biological Resources Assessment prepared by Stantec, dated January 2018
- Preliminary Wetlands Assessment prepared by North State Resources, Inc., dated June 21, 2017
- Geotechnical Investigation Report for Plumas Charter School Facility prepared by Richard D. Short and Associates, LLC, dated October 26, 2016

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

☐ **Aesthetics**	☐ **Agriculture and Forestry Resources**	☐ **Air Quality**
☐ **Biological Resources**	☐ **Cultural Resources**	☐ **Energy**
☐ **Geology/Soils**	☐ **Greenhouse Gas Emissions**	☐ **Hazards and 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**

☒ **None with Mitigation**

DETERMINATION:
On the basis of this initial evaluation:

☒ 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.**

Timothy Evans 11/2/2022

Timothy Evans, Senior Planner **Date**

SUMMARY OF MITIGATION MEASURES

Air Quality Impact 3A

Mitigation Measure 3A: A Dust Control Plan shall be submitted to the Plumas County Planning Department at the time of application of a grading permit, which is satisfactory to the Northern Sierra Air Quality Management District (NSAQMD) meeting the requirements of Rule 226 and shall include the following elements:

- Pursuant to California Vehicle Code (Section 23114) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).
- Any soils that are removed during construction shall be stored onsite in piles not to exceed 4 feet in height. These spoil piles shall be clearly marked and flagged. Spoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.
- Equipment and manual watering shall be conducted on all stockpiles, dirt/g ravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.
- Central Plumas Recreation and Park District or its contractor shall designate a person to monitor dust control and to order increased watering as necessary to prevent transport of dust offsite. This person shall also respond to any citizen complaints.

Biological Resources Impact 4A

Mitigation Measure 4A: The following measures are recommended to avoid or minimize the potential for project related impacts on migratory birds, including the special status yellow-breasted chat and the yellow warbler:

1. Project activities should be scheduled to avoid the nesting season to the extent feasible. The typical nesting season in northern California extends from February 15 through September 15. Project activities should be scheduled to occur outside of the nesting season. If the nesting season cannot be completely avoided, the following measures shall be implemented:
    a. A qualified biologist shall conduct a minimum of one pre-construction survey for nesting migratory birds within the project area and a 250-foot buffer around the project area. The survey shall be conducted no more than 14 days prior to the initiation of activities in any given area. The pre-construction survey shall be used to ensure that no active bird nests occurring within or immediately adjacent to the project would be disturbed during project implementation. If an active nest(s) is found, a qualified biologist shall determine the extent of a construction-free buffer zone to be established around the nest(s). If it is anticipated that project activities will encroach on the buffer, a biological monitor will be present to ensure that the nesting birds are not disturbed by the construction activities.
    b. If vegetation is to be removed by the project and all necessary approvals have been obtained, potential nesting substrates (e.g., trees and shrubs) that will be removed by the project shall be removed before the onset of nesting season if feasible.

Biological Resources Impact 4B

Mitigation Measure 4B: The following avoidance and mitigation measures are recommended during project construction to reduce the potential spread of invasive species:

1. All equipment used for construction activities off of paved surfaces will be weed-free prior to entering the project site.
2. If project implementation calls for mulches or fill, they will be weed free.
3. Any invasive plant species removed during construction will be properly disposed of to ensure the species does not spread to other areas.

Cultural Resources Impact 5A

Mitigation Measure 5A: Should any evidence of prehistoric cultural resources be observed (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.), or historic cultural resources, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old home-sites, privies, all work shall immediately cease and a qualified archaeologist shall be consulted to assess the significance of the cultural materials.

Cultural Resources Impact 5B

Mitigation Measure 5B: In the event of an accidental discovery or recognition of any human remains, the Plumas County Sheriff/Coroner shall be notified and construction activities at the affected work site shall be halted. If the coroner determines the remains to be Native American: (1) the Plumas County Sheriff/Coroner shall contact the Native American Heritage Commission (NAHC) within 24-hours, and (2) the NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment and disposition of human remains that might be discovered during excavation shall be in accordance with applicable laws and regulations.

Geology and Soils Impact 7A

Mitigation Measure 7A: In the unlikely event that potentially significant paleontological materials (e.g., fossils) are encountered during construction of the project, all work shall be halted in the vicinity of the paleontological discovery until a qualified paleontologist can visit the site of discovery, assess the significance of the paleontological resource, and provide proper management recommendations. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted. The treatment and disposition of paleontological material that might be discovered during excavation shall be in accordance with applicable laws and regulations.

Hydrology and Water Quality Impact 10A

Mitigation Measure 10A: At the time of submittal of the grading permit to the Plumas County Building Department, a grading and drainage plan shall be submitted, which is satisfactory to the Plumas County Building Department and Department of Public Works.

Noise Impact 13A

Mitigation Measure 13A: Project construction shall only occur between the hours of 7 a.m. and 7 p.m., Monday through Friday and 8 a.m. and 5 p.m. on weekends and on federally recognized holidays.

INITIAL STUDY AND CHECKLIST

Purpose of Initial Study:

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

1. AESTHETICS.

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

The aesthetic character of the County is most often viewed from the County's roads and highways. Plumas County does not have any officially designated state or county scenic highways. However, the Plumas County 2035 General Plan does designate scenic roads and applies design standards to those County designated scenic roads.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion:

a), b) The proposed project will have no impact on a scenic vista. Although the visual character of the project site would be altered due to temporary construction fencing and a proposed permanent split rail fence along Quincy Junction Road, surrounding the northeastern wetland area, and along the southwestern property corner/wetland area, the existing open space and vegetation will be maintained in the design of the community bike park as evidenced by the proposed project site plan[1].

No significant impacts to scenic resources are anticipated as a result of this project.

[1] Exhibit 1: Site Plan (Sheet A-1) prepared by Brett Marty, Butterfly Valley Design and Build, dated November 1, 2022

The Plumas County 2035 General Plan identifies scenic areas and roads, which are designed to maintain and preserve the rural character, representative qualities of historic lifestyles, qualities that attract tourists, and to provide standards for scenic highways. The proposed project is not located along a designated scenic highway nor in a designated scenic area.

The Plumas County 2035 General Plan contains policies that are mitigating policies designed to minimize potential impacts.

An applicable mitigating policy includes:

> COS
>
> *7.2.14 Natural Landscapes in Site Design*
>
> The County shall encourage the integration of natural landscapes, such as rivers, streams, lakes, ponds, wetlands, and riparian areas, into new development in such a way as to enhance the aesthetic and natural character of individual sites while avoiding the destruction, disturbance, and fragmentation of these natural landscapes.

The proposed project has been designed to avoid the existing stream, wetland and riparian areas on site, while retaining these features as a natural component of the site design.

c) Future project construction activities would temporarily disrupt views across the site from surrounding areas. Graded surfaces, construction equipment, and heavy truck traffic will be visible. Soil will be stockpiled and equipment for grading activities will be staged at locations throughout the site. Construction impacts would be less than significant due to being short-term and would cease upon project completion.

d) The community bike park would be operated from sunrise to sunset and is not proposed to include any structures or permanent infrastructure including power. No impacts would occur due to new sources of light or glare as no lighting is proposed.

The proposed project would not have a significant impact on Aesthetic Resources as there will be no impact on a scenic vista, no impact to scenic resources, less than significant impact to public views of the site and its surroundings, and no impact to day or nighttime views in the area due to light or glare from the project.

Mitigation Measures: No mitigation is required.

2. AGRICULTURE AND FORESTRY RESOURCES.

Environmental Setting: Agriculture and forest resource lands comprise a major portion of Plumas County. The total acreage dedicated to agriculture and forest lands are approximately 159,200 acres and 1.4 million acres, respectively. Agriculture has been and is a significant part of the economy in Plumas County. Livestock-raising, hay production, and pasture uses comprise a majority of the agricultural land uses, with the remaining land being used for nurseries, apiary, seed, fruit, potatoes, and grains. Of the approximate 159,200 acres used for agriculture, approximately 109,658 acres are under Williamson Act contracts and Important Agriculture Areas. Agricultural areas throughout the state, and those in Plumas County, may be studied by the California Department of Conservation to determine the land classification under the Farmland Mapping and Monitoring Program. Currently, Plumas County is not mapped under the Farmland Mapping and Monitoring program, with the exception of the Sierra Valley.

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

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

methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c) Conflict with existing zoning for , or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Discussion:

a) The proposed project due to the single-family residential zoning would not cause a conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project would not involve changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use.

b) The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract as the project parcel is zoned for single-family residential.

c) The proposed project due to the single-family residential zoning would not conflict with existing zoning for, or cause rezoning of forestland, as defined by Public Resources Code 12220(g).

d) The proposed project does not conflict with existing zoning or cause rezoning of forest land or timberland. No timber will be impacted as the community bike park has been designed to incorporate the existing trees on the property.

e) The parcel site does not include forest land and as such the proposed project would not involve changes in the existing environment which, due to their location or nature, could result in the conversion of forest land to non-forest use.

Therefore, the proposed project would result in no impact to Agriculture and Forestry Resources.

Mitigation Measures: No mitigation is required.

3. AIR QUALITY.

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

Plumas County is located within the Mountain Counties Air Basin, which is a relatively large air basin located entirely within the Sierra Nevada Mountains. The Northern Sierra Air Quality Management District (NSAQMD) regulates air quality conditions within the Mountain Counties Air Basin. Plumas County is in attainment or unclassified for all federal Ambient Air Quality Standards (AAQS); however, the U.S. Environmental Protection Agency (EPA) is considering designating the Portola Valley as being in non-attainment for $PM_{2.5}$, which consists of dust/particulate matter 2.5 microns in diameter or smaller, based on federal standards. Per 2020 mapping available on the California Air Resources Board (CARB) website (https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations), Plumas County is designated as non-attainment for PM_{10} and $PM_{2.5}$ in the eastern portion of the County based on state standards administered by CARB. Recorded trends are likely to continue because the primary causes of PM_{10}, such as road dust and wildfires, are not expected to decrease. These designations are based on annually collected data from three air quality monitoring stations located in the County. The County's largest sources of Particulate Matter are unpaved road dust, prescribed burning and residential fuel. Primary activities contributing to these pollutant emissions include wildfires, use of woodstoves, forestry management burns, residential open burning, vehicle traffic, and windblown dust. The varying topography of the air basin also contributes to localized air quality issues within the valley areas, including American Valley.

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
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?	☐	☒	☐	☐

Impact Discussion:

a) The proposed project would not obstruct or conflict with the implementation of any known applicable air quality plan. Vehicle traffic would be generated by the development of the project site, which would increase vehicle emissions and dust from grading. The proposed project-generated traffic would incrementally modify traffic volumes on the local street network, changing vehicle-related emissions along roadways used by the proposed project traffic. Concentrations of these pollutants are related to the levels of traffic and congestion along streets and at intersections.

The operation of the community bike park will require maintenance, requiring up to four (4) site visits per year for major maintenance and weekly site visits to maintain quality of the tracks. The

temporary nature of construction and the negligible traffic increase due to site maintenance would cause a negligible increase in greenhouse gases.

The use of the community bike park would include vehicle trips by the public to use the park. Per the Central Plumas Recreation and Park District, based on previous experience with their skate park, public vehicles at the site, at a maximum, would be three (3) vehicles. A portion of the users of the community bike park would be children who would ride their bike to the park or would be dropped off by a parent.

b) Air quality in the project site vicinity is generally good. Construction would result in dust generation. The fine, silty soils that exist in the project area, combined with often strong afternoon winds, exacerbate the potential for dust, particularly in the summer months. Clearing, grading, leveling, earthmoving and excavation are activities that have the greatest potential for generating PM_{10} emissions. Impacts would be localized and variable.

c) Sensitive receptors are facilities where sensitive population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. Sensitive population groups would occupy residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. The community bike park and neighboring school are considered groups of "sensitive receptors" as the community bike park will be used by children, as well as adults, and the neighboring school is occupied by children. However, this site is located in a rural area with generally good air quality and would have a less than significant impact to sensitive receptors.

d) The proposed project would not create objectionable odors which would affect a substantial number of people.

Northern Sierra Air Quality Management District provided comment and a Dust Control Plan template[2] on July 15, 2021, stating any project that involves the disturbance of more than one (1) acre requires a Dust Control Plan pursuant to Rule 226. Northern Sierra Air Quality Management District requirements, such as a Dust Control Plan pursuant to District Rule 226, will be made a condition of project approval.

A Biological Resources Assessment[3] was completed for the project site in January 2018 by Stantec. The Biological Resources Assessment recommends the following elements be included in a Dust Control Plan:

- Pursuant to California Vehicle Code (Section 23114) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).
- Any soils that are removed during construction shall be stored onsite in piles not to exceed 4 feet in height. These spoil piles shall be clearly marked and flagged. Spoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control

[2] Exhibit 2: Email from Sam Longmire, Air Pollution Control Specialist, Northern Sierra Air Quality Management District, to Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department, dated July 15, 2021, concerning a Dust Control Plan being required for the project and included a Dust Control Plan Template.

[3] Exhibit 3: Stantec (2018) Plumas Charter School Project Biological Resources Assessment. Stantec Project No. 22720105000

mixture.

- Equipment and manual watering shall be conduct ed on all stockpiles, dirt/g ravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.
- Plumas Charter School or its contractor shall designate a person to monitor dust control and to order increased watering as necessary to prevent transport of dust offsite. This person shall also respond to any citizen complaints.

The proposed project description on the special use permit application[4] for the community bike park states:

> "Appropriate dust control and abatement measures will be made either through surface choice/treatment or through water truck treatments, both during construction and throughout the use of the park."

The Central Plumas Recreation and Park District will be incorporating dust control measures similar to those recommended in the Biological Resources Assessment[5].

The dust control measures that are proposed by the Central Plumas Recreation and Park District in combination with a Dust Control Plan being a condition of project approval, the proposed project would not have a significant effect on air quality.

The proposed project would not have a significant impact on Air Quality as there will be no impact to an air quality plan, no impact to a criteria pollutant for which the project area is non-attainment, less than significant impact to sensitive receptors exposed to pollutant concentrations, and a less than significant impact with mitigation incorporated for other emissions adversely affecting a substantial number of people.

Mitigation Measure:

Mitigation Measure 3A: A Dust Control Plan shall be submitted to the Plumas County Planning Department at the time of application of a grading permit, which is satisfactory to the Northern Sierra Air Quality Management District (NSAQMD) meeting the requirements of Rule 226 and shall include the following elements:

- Pursuant to California Vehicle Code (Section 23114) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).
- Any soils that are removed during construction shall be stored onsite in piles not to exceed 4 feet in height. These spoil piles shall be clearly marked and flagged. Spoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.
- Equipment and manual watering shall be conducted on all stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

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[4] Exhibit 4: Central Plumas Recreation and Park District Special Use Permit Application received by the Plumas County Planning Department on June 14, 2021.

[5] Exhibit 3: Stantec (2018) Plumas Charter School Project Biological Resources Assessment. Stantec Project No. 22720105000

- Central Plumas Recreation and Park District or its contractor shall designate a person to monitor dust control and to order increased watering as necessary to prevent transport of dust offsite. This person shall also respond to any citizen complaints.

4. BIOLOGICAL RESOURCES.

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

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

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

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

	Game or US Fish and Wildlife Service?			
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, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact Discussion:

a), b) A Biological Resources Assessment[6] was completed for the project site in January 2018 by Stantec.

The study area of the Biological Resources Assessment is geographically situated near the edge of American Valley at the base of the western slopes of Radio Hill, which included the 7.9-acre area between the Quincy Junior-Senior High School athletic fields, intersection of Quincy Junction Road and Kelsey Lane, and the area southwest along Quincy Junction Road terminating at the intersection of Quincy Junction Road and Highway 70. The Biological Resources Assessment stated the following regarding the study area:

> "Historical imagery from 1946 indicates that the study area previously contained habitat that was likely similar to the wet meadow habitat in American Valley. Currently the study area is 4-6 feet above the grade of American Valley as measured by the grade of the relatively unmodified agricultural lands on the north side of Quincy Junction Road and the

[6] Exhibit 3: Stantec (2018) Plumas Charter School Project Biological Resources Assessment. Stantec Project No. 22720105000

grade of the existing buildings in the northeast portion of the study area. Water from the study area generally drains north into natural and excavated drainages in American Valley, and eventually into Spanish Creek. A review of the National Wetlands Inventory identified an artificial, seasonal flooded freshwater pond as the only previously recorded wetland feature in the study area.

The study area is generally located in previously disturbed areas. Small portions of natural vegetation occur along the western and southwestern boundaries of the study area. Vegetation types in the study area were classified based on the habitat descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988). Five habitat types occur in the study area: annual grassland, Ponderosa Pine Forest, montaine riparian, riverine, and urban/ruderal."

A list of potentially occurring special-status plant species was compiled based on review of pertinent literature, the United States Fish and Wildlife Service species list, California Natural Diversity database and California Native Plant Species database records, and the field survey results. The status of each special-status plant species was verified using the *Special Vascular Plants, Bryophytes, and Lichens List* (California Department of Fish and Wildlife 2018b) and the *State and Federally Listed Endangered, Threatened and Rare Plants of California* (California Department of Fish and Wildlife 2018c).

A list of potentially occurring special-status wildlife species was compiled based on review of pertinent literature, the United States Fish and Wildlife Service species list, California Natural Diversity database records, a query of the California Wildlife Habitats Relationship System and the field survey results. The status for each special-status wildlife species was verified using the *Special Animals List* (California Department of Fish and Wildlife 2017a) and the State and Federally Listed Endangered and Threatened Animals of California (California Department of Fish and Wildlife 2017b).

For each species, habitat requirements were assessed and compared to the habitats in the study area and immediate vicinity to determine if potential habitat occurs in the study area. Based on the habitat assessment, one special-status plant species, Sheldon's sedge *(Carex sheldonii),* and two special-status wildlife species, yellow-breasted chat *(icteria virens)* and Yellow warbler *(Setophaga petechia)* were determined to potentially occur in the study area.

Botanical surveys of the study area were conducted on May 25, 2017, and January 9, 2018. The survey conducted on May 25, 2017, coincided with the blooming period of Sheldon' s sedge. No occurrence of Sheldon's sedge or other special-status plant species were observed during the botanical surveys.

Yellow-breasted chat and yellow warbler are the only special-status wildlife species determined to have suitable habitat in the study area. The montane riparian habitat in the study area provides potential nesting habitat for yellow warbler and yellow-breasted chat. Construction disturbance during the breeding season could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, may adversely affect these species. The proposed project may also result in a small, temporary reduction of foraging or roosting habitat for these species. However, due to the regional abundance of similar habitats, temporary habitat loss is not expected to result in an adverse effect on these species.

Following construction, potential disturbance from the operation of the community bike park is anticipated to be comparable to existing disturbance from adjacent land uses (e.g., Quincy Junior-Senior High School, road corridors). As such, the operation of the community bike park would have a less than significant impact on potential habitat for yellow-breasted chat and yellow warbler with **Mitigation Measure 4A** incorporated.

Natural communities respond to environmental changes and can be thought of as an indicator of the overall health of an ecosystem and its component species. Rare natural communities are those communities that are of highly limited distribution. They may or may not contain rare, threatened, or endangered species. The California Department of Fish and Wildlife ranks natural communities according to their rarity and endangerment in California, with natural communities ranked Sl-S3 considered rare. Based on review of the California Natural Diversity database and results of the field survey, no rare natural communities were determined to be present in the study area.

During the initial 30-day review period of the special use permit, the project information was sent to the California Department of Fish and Wildlife (CDFW) for review. Subsequently, Planning staff received an email[7] on August 4, 2021, from Zachary Kearns, Environmental Scientist, CDFW, providing comments and recommendations in relation to the Lake and Streambed Alteration Program, special status amphibians, Nesting Birds and Migratory Bird Treaty Act, roosting bats, and rare plants.

The main comment points/recommendations in the email were as follows:

1. *"Please note that the fish and wildlife resources that may be impacted by activities subject to the Notification under Fish and Game Code section 1602 are not synonymous with Waters of the United States as defined by the U.S. Army Corps of Engineers (USACE), and a wetland delineation prepared for the USACE may not include all needed information for CDFW to determine the extent of the impacts to fish and wildlife resources. Therefore, CDFW does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting Notification of an LSA [Lake and Streambed Alteration Agreement]."*

On March 24, 2022, Planning staff provided Zachary Kearns, Environmental Scientist, CDFW, with a preliminary wetlands assessment of the study area conducted on May 25, 2017[8]along with additional project information. The preliminary wetlands assessment identified riparian wetland, seasonal wetland, intermittent stream, and perennial stream features in the study area. The proposed project, as detailed in the project site plan[9] has been designed to avoid all waterways. In response to the information provided, Zachary Kearns replied on March 24, 2021, stating, "With the project description specifying that all waterways will be avoided, and the addition of the delineation report, I don't have any further comments regarding this project."

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[7] Exhibit 5: Email from Zachary Kearns, Environmental Scientist, California Department of Fish and Wildlife, to Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department, dated August 4, 2021, concerning the Lake and Streambed Alteration Program, special status amphibians, Nesting Birds and Migratory Bird Treaty Act, roosting bats, and rare plants.

[8] Exhibit 6: Tim Hanson, Biologist, North State Resources, Inc. (Stantec) (2017) Preliminary Wetlands Assessment. NSR No. 17.130.000

[9] Exhibit 1: Site Plan (Sheet A-1) prepared by Brett Marty, Butterfly Valley Design and Build, dated November 1, 2022

2. *"CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take"...of State-listed CESA species, either through construction or over the life of the Project. The Environmental Document should disclose the potential of the Project to take State-listed species and how impacts will be avoided, minimized, and mitigated."*

The proposed project has been designed such that the riparian areas of the project site will not be disturbed. Therefore, the proposed project does not have a potential to result in "take" of State-listed CESA species.

3. *"CDFW recommends that the CEQA document include specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur."*

With incorporation of **Mitigation Measure 4A**, the impacts to nesting birds would be less than significant.

4. *"CDFW has identified potential habitat for roosting bats near the project area. To avoid potential impacts to both maternity colonies and hibernating bats, CDFW recommends that tree removal be scheduled either in the spring between approximately March 1 (or when evening temperatures are above 45°F) and April 15, or in fall between approximately September 1 and October 15 (or prior to evening temperatures dropping below 45°F and the onset of rainfall greater than one-half inch in 24 hours)."*

The Plumas Recreation and Park District provided a letter[10] stating that no trees will be removed for the community bike park project.

5. "CDFW recommends conducting a new set of surveys that are more recent and that demonstrate use of the Protocol for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities."

The Biological Resources Assessment completed January 2018 by Stantec included the review of special status plants and wildlife for the project site. While additional studies could be conducted, the site conditions have not changed since the completion of the studies in January 2018. Therefore, new studies of the site are not anticipated to provide additional information beyond that contained in the January 2018 Biological Resources Assessment.

Noxious weeds and invasive plant species are undesirable, non-native plants that commonly invade disturbed sites. The origin of the disturbance may be natural, or it may be the consequence of land management or construction activities. When disturbance results in the creation of habitat openings or in the loss of intact native vegetation, noxious weeds and invasive plant species may colonize the site and spread, often out-competing native plants. Once established, they are very difficult to eradicate and could pose a threat to native species.

The status of all non-native plant species found in the study area was reviewed to determine their level of ecological impact. Invasive plant species were considered to have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure and are designated by a California Invasive Plant Council rating of "High" or California Department of Food and Agriculture rating of "A." Occurrences of invasive species found in the study area include cheat grass *(Bromus tectorum),* Himalayan blackberry *(Rubus armeniacus),* medusa head

[10] Exhibit 7: Letter concerning tree removal on 129 Kelsey Lane, Quincy, from James Shipp, General Manager, Central Plumas Recreation and Park District received by the Planning Department on March 24, 2022.

(Elymus caput-medusae), Scotch broom *(cytisus scoparius),* and yellow star- thistle *(Centaurea solstitialis).*

Implementation of the proposed project could result in the spread of invasive plant species during ground-disturbing activities. The impacts from invasive species would be less than significant with the incorporation of **Mitigation Measure 4B**.

c) No impacts on waters of the United States are anticipated as a result of project implementation or operation of the community bike park. The community bike park has been designed such that proposed project activities will occur in previously disturbed areas. Best Management Practices have been incorporated into the project design to avoid project-related impacts on waters of the United States.

Historic aerial imagery (circa 1946) suggests that the study area contained a vegetation community similar to what occurred in adjacent portions of American Valley at the time. The vegetation community was like the hydrophytic vegetation community present in American Valley north of the study area. The hydrologic features which currently convey water away from the study area (e.g., perennial and intermittent streams) are likely near the original grade of the study area. Prior to the placement of fill material and the channelization of these features, the discharged groundwater may have spread through much of the study area and may have been associated with additional wetland features that have since been filled.

Approximately 4-6 feet of uncompacted fill was placed on the site in 1988 covering some of these wet areas. The dumped fill created a hummocky condition resulting in approximately three (3) feet of variation across the site. Potential violations for unauthorized fill of wetlands and other waters of the United States could have been a possibility, but on February 5, 2018, Matthew J. Roberts, United States Army Corps of Engineers, sent an email[11] for the special use permit for the previously proposed school facility stating, "The Corps has chosen not to pursue a potential violation of Section 404 of the Clean Water Act, that occurred in 1988, for the site that the Corps wrote a preliminary jurisdiction determination, and a no permit required letter."

d) The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or impede the use of native wildlife nursery site. Therefore, there would be no impact to wildlife corridors.

e), f) The proposed project does not conflict with any local policies or ordinances protecting biological resources, or with any provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, implementation of the proposed project would have no impact.

Mitigation Measures:

Mitigation Measure 4A: The following measures are recommended to avoid or minimize the potential for project related impacts on migratory birds, including the special status yellow-breasted chat and the yellow warbler:

1. Project activities should be scheduled to avoid the nesting season to the extent feasible. The typical nesting season in northern California extends from February 15 through September

[11] Exhibit 8: Email from Matthew J. Roberts, Project Manager, US Army Corps of Engineers, to Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department, dated February 5, 2018, concerning Section 404 of the Clean Water Act.

15. Project activities should be scheduled to occur outside of the nesting season. If the nesting season cannot be completely avoided, the following measures shall be implemented:

a. A qualified biologist shall conduct a minimum of one pre-construction survey for nesting migratory birds and raptors within the project area and a 250-foot buffer around the project area. The survey should be conducted no more than 14 days prior to the initiation of activities in any given area. The pre-construction survey should be used to ensure that no active bird nests occurring within or immediately adjacent to the project would be disturbed during project implementation. If an active nest is found, a qualified biologist should determine the extent of a construction-free buffer zone to be established around the nest. If it is anticipated that project activities will encroach on the buffer, a biological monitor will be present to ensure that the nesting birds are not disturbed by the activities.

b. If vegetation is to be removed by the project and all necessary approvals have been obtained, potential nesting substrates (e.g., trees and shrubs) that will be removed by the project should be removed before the onset of nesting season if feasible.

Mitigation Measure 4B: The following avoidance and mitigation measures are recommended during project construction to reduce the potential spread of invasive species:

1. All equipment used for construction activities off of paved surfaces will be weed-free prior to entering the project site.
2. If project implementation calls for mulches or fill, they will be weed free.
3. Any invasive plant species removed during construction will be properly disposed of to ensure the species does not spread to other areas.

5. CULTURAL RESOURCES.

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

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

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

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

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

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

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

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

In March of 1854, Plumas County was formed from the eastern portion of Butte County. After a heated election, the town of Quincy was selected as the County seat. In 1864, a large part of

northern Plumas County was split off to form Lassen County. Shortly after, a portion of Sierra County was annexed to Plumas County, which included the mining town of La Porte.

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

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

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
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 dedicated cemeteries?	☐	☒	☐	☐

Impact Discussion:

a) - c) An Archaeological/Historic Survey (Survey) of the property was prepared by John Furry, Cultural Resources Specialties[12]. The survey contains a discussion on the records search for prehistoric or historic resources located within the project boundaries:

> *"Two historic resources were recorded adjacent to the property, CA-PLU-1635H (Beckwourth Emigrant Trail) and CA-PLU-3909H (Historic refuse deposit), additionally there are nine historic sites recorded within a mile radius of the property, (Plumas Co. Cemetery, irrigation ditches, former diversion dam, commercial building, railroad grade, prospect pit and historic refuse deposits."*
>
> *"A portion of the project area was surveyed in 1994. The entire project area is considered moderately sensitive for cultural resources."*

A *Phase I Environmental Site Assessment (ESA), Proposed Plumas County Charter School Site, 129 Kelsey Lane, Assessor's Parcel Number (APN) 115-130-015, Quincy, Plumas County, California*, prepared by Lawrence and Associates, Engineers & Geologists, dated June 21, 2017, on file with the Planning Department, indicated a "recognized environmental condition," the former presence of the Quincy Railroad line crossing the southern portion of the site:

> *"The REC is the former presence of the Quincy Railroad line crossing the southern portion of the project site, at least between the years of 1950 and 1973. While there was no surface evidence of the past rail alignment observed during the Phase I ESA site reconnaissance, clean fill is reported to have been brought to the project site in recent years which may have covered former surface features. No documentation of the cleanup of the former rail line was available or reported. Railroad lines can be associated-with oil & grease and wood preservatives, including creosote, in underlying soils."*

Staff concluded after researching the project site that the project site is located outside the railroad line as described in the deed on file in the County Recorder's Office (Book 39 of Deeds Page 210 and Book 197 of Official Records Page 507). The tentative map that created the parcel does not show any easement or right-of-way as an encumbrance on the property.

Two standard mitigations, as recommended in the Survey, are generally applied to projects involving grading activities to address potential unanticipated subsurface historic or prehistoric materials. Although the historic debris were found by Mr. Furry to be of modern origin, disturbance or removal of the fill placed on the site might reveal other materials buried under the fill.

Therefore, the impacts from unanticipated prehistoric or historic resources would be less than significant with incorporation of **Mitigation Measure 5A** and impacts from discovery of human remains would be less than significant with incorporation of **Mitigation Measure 5B**.

A letter[13] on file with the Planning Department from a previous property owner, Betty Sine, indicated that the fill came from property located at 711 East Main Street. The fill has some glass and other broken materials mixed in which have been observed by Planning Department staff at the site. The glass fragments date from the 1930s and 1940s to more modem fragments from the

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[12] Exhibit 9: John Furry, Cultural Resources Specialties (document not dated) Archaeological/Historic Survey of the Plumas Charter School Property

[13] Exhibit 10: Letter concerning the origin of fill material on 129 Kelsey Lane, Quincy, from Betty Sine, previous property owner, dated August 24, 2018.

1960s. There may be more buried materials, but most likely, these materials will not qualify as an historic resource.

Mitigation Measures:

Mitigation Measure 5A: Should any evidence of prehistoric cultural resources be observed (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.), or historic cultural resources, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old home-sites, privies, all work should immediately cease and a qualified archaeologist must be consulted to assess the significance of the cultural materials.

Mitigation Measure 5B: In the event of an accidental discovery or recognition of any human remains, the Plumas County Sheriff/Coroner shall be notified and construction activities at the affected work site shall be halted. If the coroner determines the remains to be Native American: (1) the Plumas County Sheriff/Coroner shall contact the Native American Heritage Commission (NAHC) within 24-hours, and (2) the NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment and disposition of human remains that might be discovered during excavation shall be in accordance with applicable laws and regulations.

6. ENERGY

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

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

A report from the Center for Economic Development indicates that Plumas County has very little potential for large scale geothermal production. Plumas County's greatest asset for renewable energy production lies in the County's forests, where bio-fuels proliferate and where vegetation management for forest fire hazard reduction has potential to create an ongoing source of fuel for power generation plants.

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

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for	☐	☐	☐	☒

renewable energy or energy efficiency?

Impact Discussion:

a) The proposed project includes the construction and operation of a community bike park and no structures or lighting is proposed as part of the project. Therefore, energy consumption due to lighting or other energy consuming devices would not be part of the community bike park operation and would not cause a wasteful, inefficient, or unnecessary consumption of energy resources.

b) The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency as there is no proposed energy consumption.

Therefore, there would be no impact to Energy.

Mitigation Measure: No mitigation is required.

7. GEOLOGY AND SOILS

Environmental Setting: Geologic hazards pose a potential danger to property and human safety, and are present due to the risk of naturally occurring geologic events and processes affecting human development. The Lake Almanor Fault, Butt Creek Fault Zone, Indian Valley Fault, and the Mohawk Valley Fault are four of the several faults mapped by the California Geologic Survey in Plumas County. In addition, the County is surrounded by faults; two of the closer, more active faults are the Honey Lake and Fort Sage Faults. Although the County is surrounded by and contains faults, the County is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Although the faults located within and around the County have the potential to result in seismic activity causing an impact on County residents and property, seismic hazard mapping indicates a low seismic hazard potential for Plumas County.

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
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 off-	☐	☐	☒	☐

site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems 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?	☐	☒	☐	☐

Impact Discussion:

a)(i), (ii), (iii), (iv) The proposed project involves the construction of a community bike park which would not expose people or structures to substantial adverse effects due to earthquakes, seismic shaking, seismic-related ground failure, or landslides.

According to the Alquist-Priolo Earthquake Fault Zoning Map[14], the proposed project is not located within an earthquake fault zone.

The proposed project is located in an area where the probability of significant ground shaking is low, and because the project does not propose structures for human habitation that would be at risk to seismic activity, there would be no impact due to seismic ground shaking.

Although Plumas County is considered to have a low seismic and liquefaction hazard potential, which renders geologic impacts a less than significant risk to people and structures, the proposed project, which will only consist of earthwork as no buildings are proposed, will be constructed under a building permit and will be subject to the California Building Code. Due to the enforcement and subjection of the community bike park to the California Building Code, there is no impact due to liquefaction.

While the site does contain fill, the community bike park will not include the construction of any structures that would require the existing ground to support any large forces/loads beyond that of heavy equipment such as a backhoe or bulldozer in order to create the tracks, etc.

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[14]California Department of Conservation. Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, October 13, 2022.

The proposed project would not expose people or structures to significant risk due to landslides.

There is no evidence of landslides in the project area and there are no steep slopes located in the project area, except an uphill slope at the base of Radio Hill on the south side of Kelsey Lane. No impacts resulting from landslides are anticipated.

b) Site preparation and grading would expose bare soil to the elements causing erosion and stormwater runoff. However, the proposed facility would be built under a grading permit and in compliance with all applicable California building codes. Construction buffers and appropriate Best Management Practices (BMPs), as detailed on the grading and drainage plan[15], would serve to address possible impacts and minimize erosion, sediment, and non-stormwater discharges. The BMPs would entail procedures and/or engineered controlled devices to reduce stormwater pollution from the proposed project. Therefore, there would be no impact as the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

c) The proposed project will be located on a parcel that is not on a geologic unit or soil that is unstable or would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, there would be no impact.

d) The proposed project would not be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code[16]. Therefore, there would be no impact.

e) The proposed project is a community bike park and does not propose a septic system or wastewater disposal system.

f) There are no paleontological resources or unique geologic features known to exist on the property and encountering paleontological resources within the project site would be minimal. With the incorporation of **Mitigation Measure 7A**, the impact, in the case of the inadvertent discovery of a paleontological resource during construction of the community bike park, is reduced to less than significant.

Mitigation Measure:

> **Mitigation Measure 7A:** In the unlikely event that potentially significant paleontological materials (e.g., fossils) are encountered during construction of the project, all work shall be halted in the vicinity of the paleontological discovery until a qualified paleontologist can visit the site of discovery, assess the significance of the paleontological resource, and provide proper management recommendations. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted. The treatment and disposition of paleontological material that might be discovered during excavation shall be in accordance with applicable laws and regulations.

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[15] Exhibit 11: General Grading and Drainage Plan prepared by Greg Hinds, Hinds Engineering, dated March 17, 2022 and received by the Plumas County Planning Department March 22, 2022.

[16] Exhibit 12: Richard Short, Richard D. Short and Associates Geotechnical Consultants (2016) Geotechnical Investigation Report for Plumas Charter School Facility, File No. 136-1

8. GREENHOUSE GAS EMISSIONS.

Environmental Setting: Greenhouse gases (GHGs) are comprised of a variety of gases. Greenhouse gases are: carbon dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and fluorinated gases. According to the Environmental Protection Agency (EPA), the greenhouse gases emitted are approximately 81% carbon dioxide, 10% methane, 6% nitrous oxide, and 3% fluorinated gases. Greenhouse gases, along with other naturally occurring processes, have been shown to have a significant impact on the warming of the Earth. The rise in temperature is due to the greenhouse gases being similar to an adiabatic process or blanket around the Earth. Some of the solar radiation reflected from Earth's surface is absorbed by the gases causing the rate at which radiation is emitted from Earth to decrease.

Greenhouse gases are expelled from a variety of sources. The three largest sources are electricity generation, transportation, and industrial processes. The main process that electricity generation, transportation, and industrial processes emit greenhouse gases, such as CO_2, is through the combustion of fossil fuels. According to the EPA, CO_2 emissions, which are the largest portion of greenhouse gases, is emitted by transportation processes and contributes approximately 34% of the carbon dioxide emissions.

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

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a	☐	☐	☒	☐

significant impact on the environment?				
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Impact Discussion:

a) The community bike park would not directly generate greenhouse gas emissions. However, construction of the community bike park would emit greenhouse gases. The greenhouse gases emitted during construction would be due to combustion processes from vehicles or equipment used in the construction of the community bike park.

The operation of the community bike park will require maintenance, requiring up to four (4) site visits per year for major maintenance and weekly site visits to maintain quality of the tracks. The temporary nature of construction and the negligible traffic increase due to site maintenance would cause a negligible increase in greenhouse gases.

The use of the community bike park would include vehicle trips by the public to use the park. Per the Central Plumas Recreation and Park District, based on previous experience with their skate park, public vehicles at the site, at a maximum, would be three (3) vehicles. A portion of the users of the community bike park would be children who would ride their bike to the park or would be dropped off by a parent.

Therefore, the impact from generation of greenhouse gas emissions would be less than significant

b) Plumas County is under the jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD). As discussed in the Air Quality section of this Initial Study, the purpose of NSAQMD is to monitor air quality levels and set rules and regulations to limit air pollution. Implementation of the applicable rules and regulations set forth by NSAQMD would limit air pollution to below levels of significance. The community bike park would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions, nor does it conflict with any Plumas County 2035 General Plan policy or goal designed to reduce greenhouse gas emissions. Therefore, the proposed project would result in no impact.

Mitigation Measure: No mitigation is required.

9. HAZARDS AND HAZARDOUS MATERIALS.

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

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

Locally, the Plumas County Department of Environmental Health (EH) is the Certified Unified Program Agency (CUPA) for Plumas County that manages the County's hazardous materials 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 Business Plan that is certified annually and an inventory of hazardous updates annually. EH also regulates the use, storage, treatment of hazardous wastes, above-ground storage tanks, and underground storage tanks.

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
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 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, would it 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 (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
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?	☐	☐	☐	☒

Impact Discussion:

a), b) Mitigated Negative Declaration Number 673[17] prepared by Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department, for the Plumas Charter School facility previously proposed for the site prior to the current community bike park provided the following analysis in the Hazards and Hazardous Materials section:

A "Phase I Environmental Site Assessment (ESA), Proposed Plumas Charter School Site, 129 Kelsey Lane, Assessor's Parcel Number (APN) 115-130-015, Quincy, Plumas County, California," prepared for the project by Lawrence & Associates, Engineers & Geologists on June 21, 2017 (Appendix 1), found a "recognized environmental condition," the former presence of the Quincy Railroad line crossing the southern portion of the site:

> *'The REC is the former presence of the Quincy Railroad line crossing the southern portion of the project site, at least between the years of 1950 and 1973. While there was no surface evidence of the past rail alignment observed during the Phase I ESA site reconnaissance, clean fill is reported to have been brought to the project site in recent years, which may have covered former surface features. No documentation of the cleanup of the former rail line was available or reported. Railroad lines can be associated with oil & grease and wood preservatives, including creosote, in underlying soils.'*

As discussed above, staff and the consulting archaeologist found that the railroad did not cross the site. However, the Phase I Environmental [Site] Assessment found that it did and the Phase II Environmental Assessment (Appendix 2) documented the results of a total of eight test pits excavated and logged within the area of the former rail line. Soil samples were collected at selected depth intervals from each test pit. No groundwater was detected in any of the test pits,

[17] Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department (2018) Mitigated Negative Declaration for Plumas Charter School Facility Special Use Permit, State Clearinghouse Number (SCH): 2018052061

so no groundwater samples were available to be collected. The estimated groundwater depth reported in the Phase I ESA is 9 to 18 feet deep. Soil samples were sent to the environmental testing laboratory.

> *'While oil & grease was present in several subsurface locations and one location showed slightly elevated chromium, the levels were below applicable State of California screening levels, which indicate the constituents were below levels that: (a) present a risk to human health and (b) require cleanup. Therefore, no further action is judged to be necessary for this site. The oil & grease and chromium detections may be related to the former presence of the rail line at the project site. However, the absence of creosote compounds in the samples is further indication that the contamination is minor and not a threat to health and the environment. However, if future site development uncovers soils with strong odors or discoloration. further testing and characterization should be performed to determine risk to human health and the environment.'*

At the time the site was previously assessed for Plumas Charter School, the proximity of the site to current or former dump areas, chemical plants, oil fields, refineries, fuel storage facilities, nuclear generating plants, abandoned farms and dairies, and agricultural areas where pesticides and fertilizer were heavily used were researched. The potential for naturally occurring hazardous materials, such as asbestos, oil, and gas were also conducted.

As a result of the investigation, landfill areas on or adjacent to the site were not identified. The proximity of the site to current or former dump areas, chemical plants, oil fields, refineries, fuel storage facilities, nuclear generating plants, abandoned farms and dairies, and agricultural areas where pesticides and fertilizer have been heavily used were researched and none were identified within the proximity of the project site. The potential for naturally occurring hazardous materials, such as asbestos, oil, and gas, were assessed and none were identified.

There is no evidence of hazardous materials onsite, the release or transport of which may cause a significant environmental impact.

Therefore, there would be no impact due to a reasonable foreseeable upset and accident conditions involving the release or routine transport of hazardous materials.

c) The closest school is Quincy Junior-Senior High School, which is on the adjacent parcel to the proposed site. There would be no impact as the proposed project would not emit hazardous emissions or involve the handling of hazardous materials within one-quarter mile of a school.

d) Plumas County has a minimal number of sites considered to be hazardous materials sites pursuant to Government Code Section 65962.5. There would be no impact as the site in which the community bike park is proposed is not on a site considered to be a hazardous materials site pursuant to Government Code Section 65962.5.

e) The project site is located within the Airport Land Use Compatibility Plan Airport Influence Area (AIA) for Gansner Airport. The project site lies within Safety Compatibility Zone 6 called "Traffic Pattern Zone," which sets forth the following "Basic Compatibility Qualities."

"Zone 6 Basic Compatibility Qualities:

- Allow residential uses.
- Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities.

- Avoid children's schools, large day care centers, hospitals, nursing homes."

Per the Gansner Airport Land Use Combability Plan, the Zone 6 "Traffic Pattern Zone" has a risk level that is considered low.

The Caltrans Airport Land Use Planning Handbook (Handbook) recommends avoiding outdoor stadiums and similar uses with very high intensities and to not prohibit uses in Safety Zone 6. The Handbook maximum nonresidential intensities average number of people per acre of 200 - 300- and single-acre maximum of 800 - 1200 people. The Handbook defines the term limit in this use by the following: Use is acceptable with limitation on density or intensity. The community bike park will have a maximum hourly occupancy of 30 people and a maximum daily occupancy of 120 people, which is a fraction of the average number of people per acre listed in the Handbook. Therefore, the proposed project would result in a less than significant impact to people residing or working in the project area.

f) Due to the nature, location, and the project site being located within the Quincy Fire Protection District and the Plumas County Sheriff's Department providing police protection, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) The project site is designated as a State Responsibility Area for wildland fire protection. The State's requirements for building construction and vegetation management within the SRA are applicable to the proposed project. Wildland fire protection is provided by the United States Forest Service. Therefore, there would be no impact due to a significant loss, injury, or death involving wildland fires.

Mitigation Measure: No mitigation is required.

10. HYDROLOGY AND WATER QUALITY.

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

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

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

The regional direction of groundwater movement in this area generally tends to follow surface topography to the north-northwest following the valley floor. The shallow groundwater zone ranges from 9 to 18 feet below ground surface (bgs). This localized groundwater flow direction appears to be influenced by the proximity of the referenced site to Spanish Creek located north-northwest.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒

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 which would:				
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 off-site;	☐	☐	☐	☒
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. impede 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?	☐	☐	☐	☒

Impact Discussion:

a) Site preparation and grading will expose bare soil to the elements causing erosion and stormwater runoff. However, the proposed facility would be built under a grading permit and in compliance with all applicable California building codes. Construction buffers and appropriate Best Management Practices (BMPs), such as those referenced on the grading and drainage plan[18] for the proposed project, would serve to address possible impact and minimize erosion, sediment, and non-stormwater discharges. The BMPs would entail procedures and/or engineered control devices to reduce stormwater pollution from the proposed project.

Water retention mounds currently existing on the property that have been breached or moved will be reconstructed to prevent any onsite surface flow from reaching Quincy Junction Rd.

During the 30-day review period for the proposed project, the Plumas County Department of Public Works provided comment to the Planning Department requesting the applicant provide a grading and drainage plan that demonstrated onsite drainage facilities would function properly with no adverse impacts to adjacent properties or County roadways and drainage infrastructure. A grading and drainage plan[19] was provided, and Plumas County Public Works provided the following comment[20] concerning the grading and drainage plan:

> "The Department of Public Works recommends that the project be approved with a condition requiring the project be constructed in conformance with the aforementioned plans and that all erosion, drainage, and grading notes be incorporated into applicable phases of the project's development."

Therefore, the proposed project would have a less than significant impact to any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality with the grading and drainage plan being required by **Mitigation Measure 10A**,

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[18] Exhibit 11: General Grading and Drainage Plan prepared by Greg Hinds, Hinds Engineering, dated March 17, 2022 and received by the Plumas County Planning Department March 22, 2022.

[19] Exhibit 11: General Grading and Drainage Plan prepared by Greg Hinds, Hinds Engineering, dated March 17, 2022 and received by the Plumas County Planning Department March 22, 2022.

[20] Exhibit 13: Memorandum from John Mannle, Director, Plumas County Department of Public Works, to Tim Evans, Senior Planner, Plumas County Planning Department, dated April 4, 2022, concerning the General Grading and Drainage Plan.

which will be a condition of project approval, as well as the proposed project being completed under a grading permit subject to the applicable California building codes.

b) The facility would not deplete groundwater supplies or interfere with groundwater due to not utilizing groundwater.

c)(i), (ii), (iii), (iv) The community bike park may entail a slight increase in onsite impermeable surfaces, resulting in a minimal increase in stormwater runoff. It is anticipated that the minimal increase in stormwater runoff and implementation of the grading and drainage plan, BMPs, etc., would result in no impact.

There would be no impacts due to substantial flooding or erosion on or offsite as a result of the alteration of drainage on the property as compliance with the grading and drainage plan[21] will be made a condition of project approval.

No stormwater drainage systems are planned or exist near the project site; therefore, capacities would not be exceeded and would result in no impact.

According to the FEMA flood map[22], the project site is located within Zone X, an area of minimal flood hazard. The project site would not impede or redirect flood flows and would result in no impact.

Therefore, the proposed project would result in no impact.

d) Due to the location of the property, the proposed project would not be inundated by a tsunami or mudflow. Seiche is a possibility for any body of water; the construction and operation of a community bike park would not increase the possibility of a seiche. Therefore, the proposed project would result in no impact.

e) Due to the location and nature of the proposed project and the project being located in FEMA Flood Zone X, pollutants are not at risk of release due to inundation of the project and the proposed project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measure:

> **Mitigation Measure 10A:** At the time of submittal of the grading permit to the Plumas County Building Department, a grading and drainage plan shall be submitted, which is satisfactory to the Plumas County Building Department and Department of Public Works.

[21] Exhibit 11: General Grading and Drainage Plan prepared by Greg Hinds, Hinds Engineering, dated March 17, 2022 and received by the Plumas County Planning Department March 22, 2022.

[22] Exhibit 14: FEMA Flood Map (source: Plumas County GIS)

11. LAND USE AND PLANNING.

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

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

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

The Land Use Element of the Plumas County 2035 General Plan defines the goals, policies, and implementation measures that will facilitate appropriate growth and development. Between the years of 1981 and 2012, Plumas County encountered an approximate 13% increase in population. In recent years, between 2010 and 2020, Plumas County experienced a 1.1% decline in population. Although, the California Department of Finance predicts that Plumas County's population growth will be approximately 1% per decade between 2010 and 2050.

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion:

a) The proposed project does not involve improvements which would physically divide an established community as the surrounding land uses are compatible with those allowed on the project site. Along the northeast side of Kelsey Lane is a residential neighborhood of three (3) single-family dwellings. To the north of the proposed project site, across Quincy Junction Road, are agricultural lands.

b) The parcel in which the project is proposed has a General Plan land use designation of Single-Family Residential and is zoned 7-R (Single-Family Residential), which permits the proposed use subject to the issuance of a special use permit. The proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan.

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

Mitigation Measure: No mitigation is required.

12. MINERAL RESOURCES.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Discussion:

a), b) The proposed project is not located in an area where active mineral resource extraction is occurring or is known to have taken place. The proposed project would not result in the loss of availability of a locally-important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan. Like areas throughout Plumas County, there is a potential for the site to contain mineral resources. However, construction of the community bike park would not preclude the extraction of mineral resources in the future if any were to be discovered from construction activities.

Therefore, there would be no impact to Mineral Resources.

Mitigation Measure: No mitigation is required.

13. NOISE.

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

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

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

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Impact Discussion:

a) Noise exposure due to the proposed project would come from the construction of the community bike park and, due to the nature of the proposed project, minimal noise would occur due to the operation of the community bike park.

Noise exposure due to the proposed project would be from the construction of the community bike park. The construction noise resulting from construction of the facility would be temporary. Although Plumas County does not have an ordinance in relation to noise, the Plumas County 2035 General Plan does contain policies for construction noise and discretionary projects such as a special use permit.

The policy within the Plumas County 2035 General Plan addressing impacts due to construction noise is as follows:

N

3.1.4 Construction Noise

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

TABLE 3-5. MAXIMUM ALLOWABLE NOISE EXPOSURE WITHIN PLANNING AREAS – CONSTRUCTION NOISE.

Land Use Designation	Time Period	Noise Level (dB)	
		L_{eq}	L_{max}
Residential	7 am to 7 pm	55	75
	7 pm to 10 pm	50	65
	10 pm to 7 am	45	60
Commercial and Public Facilities	7 am to 7 pm		90
	7 pm to 7 am		75
Industrial	Any Time		90

Any adopted community plan area should refer to the land use designations that most closely correspond to the General Plan land use designations for similar development.

Table 3-5 shows times throughout the day in residential and commercial land use designations, with their maximum allowable noise exposure levels. The residential land use designation has a maximum noise level of 75 decibels (dB) for 7 a.m. to 7 p.m., 65 dB for 7 p.m. to 10 p.m., and 60 dB for 10 p.m. to 7 a.m. The industrial land use designation has a maximum noise level of 90 dB from 7 a.m. to 7p.m.

The policy in the Plumas County 2035 General Plan addressing noise impacts for discretionary projects is as follows:

N

3.1.3 Noise / Land Use Compatibility Standards

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

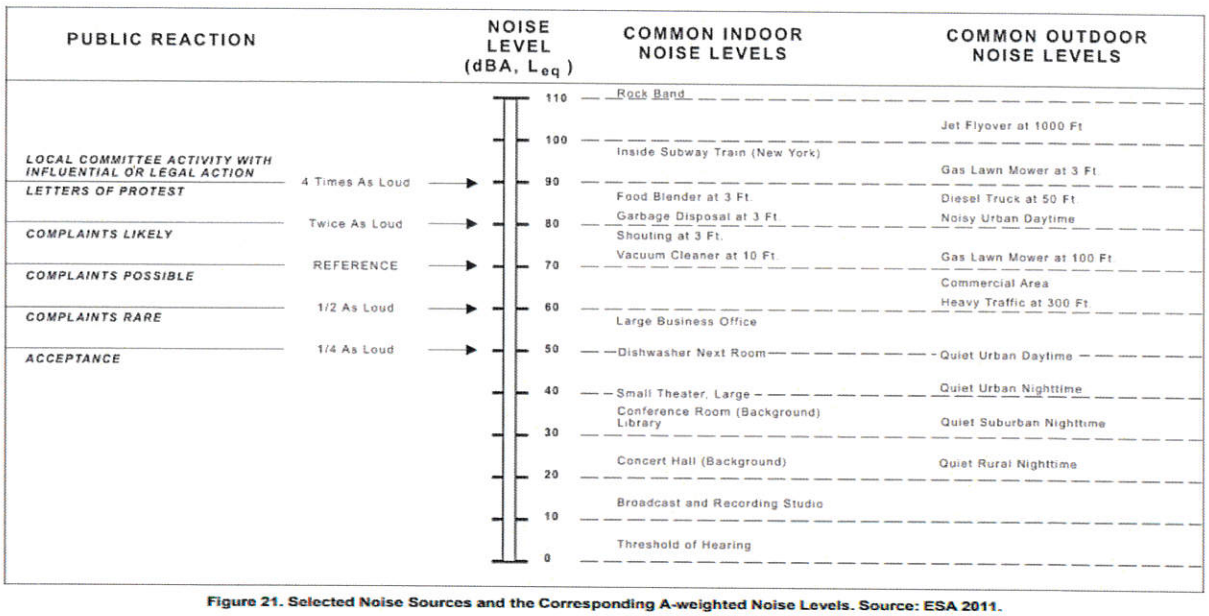

Figure 21. Selected Noise Sources and the Corresponding A-weighted Noise Levels. Source: ESA 2011.

Figure 21 from the Plumas County 2035 General Plan shows noise levels for indoor and outdoor types of scenarios/equipment. Project construction would include the use of diesel-powered equipment and vehicles. Figure 21 demonstrates that a diesel truck at 50 feet corresponds to under 90 dBA (A-weighted decibels).

As shown on the site plan for the proposed project[23], the closest portion of the site and construction work could occur approximately 60 feet from the nearest property line of the residentially zoned property, with the nearest dwelling being approximately 150 feet from the area of the project site in which construction work would likely occur.

As mentioned previously, the property has a land use designation of Single-Family Residential, with adjacent properties to the being designated Rural Residential, Commercial, and Single-Family Residential. Comparing the values from Figure 21 and Table 3-5 demonstrates that the noise level of a diesel truck at 50 feet would not exceed that of the maximum allowed noise level for the "Commercial" land use designation in Table 3-5, but the maximum allowable construction noise level for the "Residential" land use designation for any time of the day would be exceeded. However, the impact due to noise is an impact that lessens with distance. The noise level will diminish due to sound level spreading in a geometric pattern, also known as "Geometric Spreading", and attenuating at a rate of 6 dB for each doubling of distance from the noise source. In addition, noise attenuation from ground absorption and reflective-wave canceling adds to the attenuation associated with geometric spreading.

It is anticipated that the noise level, with geometric spreading, would diminish to slightly below the maximum allowable noise level for the "Residential" land use designation for the time period of 7 a.m. to 7 p.m., which is 75 dB. However, the noise level shown in Table 3-5 for the time periods of 7 p.m. to 10 p.m. and 10 p.m. to 7 a.m. would be exceeded. Therefore, in order to

[23] Exhibit 1: Site Plan (Sheet A-1) prepared by Brett Marty, Butterfly Valley Design and Build, dated November 1, 2022

mitigate noise levels to a time that does not exceed the maximum allowable for the "Residential" designation, **Mitigation Measure 13A** is required:

With incorporation of **Mitigation Measure 13A**, the impacts from noise would be less than significant.

b) The California Department of Transportation developed the *Transportation and Construction Vibration Guidance Manual* (Manual) to specifically address the criteria for the thresholds of vibration. Chapter 7, *Vibration Prediction and Screening Assessment for Construction Equipment*, of the Manual[24] provides tables listing the threshold criteria for human perception and structure damage due to vibration as well as provides specific equations to calculate the peak particle velocity (PPV) which is used to describe ground vibration.

Table 1 and Table 2 were sourced from the Manual and detail criteria for damage potential and annoyance potential criteria due to vibration.

Table 1. Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	**Maximum PPV (in/sec)**	
	Transient Sources	**Continuous/Frequent Intermittent Resources**
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Table 2. Guideline Vibration Annoyance Potential Criteria

Human Response	**Maximum PPV (in/sec)**	
	Transient Sources	**Continuous/Frequent Intermittent Resources**
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04

[24] California Department of Transportation. *Transportation and Construction Vibration and Guidance Manual,* April 2020, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Table 3 was also sourced from the Manual and provides values for ground vibration for different types of equipment from a distance of 25 feet.

Table 3. Vibration Source Amplitudes for Construction Equipment

Equipment	**Reference PPV at 25 ft. (in/sec)**
Vibratory miller	0.210
Large Bulldozer	0.089
Caisson drilling	0.089
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Crack-and-seat operation	2.400

To quantify the level of ground vibration possible for the equipment that may be used to construct the community bike park, Equation 1 below, sourced from Chapter 7 of the Manual, may be used.

$$PPV_{Equipment} = PPV_{Ref}(25/D)^{n} \quad \text{(in/sec)} \qquad [1]$$

Where:

PPV_{Ref} = reference PPV at 25 ft.

D = distance from equipment to the receiver in ft.

n = 1.1 (the value related to the attenuation rate through the ground)

The closest structures to the proposed project is the dwelling located to the east, which is approximately 150 feet from the proposed project. Therefore, utilizing 150 feet for "D" in Equation 1 and the reference PPVs shown in Table 3 for the most likely types of equipment used for project construction, which would be a "large bulldozer," "loaded trucks," and "small bulldozer," the peak particle velocity may be calculated. An example calculation using Equation 1 is shown below for a "large bulldozer" from a 150 foot distance.

$$PPV_{Equipment} = PPV_{Ref}(25/D)^{n}$$

$$PPV_{Equipment} = (0.089 \text{ in/sec})(25 \text{ feet}/ 150 \text{ feet})^{1.1}$$

$$PPV_{Equipment} = 0.0124 \text{ in/sec}$$

Table 4 details a compilation of the calculated ground vibration or PPV for each equipment type from a distance of 150 feet.

Table 4. Calculated Ground Vibration (PPV)

Equipment	PPV (in/sec)
Large Bulldozer	0.0124
Loaded Trucks	0.0106
Small Bulldozer	0.0004

As mentioned earlier, the closest structures to the proposed project would be the residences to the east. Therefore, it can be concluded from comparing the calculated values in Table 4 to the threshold criteria in Table 2 and Table 3 that any ground vibration from the temporary use of heavy equipment and trucks during construction would have no impact as the calculated ground vibration is classified as "barely perceptible" and is significantly less than the damage potential threshold criteria for residential structures.

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

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

c) The project site is located within the Airport Influence Area (AIA) Safety Compatibility Zone 6 called the "Traffic Pattern Zone" in the Airport Land Use Compatibility Plan (ALUCP) for Gansner Airport.The proposed community bike park will be adjacent to the existing Quincy Junior-Senior High School. It is anticipated that occasional overflights may occur, but the noise levels would be minimal and would not expose people residing or working in the project area to noise levels exceeding those realized at Quincy Junior-Senior High School.

Therefore, there would be a less than significant impact to ambient noise levels in the project vicinity with **Mitigation Measure 13A** incorporated, no impact due to groundborne vibration or noise, and no impact to people working or residing in the project area due to being located within two (2) miles of Gansner Airport.

Mitigation Measure:

> **Mitigation Measure 13A:** Project construction shall only occur between the hours of 7 a.m. and 7 p.m., Monday through Friday and 8 a.m. and 5 p.m. on weekends and on federally recognized holidays.

14. POPULATION AND HOUSING.

Environmental Setting: Plumas County is considered one of the most rural counties in California. The population, according to the 2020 U.S. Census, was 19,790, giving a population per square mile of 7.7, which is a 1.1% decrease from the 2010 U.S. Census. However, Plumas County's population is expected to grow annually by 0.7 percent through 2050, according to the California Department of Finance. The gradual increase in population would lead to a gradual expansion of home and business developments while maintaining the rural character of the County.

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

Impact Discussion:

a), b) The community bike park will not include home or business development projects or cause the extension of roadways or other infrastructure. The proposed project can be served by available service providers at a sufficient service level for the project.

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

Mitigation Measure: No mitigation is required.

15. PUBLIC SERVICES.

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

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Impact Discussion:

a) The project site is served by the Quincy Fire Protection District for structural fire protection services and police protection is provided by the Plumas County Sheriff.

The project site is located in the Plumas District Hospital, with the nearest hospital being located in Quincy.

Population growth is the driving force behind an increased demand on fire protection, police protection, schools, parks, and other facilities. The proposed project would not cause a population growth as the project is for the operation of community bike park.

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

Therefore, there is no impact to Public Services.

Mitigation Measure: No mitigation is required.

16. RECREATION.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact Discussion:

a) The proposed community bike park project by the Central Plumas Recreation and Park District would not increase the use or demand for park or recreational facilities because the proposed project does not include development of uses that would place demands on recreational facilities, such as residential dwellings or office employment.

b) The proposed project is for the construction of a recreation facility, specifically a community bike park. The physical effect on the environment due to construction of the community bike park would be less than significant as the community bike park would be constructed under a grading permit and in compliance with all applicable California building codes, as well as subject to the various mitigation measures set forth throughout this initial study.

Therefore, there would be no impact to Recreation.

Mitigation Measure: No mitigation is required.

17. TRANSPORTATION.

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

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

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

Plumas County does not have passenger rail service, but there are two active freight rail operations. Union Pacific Railroad operates a line connecting Roseville, CA to the west with Salt Lake City, UT to the east. Burlington Northern Santa Fe (BNSF) Railway operates track from Keddie and along Lake Almanor into Lassen County and Oregon.

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

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

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

Impact Discussion:

a) The project site is served by Quincy Junction Road and Kelsey Lane and the operation of a community bike park would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

During the 30-day review for project completeness, Plumas County Public Works was provided with the project information for review. Public Works provided comment stating, "The Department of Public Works is concerned with cyclists entering into the travelled way of Quincy Junction Road and recommends a barrier between the track and the roadway"[25]. The proposed project was subsequently modified to include a split rail fence along the property boundary contiguous to Quincy Junction Road, surrounding the wetland area on the eastern side of the property, and along the southwestern corner of the property.

[25] Exhibit 15: Memorandum from John Mannle, Director, Plumas County Department of Public Works, to Rebecca Herrin, Assistant Planning Director, Plumas County Planning Department, dated July 30, 2021, concerning a preliminary grading and drainage plan and cyclists entering Quincy Junction Road.

b) Due to the rural nature of Plumas County, traffic congestion throughout the County is generally not an issue nor would the traffic significantly increase due to a maximum hourly park occupancy being 30 people and a maximum daily occupancy being 120 people.

The use of the community bike park would include vehicle trips by the public to use the park. Per the Central Plumas Recreation and Park District, based on previous experience with their skate park, public vehicles at the site, at a maximum, would be three (3) vehicles. A portion of the users of the community bike park would be children who would ride their bike to the park or would be dropped off by a parent.

Vehicle traffic and vehicle miles traveled (VMT) would increase insignificantly as it is for the operation of a community bike park. Therefore, the proposed project result in a less than significant impact as it would be consistent with CEQA Guidelines Section 15064.3, subdivision (b)(2), which states, "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact."

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

d) The proposed project as designed would not result in inadequate emergency access. Therefore, the proposed project would result in no impact.

Mitigation Measure: No mitigation is required.

18. TRIBAL CULTURAL RESOURCES.

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

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

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

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☒
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Impact Discussion:

a)(i), (ii) It is not anticipated that tribal cultural resources, as defined by Public Resources Code Section 21074 and listed or eligible for listing in the California Register of Historical Resources, in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or is determined to be significant pursuant to Public Resources Code Section 5024.1 subdivision (c), would be impacted as a result of the proposed project.

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

As required by **Cultural Resources Mitigation Measure 5A**, if unanticipated cultural resources are exposed during ground excavation or ground disturbing activities, construction shall be terminated immediately until a qualified cultural resources specialist evaluates the resource(s). Any discovered resources that merit long-term consideration will be collected and reported in accordance with standard archaeological management requirements.

As required by **Cultural Resources Mitigation Measure 5B**, in the event of an accidental discovery or recognition of any human remains, the Plumas County Sheriff/Coroner shall be notified and construction activities at the affected work site shall be halted. If the coroner determines the remains to be Native American: (1) the Plumas County Sheriff/Coroner shall contact the Native American Heritage Commission (NAHC) within 24-hours, and (2) the NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The treatment and disposition of human remains that might be discovered during excavation shall be in accordance with applicable laws and regulations.

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

Mitigation Measure: No mitigation is required. Refer to Cultural Resources Mitigation Measures 5A and 5B.

19. UTILITIES AND SERVICE SYSTEMS.

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

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

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
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 reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Discussion:

a)-e) No new utility systems will be required to serve the proposed project due the project being the development and operation of a community bike park. No lighting is proposed as part of the project.

While the proposed project is served by the American Valley Community Services District (AVCSD) for community water and wastewater disposal services, restroom facilities for users of the community bike park will consist of a portable toilet, which does not require connection to AVCSD infrastructure, located on the east side of the proposed parking area[26] .

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

Mitigation Measure: No mitigation is required.

[26] Exhibit 1: Site Plan (Sheet A-1) prepared by Brett Marty, Butterfly Valley Design and Build, dated November 1, 2022

20. WILDFIRE.

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

More specifically, reviewing the Fire Hazard Severity Zone (FHSZ) Viewer[27] on the California Department of Forestry and Fire Protection's (Cal Fire) website shows the location of the proposed project as being located within the "Very High" Fire Hazard Severity Zone of the State Responsibility Area.

The Fire Hazard Severity Zones Viewer is a result of Government Code Section 51178 which requires the California Department of Forestry and Fire Protection to identify "Very High Fire Hazard Severity Zones."

The "Very High Fire Hazard Severity Zones" map is created based on the following criteria, per the California Department of Forestry and Fire Protection webiste[28]:

1. Vegetation – Fire hazard considers the potential vegetation over a 30- to 50-tear time horizon. Vegetation is "fuel" to a wildfire and it changes over time.
2. Topography- Fire typically burns faster up steep slopes.
3. Weather- Fire moves faster under hot, dry, and windy conditions.
4. Crown fire potential – Under extreme conditions, fires burn to the top of trees and tall brush.
5. Ember production and movement – Fire brands are embers blown ahead of the main fire. Fire brands spread the wildfire and they get into buildings and catch the building on fire.
6. Likelihood – Chances of an area burning over a 30- to 50-year time period based on history and other factors.

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

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

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[27] California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer, https://egis.fire.ca.gov/FHSZ/, October 13, 2022

[28] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones, https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/, October 13, 2022

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
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 structure to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Discussion:

a) The project site is designated as a State Responsibility Area (SRA) for wildland fire protection and is served by Kelsey Lane and Quincy Junction Road, both of which are paved, maintained County roads providing adequate provisions for access. The community bike park would not substantially impair an adopted emergency response plan or emergency evacuation plan.

b), c) The project site topography is fairly level and, due to there being multiple tracks, etc., consisting of 2.70 acres of development, that the vegetation will be minimal and would also be properly maintained like that of the other parks/sites owned by the Central Plumas Recreation and Park District in the Quincy area. It is not anticipated that wildfire risks would be exacerbated causing the project occupants to be exposed to pollutant concentrations from a wildfire.

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

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

Mitigation Measure: No mitigation is required.

MANDATORY FINDINGS OF SIGNIFICANCE.

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

Impact Discussion:

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

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

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

EXHIBITS

PLUMAS COMMUNITY BIKE PARK

OVERVIEW MAP

SCALE: 1" = 100' 0"

PROPOSED SCOPE OF WORK

- INSTALL A COMMUNITY BIKE PARK WITH YOUTH BICYCLING EMPHASIZED AS ITS PRIMARY USE
- MAKE THIS SPACE AVAILABLE TO ADJACENT SCHOOLS TO INTEGRATE WITH YOUTH BICYCLE PHYSICAL EDUCATION
- MAKE THE SPACE AVAILABLE TO THE COMMUNITY AT LARGE FROM SUNRISE TO SUNSET (SIGNED)
- PROVIDE MINIMAL PARKING WITH THE INTENT TO ENCOURAGE USERS TO COMMUTE TO THE PARK VIA BICYCLE OR BY FOOT
- PROVIDE ENOUGH PARKING AND SIGNAGE AS TO MINIMIZE AND DISCOURAGE ANY PARKING, EXTRA TRAFFIC OR LOITERING ALONG KELSEY LANE OR QUINCY JUNCTION RD. A GRAVEL, PERVIOUS SURFACE IS PROPOSED FOR THE PARKING LOT
- UTILIZE EXISTING LOW LYING AREAS AND RIPARIAN ZONES AS GREEN SPACES FREE FROM DEVELOPMENT AND PROTECTED FROM ANY ON OR OFF SITE DRAINAGE ISSUES (SEE NEXT PAGE)
- NO PERMANENT STRUCTURES, ELECTRICAL, MECHANICAL, OR PLUMBING IS PROPOSED AT THIS TIME
- CONSTRUCTION CONSISTS OF UTILIZING EXISTING MOUNDED MATERIAL AND IMPORTED MATERIAL TO CREATE A SERIES OF HUMPS, DIPS, MOUNDS, INTERLINKED-PATHWAYS AND SKILL COURSES.

FENCING REQUIREMENTS

- FENCING WILL BE IMPLEMENTED ALONG THE BORDER OF THE PARK WITH QUINCY JCT RD. AND SURROUNDING THE SEASONAL WETLAND. FENCE SHALL BE A SPLIT RAIL FENCE AND MUST OFFER NO VISUAL BARRIER FROM THE PARK TO THE VIEW OF AMERICAN VALLEY TOWARDS THE NORTH. THE FENCE SHALL BE LOCATED AT OR NEAR THE EROSION CONTROL MOUND SHOWN ON THE SITE PLAN AND ALONG THE EROSION CONTROL BARRIER PROTECTING THE WETLAND GREENSPACE AS SHOWN ON THE PLAN.
- BOTH BIKE PARK PROFESSIONALS AND THE PREPARES OF THIS DOCUMENT AND SUP FIND THE FENCE AN UNNECESSARY ADDITION AND EXPENSE TO THE PARK

SITE ACCESSIBILITY NOTES

1.0 ACCESSIBLE PARKING SPACE

1.1 6.1. 11B-206.2.1 Site arrival points.

Accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible.

1.2. 11B-403.3 & 11B-403.5

Accessible path of travel: 48 in minimum width walkway, 5% (1:20) maximum slope in the direction of travel, 2.08% (1:48) maximum cross-slope.

1.3. Except as provided in Sections 11B-403.5.2 and 11B-403.5.3, the clear width of walking surfaces shall be 36 inches minimum.

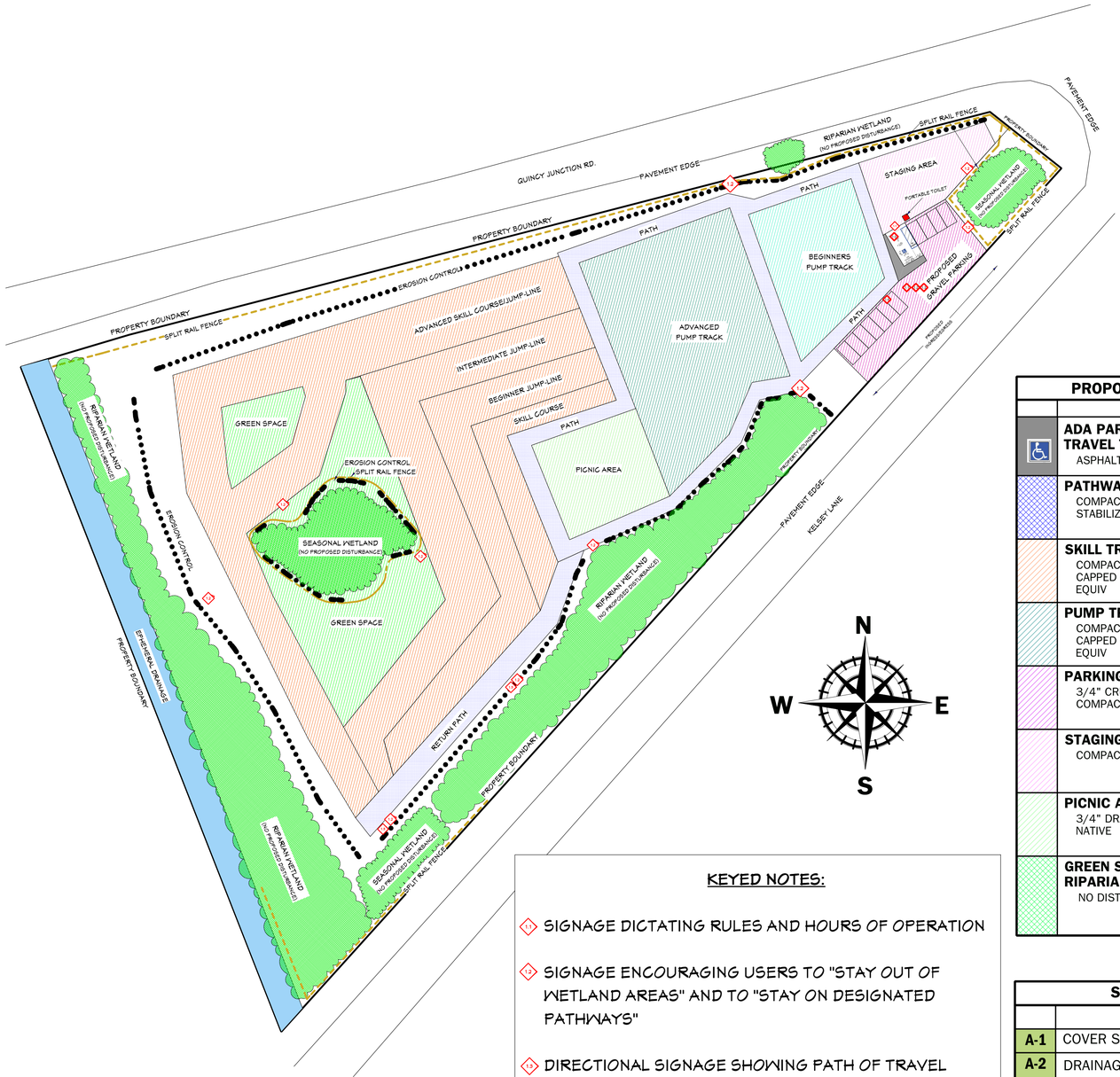
1.4. SURFACES:

-ADA parking space shall conform to required hard and durable surface (see detail next page)

-ADA path of travel from ADA parking space to pathway that serves the park shall be made of compacted crusher fines with an approved stabilizer that meets approved ADA travel surfaces

EXHIBIT 1

SITE ACREAGE ANALYSIS
TOTAL SITE ACREAGE: **5.3**
TOTAL ACREAGE PROPOSED FOR DEVELOPMENT**: 2.7**



KEYED NOTES:

13 SIGNAGE DICTATING RULES AND HOURS OF OPERATION

14 SIGNAGE ENCOURAGING USERS TO "STAY OUT OF WETLAND AREAS" AND TO "STAY ON DESIGNATED PATHWAYS"

15 DIRECTIONAL SIGNAGE SHOWING PATH OF TRAVEL

SITE PLAN

SCALE: 1" = 50' 0"

PROPOSED MATERIAL INDEX	
	ADA PARKING AREA & PATH OF TRAVEL TO PATHWAY ASPHALT
	PATHWAY (ADA APPROVED TRAIL) COMPACTED CRUSHER FINES W/ STABILIZER (ADA APPROVED)
	SKILL TRACKS & JUMP LINES COMPACTED NATIVE AND IMPORTED FILL CAPPED W/ TYPE II ROAD BASE OR EQUIV
	PUMP TRACKS COMPACTED NATIVE AND IMPORTED FILL CAPPED W/ TYPE II ROAD BASE OR EQUIV
	PARKING 3/4" CRUSHED DRAIN ROCK COMPACTED OVER TYPE II ROAD BASE
	STAGING AREA COMPACTED CRUSHER FINES
	PICNIC AREA 3/4" DRAIN ROCK OVER COMPACTED NATIVE
	GREEN SPACES, WETLANDS AND RIPARIAN ZONES NO DISTURBANCE

SHEET SCHEDULE	
A-1	COVER SHEET, SITE PLAN
A-2	DRAINAGE PLAN WETLAND DELINEATION MAP
A-3	ACCESSIBILITY NOTES & DETAILS

REVISIONS
PRELIM. SET 4-21-21
PROGRESS SET
FINAL SET 6-9-21
REVISED SET 12-1-21

BUTTERFLY VALLEY DESIGN & BUILD
BRETT MARTY
P.O. BOX 599
QUINCY, CA 95971
(530) 919-4010
CA LIC# 1024099

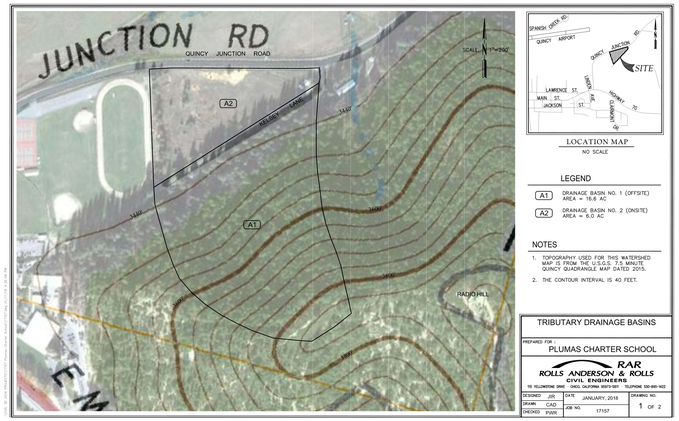
PLUMAS COMMUNITY BIKE PARK

CENTRAL PLUMAS REC & PARK DISTRICT
KELSEY LANE
QUINCY, PLUMAS COUNTY, CALIFORNIA
APN# 115-013-015

SHEET TITLE: **SITE PLAN**

DATE: 11/1/2022
DRAWN: B.MARTY
JOB NO. 170301

SHEET NO.
A-1
OF 3 SHEETS



DRAINAGE MAP

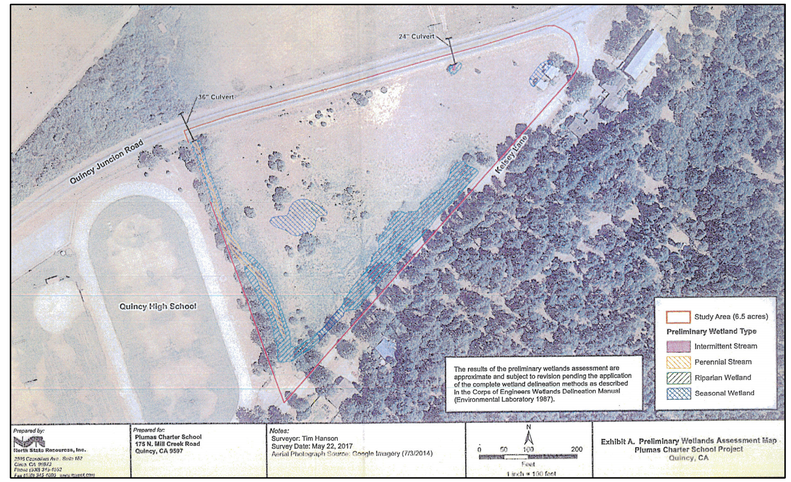
NOT TO SCALE

EXISTING DRAINAGE

- SITE GENERALLY DRAINS SOUTHWEST TOWARDS THE EXTREME SOUTHWEST CORNER OF THE PARCEL AND THEN DRAINS NORTH-NORTHWEST ALONG THE EXISTING EPHEMERAL DRAINAGE
- A LARGE LOW AREA ALONG THE SOUTHEAST BORDER ACTS AS A RETENTION AREA THAT TRAPS ANY ADJACENT SURFACE FLOW AND DOES NOT HAVE CONTINUITY OF FLOW TOWARDS THE EXISTING DRAINAGE EXCEPT IN VERY HIGH WATER FLOWS/EVENTS
- THE MARKED LOW SPOTS IN GREEN, DRAIN IMMEDIATE ADJACENT SURFACES AND GENERALLY ARE QUITE WET/MARSHY
- 2 CULVERTS NOTED ON THE PLAN DRAIN THE AREA OF THE SITE UNDER QUINCY JUNCTION ROAD
- AN EXISTING SWALE PARALLELS QUINCY JUNCTION RD. AND HAS SLIGHT GRADE AND DRAINAGE TOWARDS EXISTING CULVERTS; PREDOMINATELY THE WESTERN MOST CULVERT
- AN EXISTING MOUND PARALLELS THE NORTHWEST BORDER OF THE SITE; THE MOUND SERVES TO STOP ANY SURFACE FLOW FROM THE SITE AND REDIRECT IT TOWARDS THE EPHEMERAL DRAINAGE; THE MOUND IS RUPTURED AND DISCONTINUOUS IN A NUMBER OF SPOTS

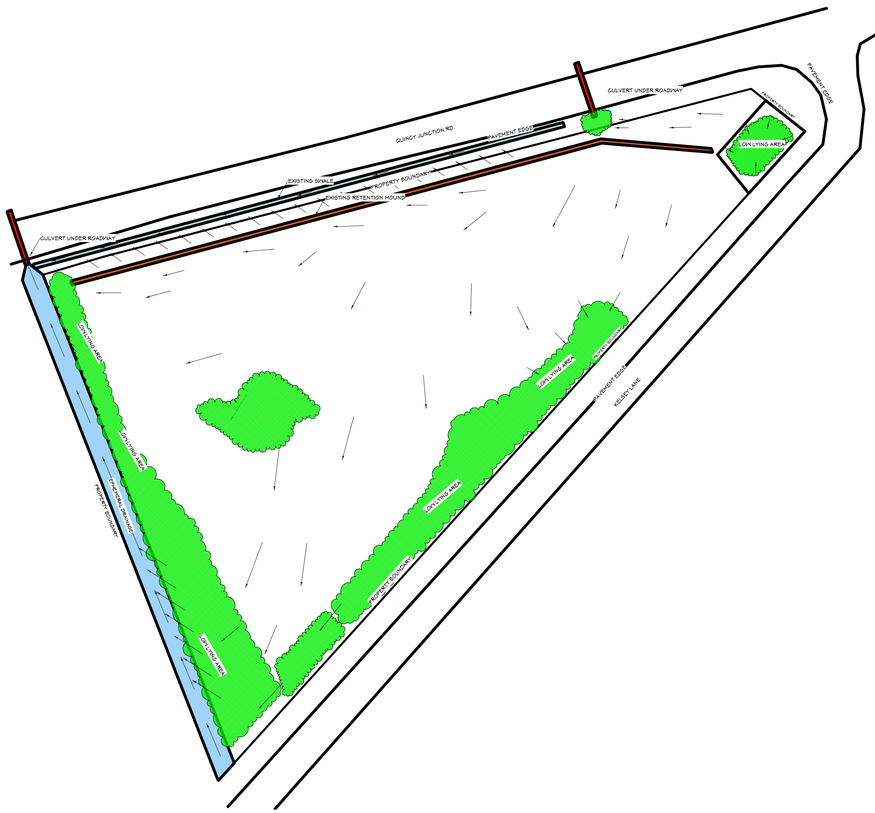
PROPOSED DRAINAGE & EROSION MITIGATION STRATEGIES

- ALL SURFACES PROPOSED ARE PERVIOUS AND WILL ALLOW SURFACE WATER TO PERCOLATE INTO THE GROUND TO A LARGE EXTENT
- LOW LYING AREAS MARKED IN GREEN SHALL NOT RECEIVE ANY DEVELOPMENT AND SHALL BE PROTECTED FROM ANY ACCELERATED SURFACE FLOW AND ANY SEDIMENT CAUSED BY SURFACE FLOW
- EXISTING MOUND SHALL BE RECONSTRUCTED WHERE RUPTURED AND MOVED SLIGHTLY AT ITS NORTHEASTERN END TO FURTHER PREVENT ANY ON-SITE SURFACE FLOW FROM REACHING QUINCY JUNCTION RD.
- A COMBINATION OF SILT FENCING AND STRAW WADDLES ARE PROPOSED TO PROTECT THE EXISTING LOW LYING AREAS, RIPARIAN ZONES, AND EXISTING EPHEMERAL DRAINAGE



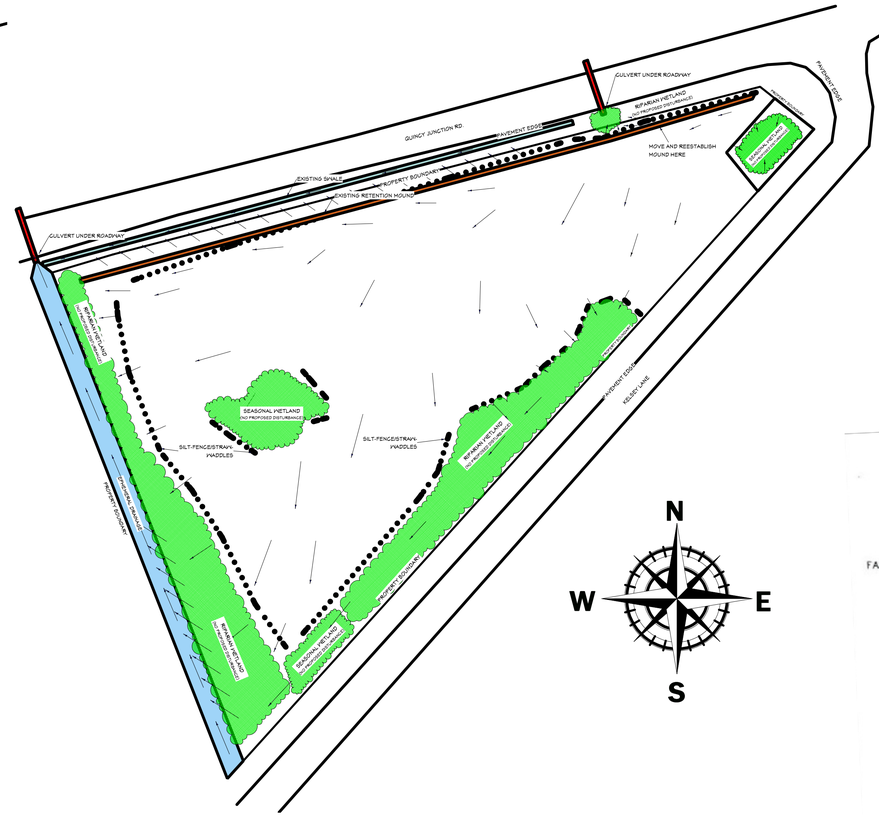
WETLAND DELINEATION MAP

NOT TO SCALE



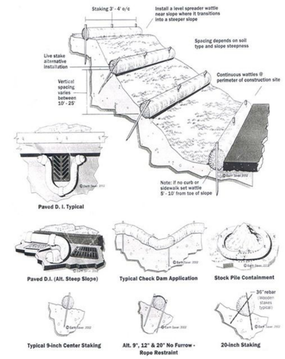
EXISTING DRAINAGE MAP

SCALE: 1" = 75' 0"

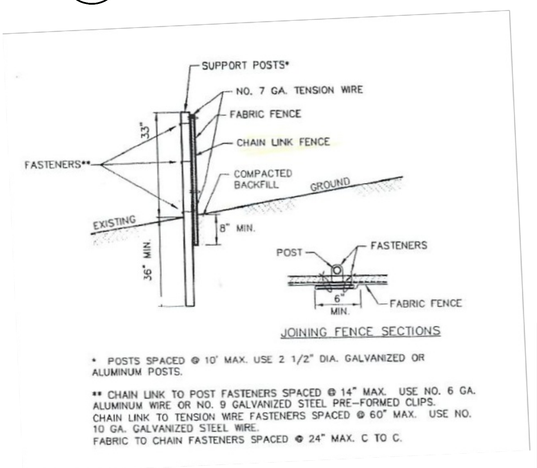


PROPOSED DRAINAGE PLAN

SCALE: 1" = 75' 0"



1 / A2 **STRAW WADDLE DETAIL**
NOT TO SCALE



2 / A2 **SILT FENCE DETAIL**
NOT TO SCALE

REVISIONS

PRELIM. SET 4-21-21
PROGRESS SET
FINAL SET 6-9-21
REVISED SET 12-1-21

BUTTERFLY VALLEY DESIGN & BUILD
BRETT MARTY
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PLUMAS COMMUNITY BIKE PARK
CENTRAL PLUMAS REC & PARK DISTRICT
KELSEY LANE
QUINCY, PLUMAS COUNTY, CALIFORNIA
APN# 115-013-015

SHEET TITLE: **DRAINAGE PLAN**

DATE: 11/1/2022
DRAWN: B.MARTY
JOB NO. 170301

SHEET NO.
A-2
OF 3 SHEETS

Quincy Bike Park Accessibility
Code Analysis: 2019 C.B.C., Chapter 11B Accessibility

3.1. 11B-206.2.1 Site arrival points. SEE SHEET 1
At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible.
3.2. 11B-403.3 & 11B-403.5 SEE SHEET 1
On the site plan, show and define the required accessible path of travel: 48 in minimum width walkway, 5% (1:20) maximum slope in the direction of travel, 2.08% (1:48) maximum cross-slope.
3.3. Except as provided in Sections 11B-403.5.2 and 11B-403.5.3, the clear width of walking surfaces shall be 36 inches minimum.
- Exceptions:
- 1.The clear width shall be permitted to be reduced to 32 inches minimum for a length of 24 inches maximum provided that reduced width segments are separated by segments that are 48 inches long
minimum and 36 inches wide minimum.
- 2.The clear width for walking surfaces in corridors serving an occupant load of 10 or more shall be 44 inches minimum.
- 3.The clear width for sidewalks and walks shall be 48 inches minimum. When, because of right-of-way restrictions, natural barriers or other existing conditions, the enforcing agency determines that
compliance with the 48-inch clear sidewalk width would create an unreasonable hardship, the clear width may be reduced to 36 inches.

3.4. 11B-303.3 Beveled. SEE DETAIL 1-A3 THIS PAGE
- Changes in level between 1/4 inch high minimum and 1/2 inch high maximum shall be beveled with a slope not steeper than 1:2.11B-404.2.3 Clear width.

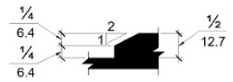
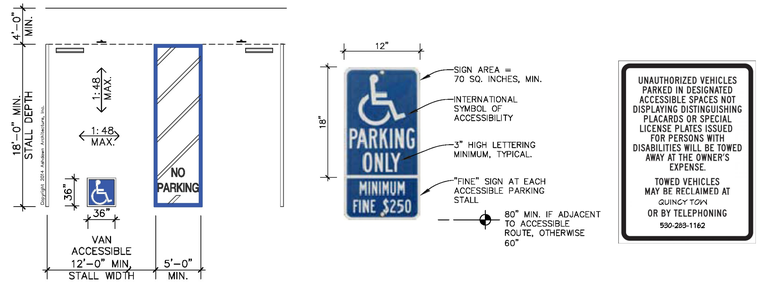


FIGURE *11B*-303.3
BEVELED CHANGE IN LEVEL

1
A3
CHANGE IN LEVEL
SCALE: 1" = 1' 0"



2
A3
ADA PARKING DETAIL
SCALE: 1/8" = 1' 0"

1-A7.1 11B-208.2.4 Van Parking Spaces.
- For every six or fraction of six parking spaces required, at least one shall be a van parking space that complies (one required for this project)
1-A7.2 11B-208.3.1 General Parking
Accessible parking spaces that serve a particular building shall be located on the shortest accessible route from parking to an accessible entrance.
1-A7.3 11B-502.2 Van Parking
Van parking spaces are 144" wide min. and 18' long min.
parking spaces are marked to define the width and ahve an adjacent access aisle
1-A7.4 11B-502.3.(1-3) Access Aisle
Access aisles are 60" wide min.
Access aisles extend the full required lenght of the parking space they serve
Access aisles are marked with a blue painted borderline around their perimeter and is hatched with lines max of 36" o.c. in a color contrasting
with that of the aisle surface preferably blue or white
The words" NO PARKING" are painted on the surface within each access aisle in white letters in 12" min in ht. and visible from adjacent vehicular way
1-A7.5 11B-502.4 Ground Surface
Changes in level are not permitted
Slopes shall not exceed 1:48
1-A7.6 11B-502.6 Parking Identification
Parking space identification signs shall be permanently posted adjacent to the paking space and must include the internation symbol of accessibility in white on a blue background
Van parking shall contain additional langauge with the designation of "van accessible"
signs shall be 60" min above the finish floor or ground surface
signs shall be reflectorized with a min are of 70 square inches
Additional sign below shall state "Minimum fine $250"
1-A7.7 11B-502.6.4.1 Parking Marking
Parking space shall be marked with an international symbol of accessibility in white on a blue balckground a min 36"x36"
1-A7.8 11B-508.2 Additional Signage
Additional sign shall not be less then 17"x22" w/ min ht letters of 1" stating "Unauthorized vehicles parked in designated accessible spaces not
displaying distinguishing placards or special license plates issued for persons with disabillitites will be towed away at the owner's expens.
Towed vehicles may be reclaimed at **** or by telephoning ****** "

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PLUMAS COMMUNITY BIKE PARK
CENTRAL PLUMAS REC & PARK DISTRICT
KELSEY LANE
QUINCY, PLUMAS COUNTY, CALIFORNIA
APN# 115-013-015

SHEET TITLE:
ACCESSIBILITY NOTES & DETAILS

DATE: 11/1/2022
DRAWN: B.MARTY
JOB NO. 170301

SHEET NO.
A-3
OF 3 SHEETS

Herrin, Becky

From: Sam Longmire <saml@myairdistrict.com>
Sent: Thursday, July 15, 2021 11:19 AM
To: Herrin, Becky
Cc: Melissa Klundby; Gretchen Bennitt; Julie Ruiz
Subject: 129 Kelsey Lane, Quincy -- Bike Park
Attachments: Dust Control Conditions - Standard.doc; PC Planning & Building Services- 129 Kelsey Lane, Quincy - APN 115-130-015-000.pdf

Der Ms. Herrin,

The Northern Sierra Air Quality Management District (NSAQMD) has reviewed the attached Preliminary Review and Consultation document for a proposed Bike Park (non-motorized bicycle recreational facility) at 129 Kelsey Lane in Quincy. The NSAQMD's comments below are being submitted in the interest of compliance assistance.

NSAQMD Rule 226 (Dust Control) requires a Dust Control Plan for any project that involves the disturbance of more than 1 acre. A standard Dust Control Plan template is attached, and may be modified to fit the project. The plan may be emailed to the NSAQMD (office@myairdistrict.com) for approval.

If any stationary source of air pollution, such as a diesel-fired generator, is proposed, the NSAQMD should be contacted regarding the potential need for a permit.

Please contact me with any questions.

Sincerely,

Sam Longmire, APCS

--

NORTHERN SIERRA AIR QUALITY MANAGEMENT DISTRICT
Sam Longmire, MSES
Air Pollution Control Specialist
Phone: (530) 274-9360 x506

EXHIBIT 2

NORTHERN SIERRA AIR QUALI[illegible] MANAGEMENT DISTRICT **[illegible]tchen Bennitt, Executive Director**

DISTRICT HEADQUARTERS
200 Litton Drive, Suite 320
Grass Valley, CA 95945
(530) 274-9360 / FAX: (530) 274-7546
Email: office@myairdistrict.com Web Site: www.myairdistrict.com

NORTHERN FIELD OFFICE
257 E. Sierra, Unit E
P.O. Box 2227, Portola, CA 96122
(530) 832-0102 / FAX: (530) 832-0101
Email: julie@myairdistrict.com

Preparation of a Dust Control Plan Pursuant to District Rule 226

District Rule 226 states, "A dust control plan must be submitted to and approved by the Air Pollution Control Officer before topsoil is disturbed on any project where more than one (1) acre of natural surface area is to be altered or where the natural ground cover is removed." This applies to any clearing or grading. For smaller projects, "reasonable precautions" (such as watering as necessary) must be taken to prevent dust emissions.

Typically, the Dust Control Plan requirement is fulfilled by clearly phrased and enforceable conditions included on the project grading plans, preferably under its own heading. Following is a set of standard minimum Dust Control measures recommended for inclusion in the Plan. If a project is in an area mapped as having ultramafic rock or serpentine, or if these rock types are discovered on site, the statewide Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (Section 93105 of Title 17 of the California Code of Regulations) applies, and specifies more stringent conditions than those listed below. Also, for large projects or in special circumstances (such as near schools or other sensitive receptors), additional measures (e.g. limits on active disturbance area or grading hours) may be required.

Standard Dust Control Plan Conditions

1. Person responsible for ensuring that all adequate dust control measures are implemented in a timely and effective manner:

_____ _____.
(Name) (Phone Number)

2. 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.

3. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary to minimize dust emissions.

4. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.

5. All land clearing, grading, earth moving, or excavation activities shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.

6. All inactive portions of the development site shall be covered, seeded, or watered or otherwise stabilized until a suitable cover is established.

7. 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.

8. 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.

9. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering.

Revised 7-2-21

Plumas Charter School Project

Biological Resources Assessment

CEQA Lead Agency:
Plumas County Planning & Building Services
555 Main Street
Quincy, CA 95971

Project Applicant:
Plumas Charter School
175 North Mill Creek Road
Quincy, CA 95971

Prepared by:
North State Resources, Inc.
now
Stantec

2595 Ceanothus Avenue, Suite 182
Chico, CA 95973
(530) 345-4552
FAX: (530) 345-4805

January 2018

Stantec Project No. 22720105000

EXHIBIT 3

Contents

Tables

Figures

Appendices

1. Introduction

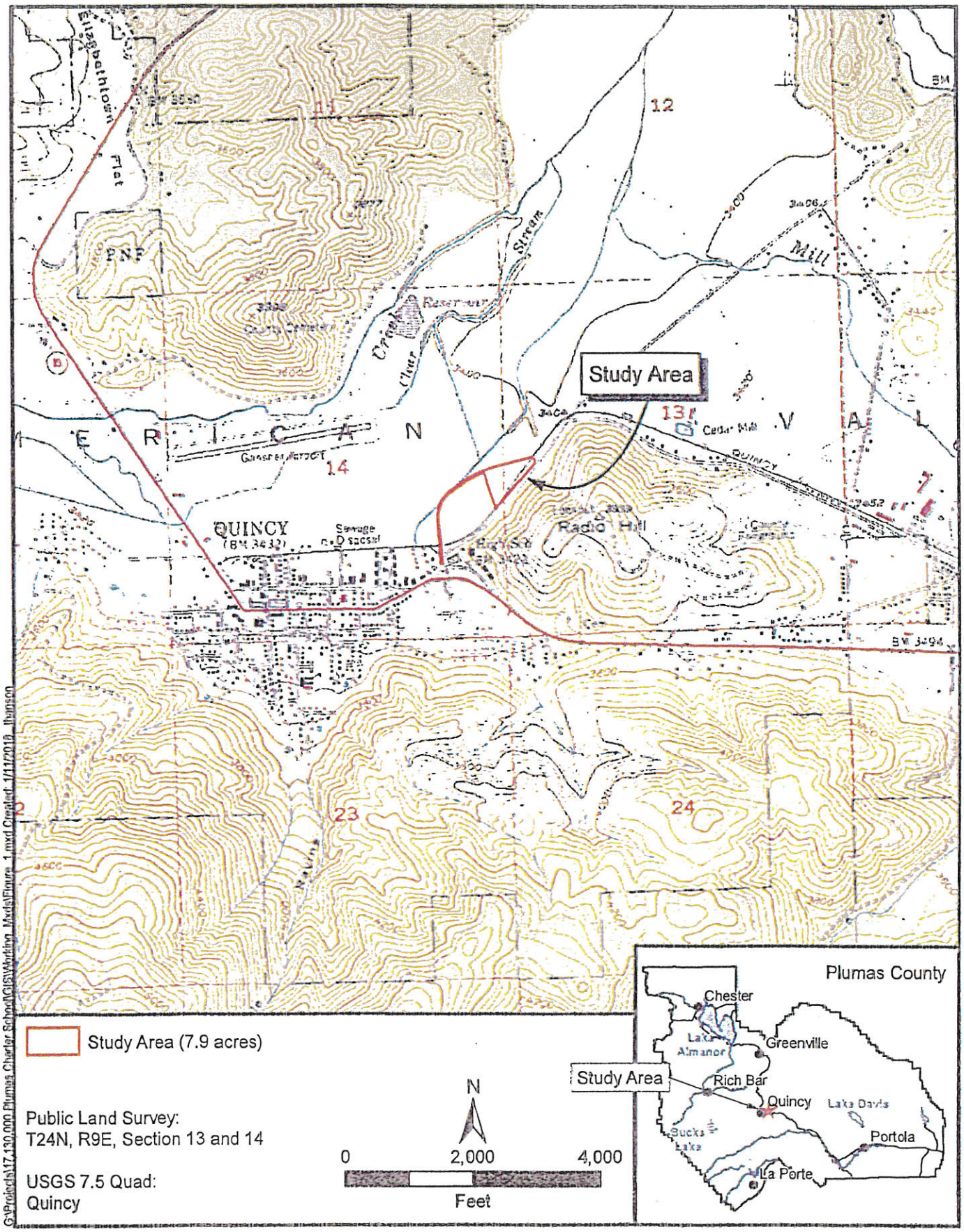
On behalf of Plumas Charter School, North State Resources, Inc., now Stantec (Stantec) prepared this Biological Resources Assessment report to describe the existing site conditions and identify potentially occurring special-status plant and animal species, waters of the United States, and other sensitive biological resources in the study area. This report discusses potential impacts on biological resources that may occur with implementation of the proposed project and provides recommendations for reducing potential impacts to a less-than-significant level.

1.1 Project Location

The project is located in the community of Quincy, Plumas County, California. The project is shown on the *Quincy, California* 7.5-minute U.S. Geological Survey topographic quadrangle Township 24N, Range 09E, Sections 13 and 14 (Figure 1). The project occurs on private properties and Plumas County road easements.

1.2 Study Area

The study area is approximately 7.9 acres and is primarily located between the Quincy High School athletic fields and the intersection of Quincy Junction Road and Kelsey Lane. The study area also includes a linear alignment southwest along Quincy Junction Road towards its intersection with Highway 70 (Figure 1).



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Plumas Charter School Project

Figure 1
Study Area Location Map

2. Project Description

2.1 Project Design

The project includes the construction of an approximately 14,336 square foot charter school building and associated infrastructure (Figure 2). Construction of the foundation will likely require over-excavation and compaction, and construction of the building will include typical construction activities (e.g., concrete, framing, painting). A new water line will tie in to an existing water line south of the project area on Kelsey Lane. A new effluent line will exit the northwest corner of the school site and travel along Quincy Junction Road to near the main entrance of Quincy High School where it will tie into the existing gravity system.

2.2 Project Design Criteria and Best Management Practices

The project has been designed to minimize potential impacts on sensitive biological resources. All proposed project improvements will be constructed on previously imported fill material at the proposed Plumas Charter School site and in the road shoulder of Quincy Junction Road. Potential wetlands and water of the United States in the project area will be avoided and no natural habitat communities are anticipated to be directly impacted by project activities. The following best management practices (BMPs) have been incorporated into the project description.

2.2.1 Contractor Staging Areas/Construction Access Routes

Potential contractor staging areas are located in previously disturbed areas within the Plumas Charter School site. Construction access will make use of existing public roads.

2.2.2 Air Pollution and Dust Control

Air pollution control will conform to all applicable air pollution control rules, regulations, ordinances, and statutes. Dust will be controlled during construction activities and subsequent operation of the project. Dust controls may include, but will not be limited to the following elements, as appropriate:

- Pursuant to California Vehicle Code (Section 23114) (California Legislative Information 2016), all trucks hauling soil and other loose material to and from the construction site shall be covered or shall maintain at least 6 inches of freeboard (i.e., minimum vertical distance between top of load and the trailer).

- Any soils that are removed during construction shall be stored onsite in piles not to exceed 4 feet in height. These spoil piles shall be clearly marked and flagged. Spoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.

- Equipment and manual watering shall be conducted on all stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

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Aerial Photograph Source: ESRI World Imagery

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Feet
1 inch = 200 feet

Figure 2
Project Design
Plumas Charter School Project

- Plumas Charter School or its contractor shall designate a person to monitor dust control and to order increased watering as necessary to prevent transport of dust offsite. This person shall also respond to any citizen complaints.

2.2.3 Water Pollution Prevention

The project has been designed to avoid impacts on U.S. Army Corps of Engineers (Corps) jurisdictional features (i.e., waters of the United States). The following BMPs have been incorporated into the proposed project to avoid and minimize the potential for adverse direct and indirect effects on water quality.

- Activities that increase the erosion potential within the project area shall be restricted to the relatively dry summer and early fall period (approximately May 15 to October 15) to the maximum extent practicable to minimize the potential for rainfall events to transport sediment to surface water features. If construction activities must take place during the late fall, winter, or spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until the completion of the project.

- Within 10 days of completion of construction, weed-free mulch shall be applied to disturbed areas in order to reduce the potential for short-term erosion. Prior to a rain event or when there is greater than 50 percent possibility of rain forecasted by the National Weather Service during the next 24 hours, weed-free mulch, tarps, or geotextile fabrics shall be applied to all exposed areas upon completion of the day's activities. Soils shall not be left exposed during the rainy season.

- Suitable BMPs, such as silt fences, straw wattles, or catch basins, shall be placed below all construction activities at the edge of surface water features to intercept sediment before it reaches the waterway. These structures shall be installed prior to any clearing or grading activities.

- If spoil sites are used, they shall be located such that they do not drain directly into a surface water feature, if possible. If a spoil site drains into a surface water feature, catch basins shall be constructed to intercept sediment before it reaches the feature. Spoil sites shall be graded and vegetated to reduce the potential for erosion.

- Sediment control measures shall be in place prior to the onset of the rainy season (or no later than October 15) and will be monitored and maintained in good working condition until vegetation becomes established within the disturbed areas.

- Fueling construction equipment shall be done at a fixed fueling station to reduce the area exposed to the potential for fuel spills.

- Secondary containment, such as a drain pan or drop cloth, shall be used to catch spills or leaks when removing or changing fluids.

- Spill containment materials shall be kept onsite at all times to contain any accidental spill.

- Absorbent materials shall be used on small spills rather than hosing down or burying the spill. The absorbent material shall be promptly removed and disposed of properly.
- Onsite vehicles and equipment shall be regularly inspected for leaks and repaired immediately.
- If vehicle and equipment maintenance must occur onsite, it shall be done in designated areas, located away from drainage courses, to prevent the run-on of storm water and the run-off of spills.
- Equipment and materials shall be stored at least 50 feet away from surface water features.
- Plumas Charter School is responsible for compliance with applicable federal, state, or local laws or ordinances and shall obtain authorization from all applicable regulatory agencies.

2.3 Project Approvals

2.3.1 Funding Sources

The funding source for the project is expected to be partially through the United States Department of Agriculture Rural Development.

2.3.2 Anticipated Permits and Regulatory Approvals

The project will be required to comply with applicable Plumas County codes and ordinances and may require local grading permits.

California Environmental Quality Act

Permits required for the project will be determined during preparation of the California Environmental Quality Act (CEQA) documents. Following is a list of authorizations and permits anticipated for project compliance. Additional permits and/or authorizations may be determined as a result of technical studies that will be conducted in support of project compliance.

- CEQA Notice Of Determination to adopt either a Mitigated Negative Declaration or certify an Environmental Impact Report (Local Agency)
- Local Area Formation Commission Approval
- Storm Water Pollution Prevention Plan Approval (CVRWQCB)

If the project cannot be designed to avoid impacts (e.g., placement of fill, removal of vegetation, and/or ground disturbance) on potential waters of the United States.

- Clean Water Act Section 404 Permit (Corps)
- Clean Water Act Section 401 Water Quality Certification (CVRWQCB)

- Fish and Game Code Section 1600 Lake and Streambed Alteration Agreement with California Department of Fish and Wildlife (CDFW)

2.4 Tentative Project Construction Schedule

Construction of the project will begin after receipt of all necessary preconstruction authorizations, including completion of CEQA documentation and receipt of any regulatory permits determined to be required. In addition, funding source requirements will need to be met before and during project construction, as applicable. Construction is currently anticipated to begin in spring 2018 with completion by spring 2019.

3. Study Methodology

3.1 Informational Review

For the purpose of this evaluation, special-status plant species include plants that are (1) listed as threatened or endangered under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); (2) designated as rare by CDFW; (3) identified as state or federal candidate or proposed species for listing as threatened or endangered; and/or (4) have a California Rare Plant Rank of 1A, 1B, 2A, or 2B.

Special-status animal species include species that are (1) listed as threatened or endangered under the ESA or CESA; (2) identified as state or federal candidate or proposed species for listing as threatened or endangered; and/or (3) identified by CDFW as Species of Special Concern or California Fully Protected Species.

Special-status species potentially occurring in the study area were determined through database searches, including the California Natural Diversity Database (CNDDB) (California Department of Fish and Wildlife 2018a), California Wildlife Habitat Relationships (California Department of Fish and Game 2008), the U.S. Fish and Wildlife Service (USFWS) database of federally protected species, and the California Native Plant Society's (CNPS) *Electronic Inventory* (California Native Plant Society 2018). The list of species potentially occurring in the study area was also determined through reconnaissance surveys of floral, faunal, and wetland resources; and review of pertinent environmental documents and technical studies.

Using the CNDDB (California Department of Fish and Wildlife 2018a), a search of published accounts of special-status species was conducted for the *Quincy, California* and surrounding eight U.S. Geological Survey 7.5-minute quadrangles (Appendix A). The CNDDB is a database consisting of reported observations of special-status plant species, wildlife species, and natural plant communities. Because the CNDDB is limited to reported sightings, it is not a comprehensive list of species that may occur in a particular area; however, it is useful in refining the list of special-status species with potential to occur.

The USFWS maintains a database that lists federally protected species for projects located within the jurisdiction of the Sacramento USFWS office. The USFWS list of endangered and threatened species that may occur in the vicinity of the project was reviewed (Appendix B; Consultation Code 08ESMF00-2018-SLI-0819).

A database search was also performed using CNPS *Electronic Inventory*, which allows users to query the *Inventory of Rare and Endangered Plants of California* (California Native Plant Society 2018) using a set of search criteria (e.g., quad name, habitat type) (Appendix C).

Prior to the field review, topographic maps, aerial photographs, and the National Wetlands Inventory (U.S. Fish and Wildlife Service 2017) were reviewed for previously recorded wetlands and hydrologic features in the vicinity of the study area. The map and interpretations produced from the preliminary wetlands assessment are subject to revision pending the application of the complete

wetland delineation methods (e.g., soil excavation, data sheet completion) as described in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987).

3.2 Field Investigations

Stantec conducted a habitat assessment and a botanical and invasive plant survey in the study area on May 25, 2017 and January 9, 2018. The botanical survey generally followed guidelines provided in *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (California Department of Fish and Game 2009). Plant taxonomy followed *The Jepson Manual: Vascular Plants of California* (Baldwin et al. 2012). A list of species observed in the study area is provided in Appendix D. The invasive plant survey identified all plants with a rating of High or Moderate in the *California Invasive Plant Inventory* (California Invasive Plant Council 2018) and plants listed as noxious by the California Department of Food and Agriculture (California Department of Food and Agriculture 2010).

On May 25, 2017, the study area was traversed systematically on foot to identify potential wetlands as defined in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (U.S. Army Corps of Engineers 2010). The prevalence of hydrophytic vegetation (i.e., plant species adapted to grow in saturated soil conditions) and wetland hydrology were the determining factors in identifying the preliminary wetland boundaries.

4. Results

4.1 General Setting

The approximately 7.9-acre study area is located on the northeast side of Quincy adjacent to the Quincy High School athletic fields. The topography is nearly level with an elevation of approximately 3,405 feet above mean sea level. The study area is undeveloped and is surrounded by agricultural grazing land to the north, developed athletics fields to the west, and low density residential to the east and south.

The climate is typical of the Sierra Nevada Range with cold winters and moderate, dry summers. Approximately 40 inches of precipitation and 55 inches of snow fall occurs annually, most of which occurs between November 1 and March 30. Air temperatures range between an average January high of 45 degrees Fahrenheit (°F) and an average July high of 90°F. The average annual high is approximately 67°F. The average minimum temperature is approximately 33°F (Western Regional Climate Center 2017).

The study area is geographically situated near the edge of American Valley at the base of the western slopes of Radio Hill. Historical imagery from 1946 indicates that the study area previously contained habitat that was likely similar to the wet meadow habitat in American Valley. Currently, the study area is 4–6 feet above the grade of American Valley as measured by the grade of the relatively unmodified agricultural lands on the north side of Quincy Junction Road and the grade of the existing buildings in the northeast portion of the study area (Exhibit B). Water from the study area generally drains north into natural and excavated drainages in American Valley, and eventually into Spanish

Creek. A review of the National Wetlands Inventory identified an artificial, seasonally flooded freshwater pond as the only previously recorded wetland feature in the study area.

Three soil mapping units are located in the study area: Keddie loam, 0 to 2 percent slopes, Skalan-Deadwood-Kistirn families complex, 50 to 70 percent slopes, and Forgay-Urban land complex, 0 to 5 percent slopes (Natural Resources Conservation Service 2016). None of the mapped soil types or minor soil components are considered hydric soils and no other significant soil types (e.g., serpentine) are documented in the study area.

4.2 Habitat Communities

The study area is generally located in previously disturbed areas. Small portions of natural vegetation occur along the western and southwestern boundaries of the study area. Vegetation types in the study area were classified based the habitat descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988). Five habitat types occur in the study area: annual grassland, ponderosa pine forest, montane riparian, riverine, and urban/ruderal (Figure 3).

Annual Grassland. Annual grassland occurs throughout the central portion of the study area and is dominated by weedy, ruderal plants such as bulbous blue grass (*Poa bulbosa*), cereal rye (*Secale cereale*), cheatgrass (*Bromus tectorum*), medusa head (*Elymus caput-medusae*), and yellow star-thistle (*Centaurea solstitialis*).

Ponderosa Pine Forest. Regenerating ponderosa pine forest is present in discreet patches in the western portion of the study area and along Quincy Junction Road. The ponderosa pines (*Pinus ponderosa*) are approximately 6–36 inches in diameter and likely recruited to the study area after the placement of fill material. The understory consists of annual grassland habitat.

Montane Riparian. Montane riparian habitat occurs in the western portion of the study area and along Kelsey Lane. This habitat occurs in areas with a consistent source of groundwater and is dominated by woody plants such as arroyo willow (*Salix lasiolepis*), black cottonwood (*Populus trichocarpa*), and Douglas spiraea (*Spiraea douglasii*).

Riverine. Riverine habitat is present along the western boundary of the study area and contains open water and emergent hydrophytic vegetation such as awl-fruited sedge (*Carex stipata* var. *stipata*), cattails (*Typha latifolia*), and pondweed (*Potamogeton* sp.).

Urban/Ruderal. Urban/ruderal habitat occurs in portions of the study area along the Quincy Junction Road and is represented by Quincy High School, and paved road corridors. This habitat is characterized by ornamental trees and shrubs in actively maintained landscapes and sparse cover of non-native annual plant species in continuously disturbed areas (e.g., road shoulders, graveled areas).

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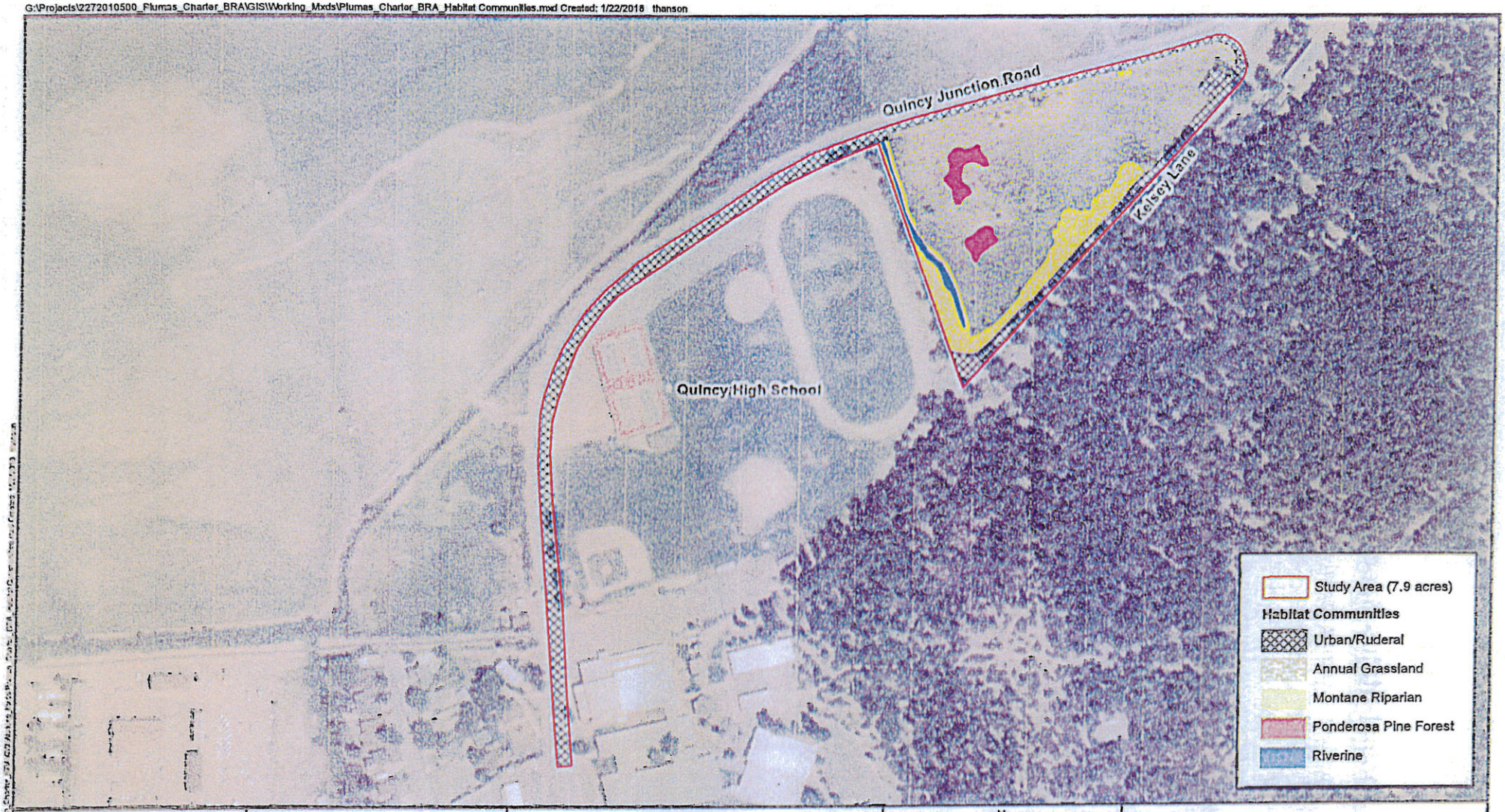

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Survey Dates: May 22, 2017 and January 9, 2018
Aerial Photograph Source: ESRI World Imagery

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Feet
1 inch = 200 feet

Figure 3
Habitat Communities Map
Plumas Charter School Project

4.3 Special-Status Species

A list of potentially occurring special-status plant species was compiled based on review of pertinent literature, the USFWS species list, CNDDB and CNPS database records, and the field survey results. The status of each special-status plant species was verified using the *Special Vascular Plants, Bryophytes, and Lichens List* (California Department of Fish and Wildlife 2018b) and the *State and Federally Listed Endangered, Threatened and Rare Plants of California* (California Department of Fish and Wildlife 2018c).

A list of potentially occurring special-status wildlife species was compiled based on review of pertinent literature, the USFWS species list, CNDDB database records, a query of the California Wildlife Habitats Relationship System, and the field survey results. The status for each special-status wildlife species was verified using the *Special Animals List* (California Department of Fish and Wildlife 2017a) and the *State and Federally Listed Endangered and Threatened Animals of California* (California Department of Fish and Wildlife 2017b).

For each species, habitat requirements were assessed and compared to the habitats in the study area and immediate vicinity to determine if potential habitat occurs in the study area. Based on the habitat assessment, one special-status plant species (Table 3) and two special-status wildlife species (Table 4) were determined to potentially occur in the study area. For the purposes of this review, all species provided on the USFWS species list are included in Tables 3 or 4, regardless of whether the study area provides potential habitat.

Table 3. Potentially Occurring Special-Status Plant Species in the Study Area

Common Name *Scientific Name*	Status[1] (Fed/State/ CRPR)	General Habitat Description	Habitat Present/Absent
Sheldon's sedge (*Carex sheldonii*)	—/—/2B.2	Wet areas in riparian scrub, and lower montane coniferous forest. Elevation: 3,900–6,600 feet. Bloom: May–August.	**Present.** Suitable mesic habitat is present in the montane riparian habitat in the study area.

[1]Status Codes: Federal and State: T = Threatened; E = Endangered; R = Rare; BLMS = BLM Sensitive
California Rare Plant Rank (CRPR) Codes:
List 1B Plants rare, threatened, or endangered in California and elsewhere.
List 2B Plants rare, threatened, or endangered in California but more common elsewhere
Extensions
.3 Not very endangered in California
.2 Fairly endangered in California
.1 Seriously endangered in California

Table 4. Potentially Occurring and/or Other Evaluated Special-Status Wildlife Species in the Study Area

Common Name *Scientific Name*	Status[1] (Fed/State)	General Habitat Description	Habitat Present/Absent
Federal- and State-Listed Species			
California red-legged frog (*Rana draytonii*)	T/SSC	Requires perennial or near-perennial aquatic habitats for breeding including streams, freshwater pools, and ponds over one foot deep with overhanging or emergent vegetation.	**Absent.** No suitable aquatic habitats occur in the study area.
Sierra Nevada yellow-legged frog (*Rana sierrae*)	E/—	Inhabits perennial lakes, ponds, meadow streams, isolated pools, and sunny riverbanks in the Sierra Nevada. Require aquatic features that do not freeze to the bottom for over wintering.	**Absent.** No suitable aquatic habitats occur in the study area.
Delta smelt (*Hypomesus transpacificus*)	T/E	Endemic to Sacramento-San Joaquin River Delta in open, shallow, low salinity (<1%) waters. Spawns in middle and upper reaches of Delta from late winter to spring	**Absent.** The study area is outside the geographic range of this species.
Other Special-Status Species			
Yellow-breasted chat (*Icteria virens*)	—/SSC	Nest in riparian vegetation, preferring early successional riparian habitats with a well-developed shrub layer and open canopy.	**Present.** Suitable nesting habitat is present in the montane riparian habitat in the study area.
Yellow warbler (*Setophaga petechia*)	—/SSC	Primarily nest in riparian vegetation in close proximity to water along streams and in wet meadows. Also, nest in xeric montane shrub fields and occasionally in shrubby understory of mixed-conifer forest.	**Present.** Suitable nesting habitat is present in the montane riparian habitat in the study area.

[1] Status Codes: Federal and State Codes: E = Endangered; T = Threatened; CT = Candidate Threatened; D = Delisted; SSC = California Species of Special Concern, FP = California Fully Protected Species

4.3.1 Special-Status Plants

Sheldon's sedge (*Carex sheldonii*) was the only special-status plant species determined to have potential habitat in the study area including. Botanical surveys of the study area were conducted on May 25, 2017 and January 9, 2018. The May 25, 2017 survey coincided with the blooming period of Sheldon's sedge. No occurrences of Sheldon's sedge or other special-status plant species were observed during the botanical surveys.

4.3.2 Special-Status Wildlife

Yellow-breasted chat and yellow warbler are the only special-status wildlife species determined to have suitable habitat in the study area. The montane riparian habitat in the study area provides potential nesting habitat for yellow warbler and yellow breasted chat.

4.4 Rare Natural Communities

Natural communities respond to environmental changes and can be thought of as an indicator of the overall health of an ecosystem and its component species. Rare natural communities are those communities that are of highly limited distribution. They may or may not contain rare, threatened, or endangered species. The CDFW ranks natural communities according to their rarity and endangerment in California, with natural communities ranked S1–S3 considered rare. Based on review of the CNDDB and results of the field survey, no rare natural communities were determined to be present in the study area.

4.5 Waters of the United States

Stantec conducted a preliminary wetlands assessment of the study area on May 25, 2017 (Appendix E). The preliminary wetlands assessment identified riparian wetland, seasonal wetland, intermittent stream, and perennial stream features in the study area (Figure 4). Potential project-related impacts on waters of the United States and recommended measures for avoidance and minimization are discussed below in Section 6.4.

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Aerial Photograph Source: Google Imagery (7/3/2014)

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Feet
1 inch = 100 feet

Figure 4
Preliminary Wetlands Assessment Map
Plumas Charter School Project

4.6 Noxious Weeds and Invasive Plant Species

Noxious weeds and invasive plant species are undesirable, non-native plants that commonly invade disturbed sites. The origin of the disturbance may be natural, or it may be the consequence of land management or construction activities. When disturbance results in the creation of habitat openings or in the loss of intact native vegetation, noxious weeds and invasive plant species may colonize the site and spread, often out-competing native plants. Once established, they are very difficult to eradicate and could pose a threat to native species.

The status of all non-native plant species found in the study area was reviewed to determine their level of ecological impact. Invasive plant species are considered to have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure and are designated by a California Invasive Plant Council rating of "High" or California Department of Food and Agriculture rating of "A." Occurrences of invasive species found in the study area include cheat grass (*Bromus tectorum*), Himalayan blackberry (*Rubus armeniacus*), medusa head (*Elymus caput-medusae*), Scotch broom (*Cytisus scoparius*), and yellow star-thistle (*Centaurea solstitialis*).

Implementation of the project could result in the spread of invasive plant species during ground-disturbing activities. This would be considered an adverse effect. Potential project-related impacts and measures for avoidance and minimization are discussed below in Section 6.5.

5. Regulatory Framework for Biological Resources

This section describes the federal and state regulation of special-status species, waters of the United States, and other sensitive biological resources.

5.1 Federal Endangered Species Act

Section 9 of the federal ESA of 1973 prohibits acts of disturbance that result in the "take" of threatened or endangered species. As defined by the federal ESA, "endangered" refers to any species that is in danger of extinction throughout all or a significant portion of its current range. The term "threatened" is applied to any species likely to become endangered within the foreseeable future throughout all or a significant portion of its current range. Take is defined as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." Violation of this section can result in penalties of up to $50,000 and up to one year of imprisonment. Sections 7 and 10 of the federal ESA provide methods for permitting an action that may result in "incidental take" of a federally listed species. Incidental take refers to take of a listed species that is incidental to, but not the primary purpose of, an otherwise lawful activity. Incidental take is permitted under section 7 for projects on federal land or involving a federal action, while section 10 provides a method for permitting incidental take resulting from a non-federal action (e.g., state or private action).

5.2 Section 404 of the Clean Water Act

The regulations and policies of various federal agencies (e.g., Corps, Environmental Protection Agency) mandate that the placement of dredge or fill materials within waters of the United States should be avoided unless it can be demonstrated that no practical alternatives exist, or that the placement of materials will have only minimal adverse effects. The Corps has primary federal responsibility for administering regulations that concern jurisdictional wetlands and other waters of the United States in the study area. The Corps acts under two statutory authorities, the River and Harbors Act of 1899 (Sections 9 and 10), which governs specified activities in "navigable waters," and the Clean Water Act (CWA)(Section 404), which governs jurisdictional wetlands and other waters of the United States. The Corps requires that a permit be obtained if a project proposes placement of structures in, under, or over navigable waters of the United States or proposes the placement of dredged or fill material into jurisdictional wetlands or other waters of the United States. If the project will result in discharge of dredged or fill materials to waters of the United States, authorization under a Corps-issued CWA Section 404 permit will be required.

5.3 Section 401 Water Quality Certification

The RWQCB, Central Valley Region, is responsible for enforcing water quality criteria and protecting water resources in the study area. Section 401 of the CWA requires that a project proponent obtain a water quality certification or a waiver for projects requiring a federal permit to

allow for discharges of dredged or fill material (i.e., Corps Section 404 permits) to waters of the United States.

Under the Porter-Cologne Water Quality Control Act, the RWQCB can regulate activities that discharge waste that could affect the quality of waters of the State by issuing Waste Discharge Requirements (WDRs). The RWQCB has determined that the discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State. However, when such discharges are subject to federal jurisdiction under Section 404 of the CWA, the RWQCB generally regulates the discharges under Section 401 of the CWA rather than by issuing WDRs under Porter-Cologne Water Quality Control Act.

If the project would result in impacts on waters of the United States or waters of the State, a CWA Section 401 water quality certification or a WDRs permit may be required.

5.4 Streambed Alteration Agreement (Sections 1600-1616 of the California Fish and Game Code)

Any entity proposing an activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake may require a discretionary Streambed Alteration Agreement from the CDFW (Region 2). As a general rule, this requirement may also apply to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources. A Streambed Alteration Agreement may be required for project activities that occur within the bed and/or bank of the streams and other drainages in the study area.

5.5 Bald and Golden Eagle Protection Act

The bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*) are federally protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c). It is illegal to take, possess, sell, purchase, barter, offer to sell or purchase or barter, transport, export or import a bald or golden eagle, alive or dead, or any part, nest or egg of these eagles unless authorized by the Secretary of the Interior. Violators are subject to fines and/or imprisonment for up to one year. Active nest sites are also protected from disturbance during the breeding season.

5.6 Federal Migratory Bird Treaty Act

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21).

Most breeding birds that are likely to be found in the study area are protected under the MBTA. Thus, project construction has the potential to directly take nests, eggs, young, or individuals of protected species. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests, which would be a violation of the MBTA.

5.7 California Endangered Species Act

Under the CESA, CDFW maintains a list of threatened and endangered species (California Fish and Game Code 2070). Additionally, CDFW maintains a list of candidate species, which are species that CDFW has formally recognized as being under review for inclusion on the state's list of endangered or threatened species. CDFW also maintains lists of species of special concern, which serve as watch lists. Pursuant to the requirements of CESA, an agency reviewing a proposed project within its jurisdiction must determine whether any state-listed endangered, threatened, or candidate species may be present in the study area and determine whether the project will have a potentially significant impact on such species. Project-related impacts on species on the CESA endangered or threatened list or candidate species would be considered significant and would require avoidance. State-listed species and candidate species are fully protected under the mandates of CESA. Take of protected species including incidental or otherwise lawful management activities may be authorized under Section 2081 of the California Fish and Game Code.

5.8 Birds of Prey and Migratory Birds

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

Migratory birds are also protected in California. The State Fish and Game Code Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA. Under Code Section 3513, the CDFW may considerer impacts similar to those described above under the MBTA a significant impact.

5.9 Fully Protected Species

California statutes also accord fully protected status to a number of specifically identified birds, mammals, reptiles, amphibians, and fish. These species cannot be taken, even with an incidental take permit (California Fish and Game Code, Sections 3505, 3511, 4700, 5050, and 5515).

5.10 Native Plant Protection Act

The Native Plant Protection Act (California Fish and Game Code Sec. 1900-1913) prohibits the taking, possessing, or sale within the state of any rare, threatened, or endangered plants, as defined by the CDFW. This prohibition applies to any plants with a state designation of rare, threatened, or endangered.

6. Biological Resources, Discussion of Impacts and Mitigation

6.1 Special-Status Plants

As discussed in Section 4.3.1, Sheldon's sedge was the only special-status plant species determined to have potential habitat in the study area. Botanical surveys of the study area coincided with the blooming period of Sheldon's sedge and no occurrences of this species were observed. No other special-status plant species were observed during the botanical surveys. Project construction and future school operations are not expected to encroach into natural habitats. As such, the project is not anticipated to have a negative impact on potential habitat for Sheldon's sedge in the study area. Given that the project design is expected to avoid impacts on potential habitat for special-status plants, no additional avoidance or minimization measures are recommended.

6.2 Special-Status Wildlife

As discussed in Section 4.3.2, yellow-breasted chat and yellow warbler are the only special-status wildlife species determined to have suitable habitat in the study area. Potential project-related impacts and recommended measures for avoidance and minimization for these bird species are provided below.

6.2.1 Yellow-Breasted Chat and Yellow Warbler

Potential Impacts

Potential nesting habitat for yellow-breasted chat and yellow warbler occurs in in the montane riparian habitat in the study area. Construction disturbance during the breeding season could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, may adversely affect these species. The project may also result in a small, temporary reduction of foraging or roosting habitat for these species. However, due to the regional abundance of similar habitats, temporary habitat loss is not expected to result in an adverse effect on these species.

Following construction, potential disturbance from the operation of Plumas Charter School is anticipated to be comparable to existing disturbance from adjacent land uses (e.g., Quincy High School, road corridors). As such, the operation of the charter school is not anticipated to have a significant impact on potential habitat for yellow-breasted chat and yellow warbler.

Avoidance and Minimization Measures

The following measures are recommended to avoid or minimize the potential for project related impacts on migratory birds:

- Project activities should be scheduled to avoid the nesting season to the extent feasible. The typical nesting seasons in northern California extends from February 15 through September

15. Thus, if project activities can be scheduled to occur outside of the nesting season, no impacts would be expected. If the nesting season cannot be completely avoided, the following measures shall be implemented.

- A qualified biologist shall conduct a minimum of one pre-construction survey for nesting migratory birds and raptors within the project area and a 250-foot buffer around the project area. The survey should be conducted no more than 14 days prior to the initiation of activities in any given area. The pre-construction survey should be used to ensure that no active bird nests occurring within or immediately adjacent to the project would be disturbed during project implementation. If an active nest is found, a qualified biologist should determine the extent of a construction-free buffer zone to be established around the nest. If it is anticipated that project activities will encroach on the buffer, a biological monitor will be present to ensure that the nesting birds are not disturbed by the activities.

- If vegetation is to be removed by the project and all necessary approvals have been obtained, potential nesting substrates (e.g., trees and shrubs) that will be removed by the project should be removed before the onset of the nesting season, if feasible. This will help preclude nesting and substantially decrease the likelihood of direct impacts.

6.2.2 Migratory Birds and Raptors

Potential Impacts

Potential nesting habitat for migratory birds and raptors occurs in relatively low abundance in the trees and other natural vegetation in the study area. If migratory birds or raptor species are nesting within the study area, construction disturbance during the breeding season could result in the loss of fertile eggs or lead to nest abandonment. Future operation of the charter school is not anticipated to have a significant impact on migratory birds and raptors.

Avoidance and Minimization Measures

The measures listed above in Section 6.2.1 for yellow-breasted chat and yellow warbler are recommended to avoid or minimize the potential for project-related impacts on migratory birds and raptors.

6.3 Waters of the United States

Potential Impacts

No impacts on waters of the United States are anticipated as a result of project implementation or operation of the charter school. Project activities discussed in Section 2.2 will occur in previously disturbed areas and no dredge or fill materials will be placed into potential waters of the United States.

Avoidance and Minimization Measures

BMPs have been incorporated into the project design (see Section 2.2.3) to avoid or minimize the potential for project-related impacts on waters of the United States. No additional avoidance and minimization measures are recommended.

6.4 Noxious Weeds and Invasive Plant Species

Potential Impacts

Five invasive plant species were observed in the project area during field visits: cheat grass, Himalayan blackberry, medusa head, Scotch broom, and yellow star-thistle. Project construction could result in the spread of invasive plant species by transporting seeds, root stock, and/or rooting plant material of these species into new areas.

Avoidance and Minimization Measures

The following avoidance and minimization measures are recommended during project construction to reduce the potential spread of invasive species:

- All equipment used for construction activities off of paved surfaces will be weed-free prior to entering the project site.
- If project implementation calls for mulches or fill, they will be weed free.
- Any invasive plant species removed during construction will be properly disposed of to ensure the species does not spread to other areas.

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APPENDIX A

CNDDB Query Result

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Twain (4012111) OR Crescent Mills (4012018) OR Taylorsville (4012017) OR Meadow Valley (3912181) OR Quincy (3912088) OR Spring Garden (3912087) OR Dogwood Peak (3912171) OR Onion Valley (3912078) OR Blue Nose Mtn. (3912077))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
alder buckthorn *Rhamnus alnifolia*	PDRHA0C010	None	None	G5	S3	2B.2
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
bald eagle *Haliaeetus leucocephalus*	ABNKC10010	Delisted	Endangered	G5	S3	FP
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
Bolander's bruchia *Bruchia bolanderi*	NBMUS13010	None	None	G3G4	S3	4.2
brownish beaked-rush *Rhynchospora capitellata*	PMCYP0N080	None	None	G5	S1	2B.2
California twisted spikerush *Eleocharis torticulmis*	PMCYP092E0	None	None	G1	S1	1B.3
California wolverine *Gulo gulo*	AMAJF03010	Proposed Threatened	Threatened	G4	S1	FP
Cantelow's lewisia *Lewisia cantelovii*	PDPOR04020	None	None	G3	S3	1B.2
Caribou coffeeberry *Frangula purshiana ssp. ultramafica*	PDRHA0H061	None	None	G4T2T3	S2S3	1B.2
Clifton's eremogone *Eremogone cliftonii*	PDCAR17010	None	None	G2G3	S2S3	1B.3
closed-throated beardtongue *Penstemon personatus*	PDSCR1L4Y0	None	None	G2	S2	1B.2
Constance's rockcress *Boechera constancei*	PDBRA06090	None	None	G2	S2	1B.1
Darlingtonia Seep *Darlingtonia Seep*	CTT51120CA	None	None	G4	S3.2	
fisher - West Coast DPS *Pekania pennanti*	AMAJF01021	None	Candidate Threatened	G5T2T3Q	S2S3	SSC
Follett's monardella *Monardella follettii*	PDLAM180W0	None	None	G2	S2	1B.2
foothill yellow-legged frog *Rana boylii*	AAABH01050	None	Candidate Threatened	G3	S3	SSC
fringed myotis *Myotis thysanodes*	AMACC01090	None	None	G4	S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
golden-horned caddisfly *Neothremma genella*	IITRI16020	None	None	G1G2	S1S2	
greater sandhill crane *Grus canadensis tabida*	ABNMK01014	None	Threatened	G5T4	S2	FP
hairy marsh hedge-nettle *Stachys pilosa*	PDLAM1X1A0	None	None	G5	S3	2B.3
Liddon's sedge *Carex petasata*	PMCYP03AE0	None	None	G5	S3	2B.3
long-legged myotis *Myotis volans*	AMACC01110	None	None	G5	S3	
Mingan moonwort *Botrychium minganense*	PPOPH010R0	None	None	G4G5	S3	2B.2
Morrison bumble bee *Bombus morrisoni*	IIHYM24460	None	None	G4G5	S1S2	
mud sedge *Carex limosa*	PMCYP037K0	None	None	G5	S3	2B.2
North American porcupine *Erethizon dorsatum*	AMAFJ01010	None	None	G5	S3	
northern coralroot *Corallorhiza trifida*	PMORC0M050	None	None	G5	S1	2B.1
northern goshawk *Accipiter gentilis*	ABNKC12060	None	None	G5	S3	SSC
Nuttall's ribbon-leaved pondweed *Potamogeton epihydrus*	PMPOT03080	None	None	G5	S2S3	2B.2
osprey *Pandion haliaetus*	ABNKC01010	None	None	G5	S4	WL
pallid bat *Antrozous pallidus*	AMACC10010	None	None	G5	S3	SSC
Plumas rayless daisy *Erigeron lassenianus var. deficiens*	PDAST3M262	None	None	G3G4T2T3	S2S3	1B.3
pointed broom sedge *Carex scoparia var. scoparia*	PMCYP03C91	None	None	G5T5	SX	2A
Quincy lupine *Lupinus dalesiae*	PDFAB2B1A0	None	None	G3	S3	4.2
Rocky Mountains Canada goldenrod *Solidago lepida var. salebrosa*	PDAST8P2D3	None	None	G5T5	S1	3.2
Sheldon's sedge *Carex sheldonii*	PMCYP03CE0	None	None	G4	S2	2B.2
Sierra Nevada mountain beaver *Aplodontia rufa californica*	AMAFA01013	None	None	G5T3T4	S2S3	SSC
Sierra Nevada red fox *Vulpes vulpes necator*	AMAJA03012	Candidate	Threatened	G5T1T2	S1	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Sierra Nevada yellow-legged frog *Rana sierrae*	AAABH01340	Endangered	Threatened	G1	S1	WL
southern long-toed salamander *Ambystoma macrodactylum sigillatum*	AAAAA01085	None	None	G5T4	S3	SSC
sticky pyrrocoma *Pyrrocoma lucida*	PDASTDT0E0	None	None	G3	S3	1B.2
tall alpine-aster *Oreostemma elatum*	PDASTEA020	None	None	G2	S2	1B.2
Townsend's big-eared bat *Corynorhinus townsendii*	AMACC08010	None	None	G3G4	S2	SSC
water bulrush *Schoenoplectus subterminalis*	PMCYP0Q1G0	None	None	G4G5	S3	2B.3
watershield *Brasenia schreberi*	PDCAB01010	None	None	G5	S3	2B.3
Wawona riffle beetle *Atractelmis wawona*	IICOL58010	None	None	G1G3	S1S2	
Webber's ivesia *Ivesia webberi*	PDROS0X0Q0	Threatened	None	G1	S1	1B.1
Webber's milk-vetch *Astragalus webberi*	PDFAB0F9J0	None	None	G1	S1	1B.2
western bumble bee *Bombus occidentalis*	IIHYM24250	None	None	G2G3	S1	
western pearlshell *Margaritifera falcata*	IMBIV27020	None	None	G4G5	S1S2	
white beaked-rush *Rhynchospora alba*	PMCYP0N010	None	None	G5	S2	2B.2
willow flycatcher *Empidonax traillii*	ABPAE33040	None	Endangered	G5	S1S2	
woolly-fruited sedge *Carex lasiocarpa*	PMCYP03720	None	None	G5	S2	2B.3
yellow rail *Coturnicops noveboracensis*	ABNME01010	None	None	G4	S1S2	SSC
yellow willowherb *Epilobium luteum*	PDONA060H0	None	None	G5	S1	2B.3

Record Count: 56

APPENDIX B

U.S. Fish and Wildlife Service Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2018-SLI-0819
Event Code: 08ESMF00-2018-E-02433
Project Name: Plumas Charter School

January 08, 2018

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to

utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2018-SLI-0819

Event Code: 08ESMF00-2018-E-02433

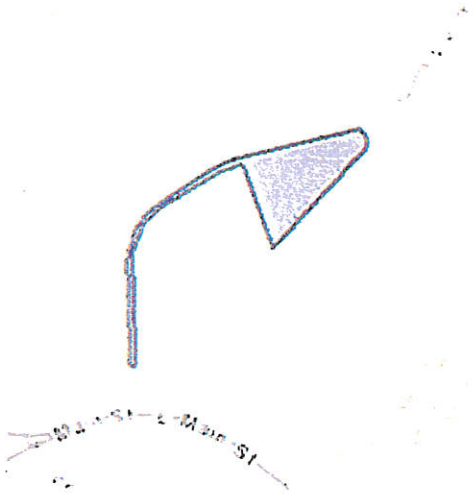
Project Name: Plumas Charter School

Project Type: ** OTHER **

Project Description: School Construction

Project Location:

Approximate location of the project can be viewed in Google Maps:
https://www.google.com/maps/place/39.9408083100315 85N120.9377552304135W



Counties: Plumas, CA

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Sierra Nevada Yellow-legged Frog *Rana sierrae* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9529	Endangered

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX C

CNPS Electronic Inventory Query Results

CNPS California Native Plant Society

Plant List

30 matches found. *Click on scientific name for details*

Search Criteria

California Rare Plant Rank is one of [1A, 1B, 2A, 2B], Found in Quads 4012111, 4012018, 4012017, 3912181, 3912088, 3912087, 3912171 3912078 and 3912077;

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Lifeform	Blooming Period	CA Rare Plant Rank	State Listing Status	Federal Listing Status	Habitats	Lowest Elevation	Highest Elevation
Astragalus pulsiferae var. pulsiferae	Pulsifer's milk-vetch	perennial herb	May-Aug(Sep)	1B.2			• Great Basin scrub • Lower montane coniferous forest • Pinyon and juniper woodland	1300 m	1800 m
Astragalus webberi	Webber's milk-vetch	perennial herb	May-Jul	1B.2			• Broadleafed upland forest • Lower montane coniferous forest • Meadows and seeps	731 m	1250 m
Boechera constancei	Constance's rockcress	perennial herb	May-Jul	1B.1			• Chaparral • Lower montane coniferous forest • Upper montane coniferous forest	975 m	2025 m
Botrychium minganense	Mingan moonwort	perennial rhizomatous herb	Jul-Sep	2B.2			• Bogs and fens • Lower montane coniferous forest • Meadows and seeps (edges) • Upper montane coniferous forest	1455 m	2180 m
Brasenia schreberi	watershield	perennial rhizomatous herb (aquatic)	Jun-Sep	2B.3			• Marshes and swamps (freshwater)	30 m	2200 m
Carex limosa	mud sedge	perennial rhizomatous herb	Jun-Aug	2B.2			• Bogs and fens • Lower montane coniferous forest • Meadows and seeps • Marshes and swamps • Upper montane coniferous forest	1200 m	2700 m
Carex petasata	Liddon's sedge	perennial herb	May-Jul	2B.3			• Broadleafed upland forest • Lower montane coniferous forest • Meadows and seeps • Pinyon and juniper woodland	600 m	3320 m
	pointed	perennial herb	May	2A			• Great Basin scrub	1210 m	1210 m

Carex scoparia var. scoparia	broom sedge					(mesic)		
Carex sheldonii	Sheldon's sedge	perennial rhizomatous herb	May-Aug	2B.2		• Lower montane coniferous forest (mesic) • Marshes and swamps (freshwater) • Riparian scrub	1200 m	2012 m
Corallorhiza trifida	northern coralroot	perennial rhizomatous herb (achlorophyllous)	Jun-Jul	2B.1		• Lower montane coniferous forest • Meadows and seeps (edges)	1370 m	1745 m
Drosera anglica	English sundew	perennial herb (carnivorous)	Jun-Sep	2B.3		• Bogs and fens • Meadows and seeps (mesic)	1300 m	2255 m
Eleocharis torticulmis	California twisted spikerush	perennial rhizomatous herb	Jun-Jul	1B.3		• Bogs and fens • Lower montane coniferous forest • Meadows and seeps	1005 m	1175 m
Epilobium luteum	yellow willowherb	perennial stoloniferous herb	Jul-Sep	2B.3		• Lower montane coniferous forest (along streams and seeps) • Meadows and seeps	1500 m	2195 m
Eremogone cliftonii	Clifton's eremogone	perennial herb	Apr-Sep	1B.3		• Chaparral • Lower montane coniferous forest • Upper montane coniferous forest	455 m	2080 m
Erigeron lassenianus var. deficiens	Plumas rayless daisy	perennial herb	Jun-Sep	1B.3		• Lower montane coniferous forest	1360 m	1980 m
Eriogonum umbellatum var. ahartii	Ahart's buckwheat	perennial herb	Jun-Sep	1B.2		• Chaparral • Cismontane woodland	400 m	2000 m
Frangula purshiana ssp. ultramafica	Caribou coffeeberry	perennial deciduous shrub	May-Jul	1B.2		• Chaparral • Lower montane coniferous forest • Meadows and seeps • Upper montane coniferous forest	825 m	1930 m
Ivesia webberi	Webber's ivesia	perennial herb	May-Jul	1B.1	FT	• Great Basin scrub (volcanic ash) • Lower montane coniferous forest • Pinyon and juniper woodland	1000 m	2075 m
Lewisia cantelovii	Cantelow's lewisia	perennial herb	May-Oct	1B.2		• Broadleafed upland forest • Chaparral • Cismontane woodland • Lower montane coniferous forest	330 m	1370 m
Monardella follettii	Follett's monardella	perennial shrub	Jun-Sep	1B.2		• Lower montane coniferous forest (rocky, serpentinite)	600 m	2000 m
Oreostemma elatum	tall alpine-aster	perennial herb	Jun-Aug	1B.2		• Bogs and fens • Meadows and seeps • Upper montane coniferous forest	1005 m	2100 m

Penstemon personatus	closed-throated beardtongue	perennial herb	Jun-Sep(Oct)	1B.2	• Chaparral • Lower montane coniferous forest • Upper montane coniferous forest	1065 m	2120 m
Potamogeton epihydrus	Nuttall's ribbon-leaved pondweed	perennial rhizomatous herb (aquatic)	(Jun)Jul-Sep	2B.2	• Marshes and swamps (assorted shallow freshwater)	369 m	2172 m
Pyrrocoma lucida	sticky pyrrocoma	perennial herb	Jul-Oct	1B.2	• Great Basin scrub • Lower montane coniferous forest • Meadows and seeps	700 m	1950 m
Rhamnus alnifolia	alder buckthorn	perennial deciduous shrub	May-Jul	2B.2	• Lower montane coniferous forest • Meadows and seeps • Riparian scrub • Upper montane coniferous forest	1370 m	2130 m
Rhynchospora alba	white beaked-rush	perennial rhizomatous herb	Jun-Aug	2B.2	• Bogs and fens • Meadows and seeps • Marshes and swamps (freshwater)	60 m	2040 m
Rhynchospora capitellata	brownish beaked-rush	perennial herb	Jul-Aug	2B.2	• Lower montane coniferous forest • Meadows and seeps • Marshes and swamps • Upper montane coniferous forest	45 m	2000 m
Schoenoplectus subterminalis	water bulrush	perennial rhizomatous herb (aquatic)	Jun-Aug(Sep)	2B.3	• Bogs and fens • Marshes and swamps (montane lake margins)	750 m	2250 m
Sedum albomarginatum	Feather River stonecrop	perennial herb	May-Jun	1B.2	• Chaparral • Lower montane coniferous forest	260 m	1950 m
Stachys pilosa	hairy marsh hedge-nettle	perennial rhizomatous herb	Jun-Aug	2B.3	• Great Basin scrub (mesic) • Meadows and seeps	1200 m	1770 m

Suggested Citation

California Native Plant Society, Rare Plant Program. 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 08 January 2018].

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The Jepson Flora Project
The Consortium of California Herbaria
CalPhotos

Questions and Comments
rareplants@cnps.org

APPENDIX D

Plant Species Observed

Plants Observed at the Plumas Charter School Project
Field visits: May 25, 2017 and January 9, 2018

Scientific Name	Common Name	Family
Agrostis capillaris	colonial bentgrass	Poaceae
Arctostaphylos patula	greenleaf manzanita	Ericaceae
Arctostaphylos viscida ssp. *viscida*	sticky white leaf manzanita	Ericaceae
Artemisia douglasiana	mugwort	Asteraceae
Bromus tectorum	cheat grass	Poaceae
Carex fracta	fragile-sheath sedge	Cyperaceae
Carex stipata var. *stipata*	awl-fruited sedge	Cyperaceae
Ceanothus cuneatus	buckbrush	Rhamnaceae
Centaurea solstitialis	yellow star-thistle	Asteraceae
Cichorium intybus	chicory	Asteraceae
Cirsium arvense	Canada thistle	Asteraceae
Cirsium vulgare	bull thistle	Asteraceae
Croton setigerus	turkey-mullein	Euphorbiaceae
Cynodon dactylon	Bermuda grass	Poaceae
Cytisus scoparius	Scotch broom	Fabaceae
Dipsacus fullonum	wild teasel	Dipsacaceae
Elymus caput-medusae	medusa head	Poaceae
Elymus glaucus	blue wild-rye	Poaceae
Eschscholzia californica	California poppy	Papaveraceae
Galium sp.	bedstraw	Rubiaceae
Hirschfeldia incana	short podded mustard	Brassicaceae
Hordeum marinum	seaside barley	Poaceae
Juncus effusus	lamp rush	Juncaceae
Juncus nevadensis	Sierra rush	Juncaceae
Lactuca serriola	prickly lettuce	Asteraceae
Lathyrus latifolius	perennial sweet pea	Fabaceae
Lepidium campestre	cow cress	Brassicaceae
Pinus ponderosa	ponderosa pine	Pinaceae
Plantago lanceolata	English plantain	Plantaginaceae
Poa bulbosa	bulbous blue grass	Poaceae
Populus trichocarpa	black cottonwood	Salicaceae
Potamogeton sp.	pondweed	Potamogetonaceae
Poteridium annuum	western burnet	Rosaceae
Quercus kelloggii	California black oak	Fagaceae
Rubus armeniacus	Himalayan blackberry	Rosaceae
Rubus laciniatus	cutleaf blackberry	Rosaceae
Rubus leucodermis	whitebark raspberry	Rosaceae
Rumex acetosella	sheep sorrel	Polygonaceae
Rumex crispus	curly dock	Polygonaceae
Salix lasiolepis	arroyo willow	Salicaceae
Secale cereale	cereal rye	Poaceae
Spiraea douglasii	Douglas spiraea	Rosaceae
Tanacetum vulgare	common tansy	Asteraceae
Tragopogon dubius	yellow salsify	Asteraceae
Typha latifolia	broad-leaved cattail	Typhaceae
Verbascum thapsus	woolly mullein	Scrophulariaceae

APPENDIX E

Preliminary Wetlands Assessment

North State Resources, Inc.

Technical Memorandum

Date:	June 21, 2017
To:	Plumas Charter School Attn: Mr. Nick Trover 175 N. Mill Creek Road Quincy, CA 9597
From:	Tim Hanson, Biologist, North State Resources, Inc.
Project:	Plumas Charter School
Subject:	Preliminary Wetlands Assessment (NSR No. 17.130.000)

Introduction

On May 25, 2017, North State Resources, Inc. (NSR) biologist Tim Hanson completed a preliminary wetlands assessment of the proposed Plumas Charter School site (study area) in Quincy, Plumas County, California. The study area is approximately 6.5 acres and is located west of the intersection of Quincy Junction Road and Kelsey Lane. The location corresponds to a portion of Section 13 and Section 14 (Township 24N, Range 09E) of the *Quincy, California* 7.5-minute U.S. Geological Survey topographic quadrangle.

The preliminary wetlands assessment identified riparian wetland, seasonal wetland, intermittent stream, and perennial stream features in the study area. The results of the preliminary wetlands assessment are approximate and are not intended to represent the precise location and extents of potential jurisdictional waters.

Methods

Prior to the field review, topographic maps, aerial photographs, and the National Wetlands Inventory (U.S. Fish and Wildlife Service 2017) were reviewed for previously recorded wetlands and hydrologic features in the vicinity of the study area. On May 25, 2017, the study area was traversed systematically on foot to identify potential wetlands as defined in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (U.S. Army Corps of Engineers 2010). The prevalence of hydrophytic vegetation (i.e., plant species adapted to grow in saturated soil conditions) and wetland hydrology were the determining factors in identifying the preliminary wetland boundaries. The map and interpretations produced from this preliminary wetlands assessment are subject to revision pending the application of the complete wetland delineation methods (e.g. soil excavation, data sheet completion) as described in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987).

Environmental Setting

The approximately 6.5 acre study area is located on the northeast side of Quincy adjacent to the Quincy High School athletic fields. The topography is nearly level with an elevation of approximately 3,405 feet above mean sea level. The study area is undeveloped and is surrounded by agricultural grazing land to the north, developed athletics fields to the west, and low density residential to the east and south.

The study area is geographically situated near the edge of American Valley at the base of the western slopes of Radio Hill. Historical imagery from 1946 indicates that the study area previously contained habitat that was likely similar to the wet meadow habitat in American Valley. Currently, the study area is 4–6 feet above the grade of American Valley as measured by the grade of the relatively unmodified agricultural lands on the north side of Quincy Junction Road and the grade of the existing buildings in the northeast portion of the study area (Exhibit B). Water from the study area generally drains north into natural and excavated drainages in American Valley, and eventually into Spanish Creek. A review of the National Wetlands Inventory identified an artificial, seasonally flooded freshwater pond as the only previously recorded wetland feature in the study area.

Three soil mapping units are located in the study area: Keddie loam, 0 to 2 percent slopes, Skalan-Deadwood-Kistirn families complex, 50 to 70 percent slopes, and Forgay-Urban land complex, 0 to 5 percent slopes (Natural Resource Conservation Service 2016). None of the mapped soil types or minor soil components are considered hydric soils.

Vegetation types in the study area were classified based the habitat descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988). Vegetation types in the study area include: annual grassland, montane riparian, and riverine. The majority of the study are contains annual grassland habitat dominated by weedy, ruderal plants such as bulbous blue grass (*Poa bulbosa*), cereal rye (*Secale cereale*), cheatgrass (*Bromus tectorum*), and yellow star-thistle (*Centaurea solstitialis*). Small and medium sized ponderosa pines (*Pinus ponderosa*) occur in low abundance in the western portion of the study area within annual grassland habitat. Montane riparian habitat occurs in the western portion of the study area and along Kelsey Lane. This habitat occurs in areas with a consistent source of groundwater and is dominated by woody plants such as arroyo willow (*Salix lasiolepis*), black cottonwood (*Populus trichocarpa*), and Douglas spiraea (*Spiraea douglasii*). Riverine habitat is present along the western boundary of the study area and contains open water and emergent hydrophytic vegetation such as awl-fruited sedge (*Carex stipata* var. *stipata*), cattails (*Typha* sp.), and pondweed (*Potamogeton* sp.).

Results

Potential U.S. Army Corps of Engineers (Corps) jurisdictional wetlands and other waters occur in the study area as riparian wetlands, seasonal wetlands, intermittent stream, and perennial stream (Exhibit A).

Riparian wetlands occur near the western boundary of the study area, along the boundary of the study area near Kelsey Lane, and in a small area near Quincy Junction Road (Exhibit A). Riparian wetlands generally occur in areas with a perennial source of surface water or shallow groundwater. All riparian wetlands in the study area occur in ditches or drainages below the average grade of the study area. As the ditches are associated with culverts that drain into American Valley, these ditches were likely constructed to convey surface water and groundwater out of the general vicinity of the study area and into American

Valley. Woody hydrophytic vegetation associated with the riparian wetlands includes arroyo willow, black cottonwood, and Douglas spiraea. Representative photographs of the riparian wetlands in the study area are included in Exhibit B.

Seasonal wetlands occur in the basin around the existing buildings in the northeastern portion of the study area, in a drainage depression in the southern portion of the study area, and in a low-lying area in the western portion of the study area (Exhibit A). Indicators of long-duration soil saturation in these locations include sediment deposits approximately 4 feet high on the sides of the buildings and biotic crusts on soil surfaces. Herbaceous hydrophytic vegetation in these areas includes Douglas spiraea, fragile-sheath sedge (*Carex fracta*), lamp rush (*Juncus effusus*), seaside barley (*Hordeum marinum*), and Sierra rush (*Juncus nevadensis*). Representative photographs of the seasonal wetlands in the study area are included in Exhibit B.

An intermittent stream occurs near the northern border of the study area adjacent to Quincy Junction Road (Exhibit A). This feature is 2–3 feet wide and appears to carry groundwater discharge that is routed through a 24-inch culvert under Quincy Junction Road into American Valley. Review of aerial imagery of the study area indicates that this feature does not contain water on a perennial basis. Hydrologic characters defining the intermittent stream include sediment deposits and a defined bed and bank. A representative photograph of the intermittent stream is included in Exhibit B.

A perennial stream occurs along the western border of the study area (Exhibit A). This feature appears to originate within the study area and conveys groundwater discharge north though a 36-inch culvert under Quincy Junction Road into American Valley towards Spanish Creek. The stream is 6–12 feet wide and 1–2 feet deep within the study area. The perennial water of the stream supports aquatic and emergent vegetation such as awl-fruited sedge, cattails, and pondweed. Representative photographs of the perennial stream are included in Exhibit B.

Conclusion

The preliminary wetlands assessment identified potential Corps jurisdictional wetlands and other waters in the study area including riparian wetland, seasonal wetland, intermittent stream, and perennial stream features. The preliminary wetlands assessment did not identify any potential wetlands in the location of the freshwater pond mapped in the National Wetlands Inventory (U.S. Fish and Wildlife Service 2017); although a potential seasonal wetland was identified directly south of this location.

Prior to the placement of fill material in the study area, additional wetlands may have been present. Review of 1946 aerial imagery suggests that the study area contained a vegetation community similar to what occurred in adjacent portions of American Valley at the time. This vegetation community was likely similar to the hydrophytic vegetation community currently present in American Valley north of the study area. The hydrologic features which currently convey water away from the study area (e.g., perennial and intermittent streams) are likely near the original grade of the study area. Prior to the placement of fill material and the channelization of these features, the discharged groundwater may have spread through much of the study area and may have been associated with additional wetland features that have since been filled. It is unknown to NSR when the fill material was placed in the study area and whether approval or permits were required or obtained for the placement of the fill. Given that violations for unauthorized fill of wetlands and other waters of the U.S. may "run with the land", NSR recommends that the date that the fill occurred and the status of any required regulatory approvals for the placement of

the fill material be verified. If necessary, the U.S. Army Corps of Engineers, Sacramento District[1] office can be contacted to assist in determining whether the previous placement of fill was subject to regulation at the time of the fill and, if so, whether the required authorizations were obtained.

References

Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. U.S. Army Engineer Waterways Experiment Station. Report No. Y-87-1.

Mayer, K. E., and W. F. Laudenslayer, Jr., eds. 1988. *A guide to wildlife habitats of California.* Sacramento: California Department of Forestry and Fire Protection.

Natural Resources Conservation Service. 2016. Web soil survey. Plumas National Forest Area, California. http://websoilsurvey.nrcs.usda.gov/app/ cited June 12, 2017.

U.S. Army Corps of Engineers. 2010. Regional supplement to the Corps of Engineers wetland delineation manual: western mountains, valleys, and coast region (version 2.0): U.S. Army Engineer Research and Development Center.

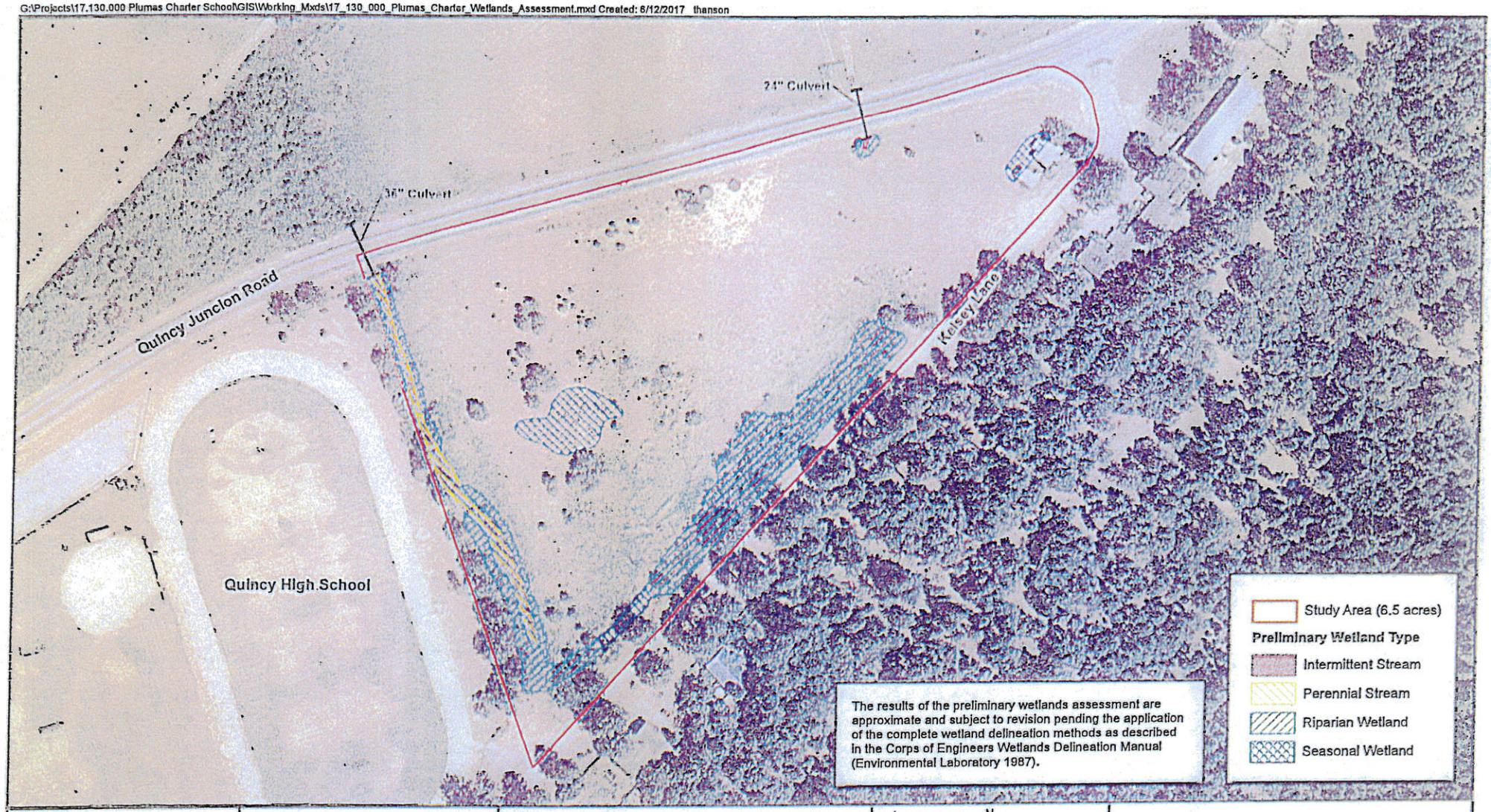
U.S. Fish and Wildlife Service. 2017. National Wetlands Inventory. Last updated May 19, 2017. Available at: -www.fws.gov/wetlands/Data/Mapper.html

[1] Sacramento District Headquarters Office, 1325 J Street, Room 1350, Sacramento, California 95814
Phone: (916) 557-5250
Fax: (916) 557-5306
Email: spk-regulatory-info@usace.army.mil

EXHIBIT A

Preliminary Wetlands Assessment Map

G:\Projects\17.130.000 Plumas Charter School\GIS\Working_Mxds\17_130_000_Plumas_Charter_Wetlands_Assessment.mxd Created: 6/12/2017 thanson



Prepared by:
North State Resources, Inc.
2595 Ceanothus Ave., Suite 182
Chico, CA 95973
Phone (530) 345-4552
Fax (530) 345-4805 www.norest.com

Prepared for:
Plumas Charter School
175 N. Mill Creek Road
Quincy, CA 9597

Notes:
Surveyor: Tim Hanson
Survey Date: May 22, 2017
Aerial Photograph Source: Google Imagery (7/3/2014)

N
0 50 100 200
Feet
1 inch = 100 feet

Exhibit A. Preliminary Wetlands Assessment Map
Plumas Charter School Project
Quincy, CA

EXHIBIT B

Representative Photographs

Plumas Charter School Project
Preliminary Wetlands Assessment
Representative Photographs
Photographs Taken May 22, 2017

Photograph 1. View looking west from the central portion of the study area. The study area is dominated by annual grassland and ruderal vegetation communities.

Photograph 2. View looking east of the existing building in the eastern portion of the study area, showing water marks, identified by the red arrow, on the buildings and the 4–6 feet of fill placed around the buildings.

Photograph 3. View looking east towards the riparian wetland in the study area along Kelsey Lane.

Photograph 4. View looking west of the seasonal wetland with hydrophytic vegetation such as Douglas spiraea, lamp rush, and Sierra rush.

Photograph 5. View looking northwest of the riparian wetland and intermittent stream that passes under Quincy Junction Road.

Photograph 6. View looking south of the riparian wetland and perennial stream in the western portion of the study area.

Photograph 7. View looking west of the wet meadow habitat in American Valley north of Quincy Junction Road. The study area is on the left of the photograph and is approximately 6 feet higher than the grade of American Valley.

DEPARTMENTAL USE ONLY
Initial Completeness Verified by _____
Date Recv'd 6/14/21
Receipt No. _____ $ 1,231.00
File No. CC 6-20/21-18

DEVELOPMENT PERMIT APPLICATION

SPECIAL USE PERMIT

Instructions to applicant(s):

1. Complete the form and mail or take to: Planning & Building Services
   555 Main Street
   Quincy, CA 95971
2. Use additional sheets of paper if necessary to complete the information requested.
3. Pay the filing fee set forth in the fee schedule (attached).
4. Make the check payable to Planning & Building Services.

A. Applicant (s)

Name JAMES SHIPP - GENERAL MANAGER

Mailing Address PO BOX 1551 QUINCY CA 95971

Telephone 530 283 3278

Interest in Property (Owner, Agent* or Purchaser*) _____

B. Owner (s)

Name CENTRAL PLUMAS RECREATION & PARK DISTRICT

Mailing Address PO BOX 1551 QUINCY CA 95971

Telephone 530 283 3278

C. Property

Street Address 129 KELSEY LANE QUINCY CA 95971

Nearest town QUINCY

Assessors Parcel Number(s) # 115-130-015

Present zoning 7-R

D. Use Applied For

COMMUNITY BIKE PARK

*If agent or purchaser is making application, attach letter of authorization signed by the owner.

EXHIBIT 4

E. Description of Proposed Use

Describe below, or on an attached sheet, the proposed use, its operation, the nature and type of buildings, structures, and other facilities to be used and the types of services to be provided.

F. Applicant's Statement of Justification

The Zoning Ordinance requires that the following condition MUST be established before any permit can be granted: (Explain in detail how your case qualifies)

Granting the permit will not result in material damages to adjacent properties and will not result in establishment of a use which is socially, economically or environmentally incompatible with the surrounding area because:

G. Plot Plan

Attach to this application seven (7) copies of a plot plan **drawn to scale** which shows the boundaries and dimensions of the property and related improvements for which the permit is requested. To avoid delay in processing your application make sure your plot plan is COMPLETE, delineated correctly, and properly dimensioned.

If this application is for a project within the Sierra Valley Groundwater Management District, attach evidence that the requirements of that district have been met.

H. Signature (s) of Applicant (s)

I certify that the information provided is correct and waive any action against the County of Plumas in the event the County's action is set aside due to erroneous information provided hereon.

Signature _____ Date 5/10/21

Signature _____ Date _____

E. Description Of Proposed Use

Describe below, or on an attached sheet, the proposed use, its operation, the nature and type of buildings, structures and other facilities to be used and the types of services to be provided.

Proposed Scope:

It is the intent of Central Plumas Recreation and Park District to establish a Community Bike Park on the parcel located at 129 Kelsey Lane. Of the total 5.3 acres of the parcel, 2.7 Acres are proposed to be developed into a series of pathways, tracks, and skill courses paired with a picnic area, staging area and minimal parking (See sheet A1). This space lends unique opportunities to be made available for both public and educational use due to its proximity to both Quincy High School and Downtown Quincy. Beginner, intermediate and advance tracks are proposed to accommodate many different levels of riders and participants. No new structures are proposed, nor is permanent infrastructure including water, power or sewer proposed. The Bike Park shall be non-motorized and will operate from dusk till dawn and shall be operated, managed and maintained by C.P.R.P.D with the help of community partnerships including but not limited to Plumas Unified School District, Plumas Charter School, local youth bicycle organizations, Plumas County Sheriff's Dept., the Sierra Buttes Trail Stewardship and the Quincy Chambers of Commerce.

Parking, Signage and Ingress/Egress:

Provide enough off-street-parking and signage as to minimize and discourage any parking, extra traffic or loitering along Kelsey Lane or Quincy Junction Rd. A gravel, pervious surface is proposed for the parking area and is proposed to meet minimal parking requirements set forth by Plumas County. Users and participants of the park will be encouraged to travel to the park via bicycle or by foot. Adjacent parking lots on Quincy Jr/Sr High School will also be utilized and encouraged for additional parking. Ingress and Egress shall be encouraged on the Eastern portion of the lot at the parking location as to minimize travel along Kelsey Lane.

Drainage Plan and Erosion Mitigation Strategies:

Construction will avoid all riparian and wetland areas as outlined on sheet A1 and A2 of the plans. All proposed and constructed surfaces are pervious and will allow surface water to percolate into the ground to a large extent. Additionally, riparian and seasonal wetlands shall be protected from any accelerated surface flow and sedimentation caused by erosion using a combinations of silt fencing, ground swales and straw waddles. Existing water retention mounds shall be reconstructed where ruptured and moved slightly at its northeastern end to further prevent any on-site surface flow from reaching Quincy Junction Rd. Park use shall be discouraged or not allowed during inclement weather that would exacerbate erosion or excessive track wear and rutting.

Construction Techniques:

Constructions consists of utilizing existing mounded material and imported material to create a series of humps, dips mounds, interlinked pathways and skill courses. See Sheet A1 for material break down.

Dust Control and Abatement Plan:

Appropriate dust control and abatement measures will be made either through surface choice/treatment or through water truck treatments, both during construction and throughout the use of the park.

F. Applicants Statement of Justification

The Zoning Ordinance requires that the following condition MUST be established before and permit can be granted: (Explain in detail how your case qualifies)

Granting the permit will not result in material damages to adjacent properties and will not result in establishment of a use which is socially, economically or environmentally incompatible with the surrounding area because:

The Bike Park will not result in material damages to any adjacent properties through careful management and community oversite. The immense outpouring of community support for this project serves as a good indicator that user pride and stewardship will be the park's best line of defense against the site's misuse and abuse. The Bike Park is compatible with the site's environment and will knit nicely into the community which borders and blends residential, educational and recreational/wildlife areas. All neighbors have been consulted with to ensure that concerns are addressed early and integrated into the design of the park. Overall neighbors support the addition of the park to the neighborhood. It is deemed through outreach that the bike park will have positive social and economic impacts in the community and will have little to no environmental affects to the direct and adjacent lands. Continued monitoring and contact with the neighbors and the greater Quincy community shall be conducted throughout the use of the park to address any and all concerns or problems that arise.

Herrin, Becky

From: Kearns, Zachary@Wildlife <Zachary.Kearns@Wildlife.ca.gov>
Sent: Wednesday, August 4, 2021 5:07 PM
To: Herrin, Becky
Cc: Wildlife R2 CEQA
Subject: CDFW's comments on Central Plumas Recreation And Park District, Community Bike Park

Rebecca Herrin
Plumas County Department of Planning and Building Services
555 Main Street
Quincy, CA 95971
beckyherrin@countyofplumas.com

Dear Ms. Herrin:

Subject: CENTRAL PLUMAS RECERATION AND PARK DISTRICT, COMMUNITY BIKE PARK

The California Department of Fish and Wildlife (CDFW) received and reviewed the Environmental Document the Plumas County Department of Planning and Building Services (County) for the Central Plumas Recreation And Park District, Community Bike Park (Project) pursuant the California Environmental Quality Act (CEQA) statute and guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, native plants, and their habitat. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project upon which CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code., § 1802). CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381) regarding any future discretionary actions such as the issuance of a Lake or Streambed Alteration Agreement (Fish & G. Code, § 1600 et seq and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish & G. Code §§ 2080.1 and 2081). CDFW also administers the Native Plant Protection Act, Natural Community Conservation Act, and other provisions of the Fish and Game Code that afford protection to California's fish and wildlife resources.

PROJECT DESCRIPTION SUMMARY

EXHIBIT 5

The proposed Project involves the development of a Community Bike Park in Plumas County at latitude 39.942519, longitude -120.933119. The bike park construction is designed to avoid all riparian and wetland areas. 2.7-acres of the 5.3-acres parcel, will be developed into a series of pathways, tracks, and skill courses paired with a picnic area, staging area, and parking area. No permanent structures or infrastructure is planned.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and, where appropriate, mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

Lake and Streambed Alteration Program

Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, CDFW determines if the Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify the Project that would eliminate or reduce adverse impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA. (See Pub. Resources Code, § 21065). To facilitate issuance of an LSA Agreement, if one is necessary, the CEQA document should identify all perennial, intermittent, and ephemeral rivers, streams, lakes, other hydrologically connected aquatic features, and any associated biological resources/habitats present within the entire Project footprint (including access and staging areas). The CEQA document should analyze all potential temporary, permanent, direct, indirect and/or cumulative impacts to the above-mentioned features and associated biological resources/habitats that may occur because of the Project. If it is determined that the Project will result in significant impacts to these resources the CEQA document should propose appropriate avoidance, minimization and/or mitigation measures to reduce impacts to a less-than-significant level. To obtain more information and to notify for LSA, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms.

Please note that the fish and wildlife resources that may be impacted by activities subject to Notification under Fish and Game Code section 1602 are not synonymous with Waters of the United States as defined by the U.S. Army Corps of Engineers (USACE), and a wetland delineation prepared for the USACE may not include all needed information for CDFW to determine the extent of the impacts to fish and wildlife resources. Therefore, CDFW does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting a Notification of an LSA.

Special Status Amphibians

The proposed project is located near Spanish Creek and tributaries to Spanish Creek. Spanish creek contains suitable habitat for the CESA listed Threatened species, foothill yellow-legged frogs (*Rana boylii*), and Sierra Nevada yellow-legged frogs (*Rana sierrae*), and the CESA candidate species, cascade frogs (*Rana cascadae*). CDFW recommends that protocol level surveys for special status amphibians be conducted within the project area where potential habitat is present. Surveys should occur at the appropriate time of the year, typically between May 1 and September 30. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (Fish & G. Code § 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or

kill") of State-listed CESA species, either through construction or over the life of the Project. The Environmental Document should disclose the potential of the Project to take State-listed species and how the impacts will be avoided, minimized, and mitigated. Please note that mitigation measures that are adequate to reduce impacts to a less-than significant level to meet CEQA requirements may not be enough for the issuance of an ITP.

Nesting Birds and Migratory Bird Treaty Act

Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders *Falconiformes* or *Strigiformes* (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

CDFW recommends that the CEQA document include specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The CEQA document should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. CDFW recommends that pre-construction nesting bird surveys be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

Roosting Bats

CDFW has identified potential habitat for roosting bats near the project area. To avoid potential impacts to both maternity colonies and hibernating bats, CDFW recommends that tree removal be scheduled either in the spring between approximately March 1 (or when evening temperatures are above 45°F) and April 15, or in fall between approximately September 1 and October 15 (or prior to evening temperatures dropping below 45°F and the onset of rainfall greater than one-half inch in 24 hours).

Rare Plants

CDFW recommends conducting a new set of surveys that are more recent and that demonstrate use of the Protocol for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (2021) ~~(CDFW 2021?) not sure if it was revised this year or last year.~~ to identify rare plants that may occur on the Project site or be impacted by Project activities. Failure to locate a plant during the floristic surveys of one field season does not constitute evidence that the plant is absent from the surveyed location. The timing and number of visits necessary to conduct a floristic survey should be determined by geographic location, the natural communities present and the weather patterns of the year, with the understanding that more than one field visit, or field season may be necessary to accurately survey the floristic diversity of a site and detect the presence of special status plant taxa. To conduct a new survey or reach compliance for an existing survey, CDFW recommends:

1. Botanical surveys be floristic (every plant taxon that occurs on a site is identified to the taxonomic level necessary to determine rarity and listing status)
2. Surveys be conducted in the field at the time of year when target plant taxa are both evident and identifiable (usually during flowering or fruiting), and multiple visits to a site be made (e.g. in early,

mid. and late-season) to accurately survey the floristic diversity of the site and detect the presence of all special-status plant taxa that are evident and identifiable.

3. Nearby reference populations be visited whenever possible to determine if known special status plant populations are evident and identifiable this year, and to obtain a visual image of the target species, associated habitat, and associated natural community. Reference populations may be particularly important to ensure that the timing of surveys is appropriate and to help substantiate negative findings in adverse conditions.

If special-status plants are found within the project area, measures should be taken to prevent disturbance to the species. Exclusion zones should be established around any identified special-status plants. In consultation with a qualified biologist, CDFW recommends first attempting to avoid effects of project implementation on rare plants and protect their occurrences/populations. In the event that a special-status plant occurrence cannot be avoided by construction activities, consultation with CDFW, and/or other regulatory agencies, as applicable depending on the species regulatory status, should be conducted in order to establish appropriate mitigation measures.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be submitted online or mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code §21092 and §21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the proposed project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670 or emailed to r2CEQA@wildlife.ca.gov.

CDFW appreciates the opportunity to comment on the Environmental Document to assist the County in identifying and mitigating Project impacts on biological resources. CDFW personnel are available for consultation regarding biological resources and strategies to minimize and/or mitigate impacts. Questions regarding this letter or further coordination should be directed to Zach Kearns at (916) 358-1134 or zachary.kearns@wildlife.ca.gov.

Sincerely,

Zach Kearns
Environmental Scientist
(916) 358-1134
1701 Nimbus Rd.
Rancho Cordova, CA 95670

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

North State Resources, Inc.

Technical Memorandum

Date:	June 21, 2017
To:	Plumas Charter School Attn: Mr. Nick Trover 175 N. Mill Creek Road Quincy, CA 9597
From:	Tim Hanson, Biologist, North State Resources, Inc.
Project:	Plumas Charter School
Subject:	Preliminary Wetlands Assessment (NSR No. 17.130.000)

Introduction

On May 25, 2017, North State Resources, Inc. (NSR) biologist Tim Hanson completed a preliminary wetlands assessment of the proposed Plumas Charter School site (study area) in Quincy, Plumas County, California. The study area is approximately 6.5 acres and is located west of the intersection of Quincy Junction Road and Kelsey Lane. The location corresponds to a portion of Section 13 and Section 14 (Township 24N, Range 09E) of the *Quincy, California* 7.5-minute U.S. Geological Survey topographic quadrangle.

The preliminary wetlands assessment identified riparian wetland, seasonal wetland, intermittent stream, and perennial stream features in the study area. The results of the preliminary wetlands assessment are approximate and are not intended to represent the precise location and extents of potential jurisdictional waters.

Methods

Prior to the field review, topographic maps, aerial photographs, and the National Wetlands Inventory (U.S. Fish and Wildlife Service 2017) were reviewed for previously recorded wetlands and hydrologic features in the vicinity of the study area. On May 25, 2017, the study area was traversed systematically on foot to identify potential wetlands as defined in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* (U.S. Army Corps of Engineers 2010). The prevalence of hydrophytic vegetation (i.e., plant species adapted to grow in saturated soil conditions) and wetland hydrology were the determining factors in identifying the preliminary wetland boundaries. The map and interpretations produced from this preliminary wetlands assessment are subject to revision pending the application of the complete wetland delineation methods (e.g. soil excavation, data sheet completion) as described in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987).

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Fax (530) 222-4958

Visit our website at www.nsrnet.com

EXHIBIT 6

Environmental Setting

The approximately 6.5 acre study area is located on the northeast side of Quincy adjacent to the Quincy High School athletic fields. The topography is nearly level with an elevation of approximately 3,405 feet above mean sea level. The study area is undeveloped and is surrounded by agricultural grazing land to the north, developed athletics fields to the west, and low density residential to the east and south.

The study area is geographically situated near the edge of American Valley at the base of the western slopes of Radio Hill. Historical imagery from 1946 indicates that the study area previously contained habitat that was likely similar to the wet meadow habitat in American Valley. Currently, the study area is 4–6 feet above the grade of American Valley as measured by the grade of the relatively unmodified agricultural lands on the north side of Quincy Junction Road and the grade of the existing buildings in the northeast portion of the study area (Exhibit B). Water from the study area generally drains north into natural and excavated drainages in American Valley, and eventually into Spanish Creek. A review of the National Wetlands Inventory identified an artificial, seasonally flooded freshwater pond as the only previously recorded wetland feature in the study area.

Three soil mapping units are located in the study area: Keddie loam, 0 to 2 percent slopes, Skalan-Deadwood-Kistirn families complex, 50 to 70 percent slopes, and Forgay-Urban land complex, 0 to 5 percent slopes (Natural Resource Conservation Service 2016). None of the mapped soil types or minor soil components are considered hydric soils.

Vegetation types in the study area were classified based the habitat descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988). Vegetation types in the study area include: annual grassland, montane riparian, and riverine. The majority of the study are contains annual grassland habitat dominated by weedy, ruderal plants such as bulbous blue grass (*Poa bulbosa*), cereal rye (*Secale cereale*), cheatgrass (*Bromus tectorum*), and yellow star-thistle (*Centaurea solstitialis*). Small and medium sized ponderosa pines (*Pinus ponderosa*) occur in low abundance in the western portion of the study area within annual grassland habitat. Montane riparian habitat occurs in the western portion of the study area and along Kelsey Lane. This habitat occurs in areas with a consistent source of groundwater and is dominated by woody plants such as arroyo willow (*Salix lasiolepis*), black cottonwood (*Populus trichocarpa*), and Douglas spiraea (*Spiraea douglasii*). Riverine habitat is present along the western boundary of the study area and contains open water and emergent hydrophytic vegetation such as awl-fruited sedge (*Carex stipata* var. *stipata*), cattails (*Typha* sp.), and pondweed (*Potamogeton* sp.).

Results

Potential U.S. Army Corps of Engineers (Corps) jurisdictional wetlands and other waters occur in the study area as riparian wetlands, seasonal wetlands, intermittent stream, and perennial stream (Exhibit A).

Riparian wetlands occur near the western boundary of the study area, along the boundary of the study area near Kelsey Lane, and in a small area near Quincy Junction Road (Exhibit A). Riparian wetlands generally occur in areas with a perennial source of surface water or shallow groundwater. All riparian wetlands in the study area occur in ditches or drainages below the average grade of the study area. As the ditches are associated with culverts that drain into American Valley, these ditches were likely constructed to convey surface water and groundwater out of the general vicinity of the study area and into American

Valley. Woody hydrophytic vegetation associated with the riparian wetlands includes arroyo willow, black cottonwood, and Douglas spiraea. Representative photographs of the riparian wetlands in the study area are included in Exhibit B.

Seasonal wetlands occur in the basin around the existing buildings in the northeastern portion of the study area, in a drainage depression in the southern portion of the study area, and in a low-lying area in the western portion of the study area (Exhibit A). Indicators of long-duration soil saturation in these locations include sediment deposits approximately 4 feet high on the sides of the buildings and biotic crusts on soil surfaces. Herbaceous hydrophytic vegetation in these areas includes Douglas spiraea, fragile-sheath sedge (*Carex fracta*), lamp rush (*Juncus effusus*), seaside barley (*Hordeum marinum*), and Sierra rush (*Juncus nevadensis*). Representative photographs of the seasonal wetlands in the study area are included in Exhibit B.

An intermittent stream occurs near the northern border of the study area adjacent to Quincy Junction Road (Exhibit A). This feature is 2–3 feet wide and appears to carry groundwater discharge that is routed through a 24-inch culvert under Quincy Junction Road into American Valley. Review of aerial imagery of the study area indicates that this feature does not contain water on a perennial basis. Hydrologic characters defining the intermittent stream include sediment deposits and a defined bed and bank. A representative photograph of the intermittent stream is included in Exhibit B.

A perennial stream occurs along the western border of the study area (Exhibit A). This feature appears to originate within the study area and conveys groundwater discharge north though a 36-inch culvert under Quincy Junction Road into American Valley towards Spanish Creek. The stream is 6–12 feet wide and 1–2 feet deep within the study area. The perennial water of the stream supports aquatic and emergent vegetation such as awl-fruited sedge, cattails, and pondweed. Representative photographs of the perennial stream are included in Exhibit B.

Conclusion

The preliminary wetlands assessment identified potential Corps jurisdictional wetlands and other waters in the study area including riparian wetland, seasonal wetland, intermittent stream, and perennial stream features. The preliminary wetlands assessment did not identify any potential wetlands in the location of the freshwater pond mapped in the National Wetlands Inventory (U.S. Fish and Wildlife Service 2017); although a potential seasonal wetland was identified directly south of this location.

Prior to the placement of fill material in the study area, additional wetlands may have been present. Review of 1946 aerial imagery suggests that the study area contained a vegetation community similar to what occurred in adjacent portions of American Valley at the time. This vegetation community was likely similar to the hydrophytic vegetation community currently present in American Valley north of the study area. The hydrologic features which currently convey water away from the study area (e.g., perennial and intermittent streams) are likely near the original grade of the study area. Prior to the placement of fill material and the channelization of these features, the discharged groundwater may have spread through much of the study area and may have been associated with additional wetland features that have since been filled. It is unknown to NSR when the fill material was placed in the study area and whether approval or permits were required or obtained for the placement of the fill. Given that violations for unauthorized fill of wetlands and other waters of the U.S. may "run with the land", NSR recommends that the date that the fill occurred and the status of any required regulatory approvals for the placement of

the fill material be verified. If necessary, the U.S. Army Corps of Engineers, Sacramento District[1] office can be contacted to assist in determining whether the previous placement of fill was subject to regulation at the time of the fill and, if so, whether the required authorizations were obtained.

References

Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. U.S. Army Engineer Waterways Experiment Station. Report No. Y-87-1.

Mayer, K. E., and W. F. Laudenslayer, Jr., eds. 1988. *A guide to wildlife habitats of California.* Sacramento: California Department of Forestry and Fire Protection.

Natural Resources Conservation Service. 2016. Web soil survey. Plumas National Forest Area, California. http://websoilsurvey.nrcs.usda.gov/app/ cited June 12, 2017.

U.S. Army Corps of Engineers. 2010. Regional supplement to the Corps of Engineers wetland delineation manual: western mountains, valleys, and coast region (version 2.0): U.S. Army Engineer Research and Development Center.

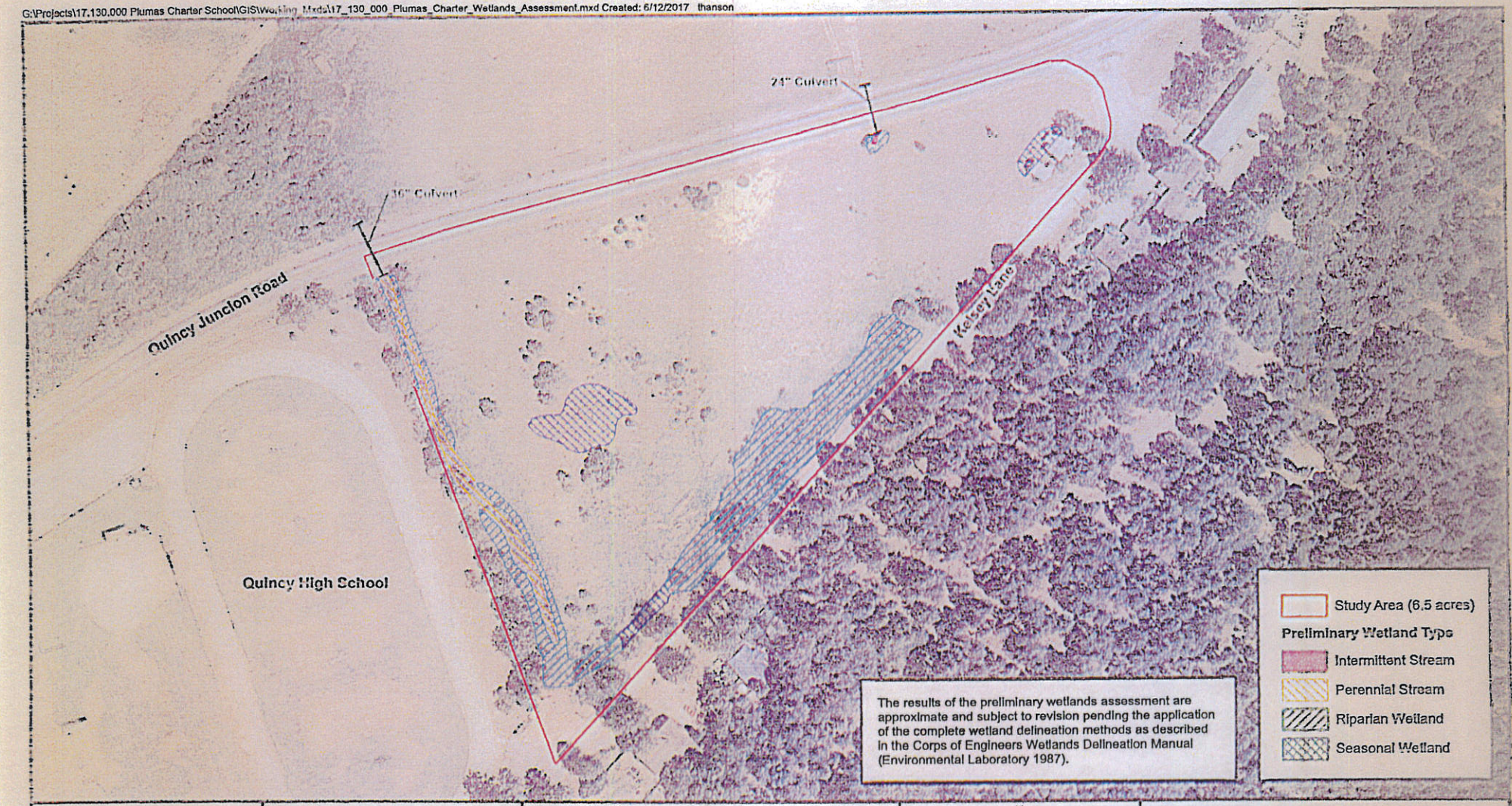
U.S. Fish and Wildlife Service. 2017. National Wetlands Inventory. Last updated May 19, 2017. Available at: -www.fws.gov/wetlands/Data/Mapper.html

[1] Sacramento District Headquarters Office, 1325 J Street, Room 1350, Sacramento, California 95814
Phone: (916) 557-5250
Fax: (916) 557-5306
Email: spk-regulatory-info@usace.army.mil

EXHIBIT A

Preliminary Wetlands Assessment Map

G:\Projects\17.130.000 Plumas Charter School\GIS\Working Mxds\17_130_000_Plumas_Charter_Wetlands_Assessment.mxd Created: 6/12/2017 thanson



Prepared by:
North State Resources, Inc.
[illegible]

Prepared for:
Plumas Charter School
175 N. Mill Creek Road
Quincy, CA 9597

Notes:
Surveyor: Tim Hanson
Survey Date: May 22, 2017
Aerial Photograph Source: Google Imagery (7/3/2014)

N
0 50 100 200
Feet
1 inch = 100 feet

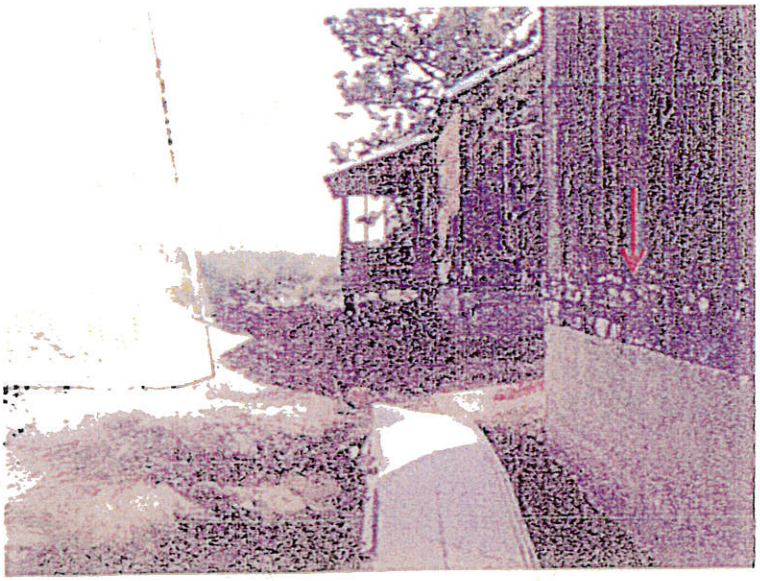
Exhibit A. Preliminary Wetlands Assessment Map
Plumas Charter School Project
Quincy, CA

EXHIBIT B

Representative Photographs

Plumas Charter School Project
Preliminary Wetlands Assessment
Representative Photographs
Photographs Taken May 22, 2017

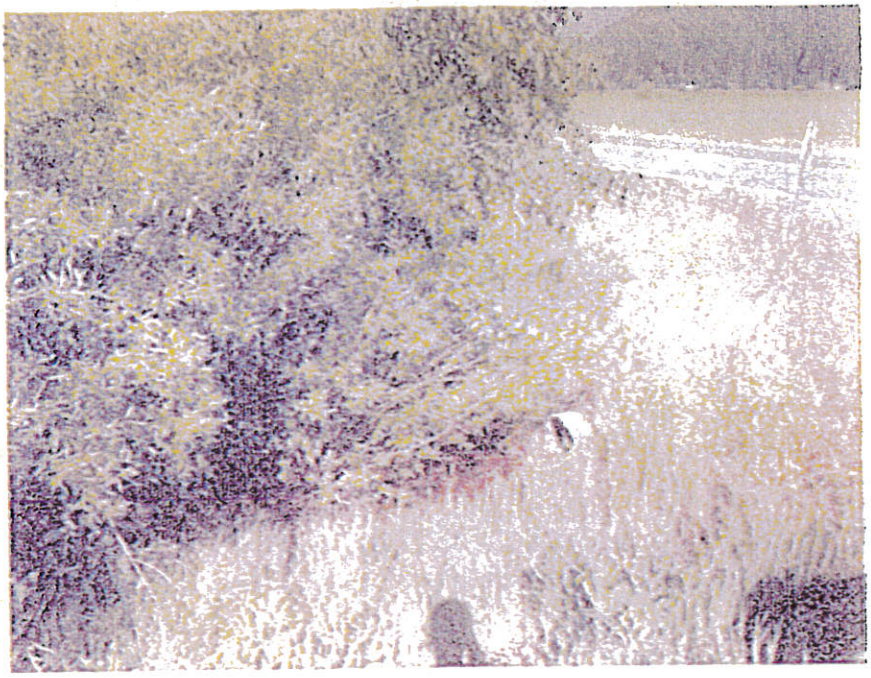
Photograph 1. View looking west from the central portion of the study area. The study area is dominated by annual grassland and ruderal vegetation communities.



Photograph 2. View looking east of the existing building in the eastern portion of the study area, showing water marks, identified by the red arrow, on the buildings and the 4–6 feet of fill placed around the buildings.

Photograph 3. View looking east towards the riparian wetland in the study area along Kelsey Lane.

Photograph 4. View looking west of the seasonal wetland with hydrophytic vegetation such as Douglas spiraea, lamp rush, and Sierra rush.



Photograph 5. View looking northwest of the riparian wetland and intermittent stream that passes under Quincy Junction Road.

Photograph 6. View looking south of the riparian wetland and perennial stream in the western portion of the study area.

Photograph 7. View looking west of the wet meadow habitat in American Valley north of Quincy Junction Road. The study area is on the left of the photograph and is approximately 6 feet higher than the grade of American Valley.

Central Plumas Recreation and Park District

P.O. BOX 1551 • QUINCY, CALIFORNIA 95971
PHONE: (530) 283-3278 • FAX: (530) 283-4449
Email: recdept@psln.com • www.cprpd.com

James Shipp
Central Plumas Recreation and Park District
P.O. BOX 1551
Quincy, CA 95971

Tim Evans,

Central Plumas Recreation and Park District has no intent on taking out any trees on 129 Kelsey Lane for the Community Bike Park project.

Regards,

James Shipp
General Manager
C.P.R.P.D.

Together... We Build Community

EXHIBIT 7

Herrin, Becky

From: Roberts, Matthew J CIV USARMY CESPK (US) <Matthew.J.Roberts@usace.army.mil>
Sent: Monday, February 05, 2018 3:11 PM
To: Herrin, Becky
Subject: RE: SPK-2017-01067

Becky,

The Corps has chosen not to pursue a potential violation of Section 404 of the Clean Water Act, that occurred in 1988, for the site that the Corps wrote a preliminary jurisdiction determination, and a no permit required letter. Thank you for your time.

Respectfully,

Matthew Roberts
Project Manager
US Army Corps of Engineers
Regulatory Division/Sacramento District
California North Section
310 Hemsted Drive, Suite 310
Redding, CA 96002
(o) 530 223-9538
(f) 530-223-9539

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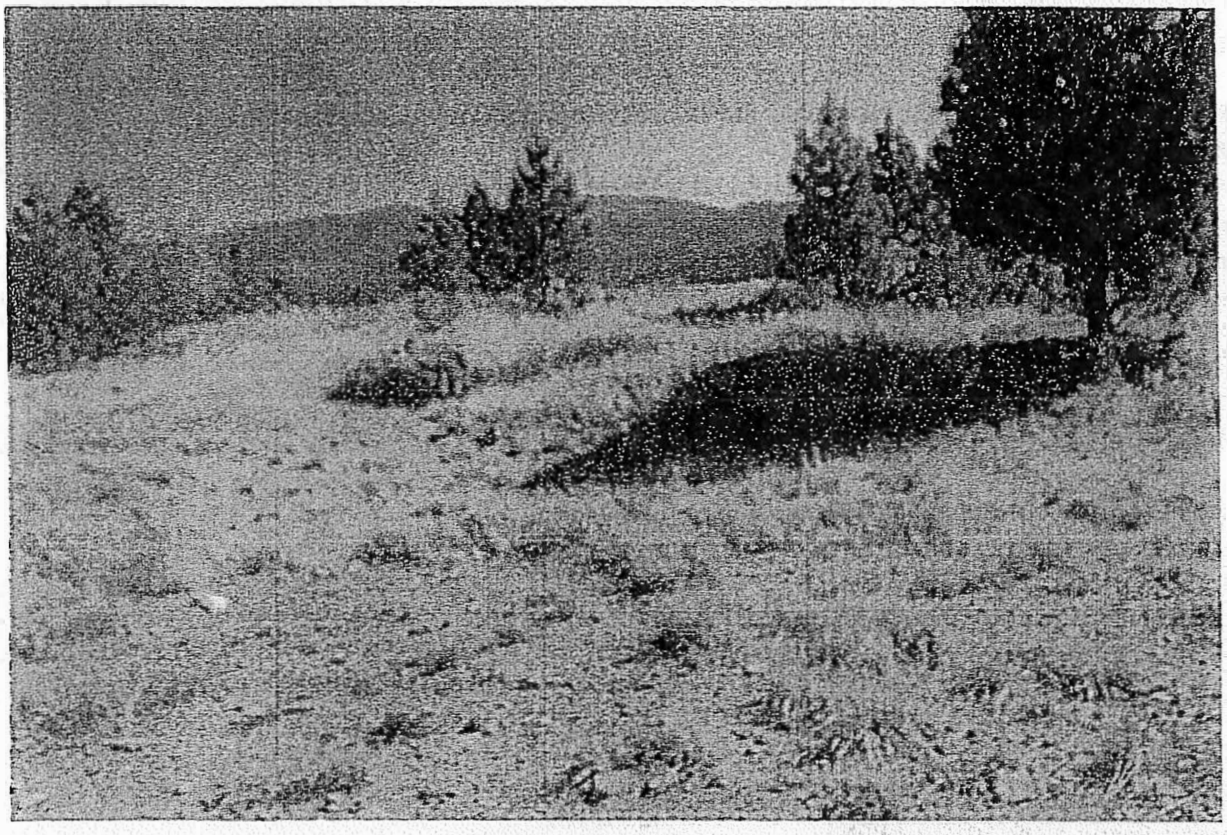
http://www.spk.usace.army.mil/Missions/Regulatory.aspx

EXHIBIT 8

ARCHAEOLOGICAL/HISTORIC SURVEY OF THE PLUMAS CHARTER SCHOOL PROPERTY (126 KELSEY LANE, QUINCY CALIFORNIA.



PREPARED FOR;

MS. MAGGIE HENNESSY
175 N. MILL CREEK RD.
QUINCY, CA 95971

BY:
JOHN FURRY
CULTURAL RESOURCE SPECIALTIES
39 PARKSIDE CT.
CHICO, CA 95928

Figure 1

ENVIRONMENTAL SETTING

Natural Environment

The project site is located at the triangle created by the intersection of Kelsey Lane, Quincy Junction Road and the Quincy High School athletic field. Approximately eighty percent of the property has a grass covering with some exposed dirt. On the edge of the property near the athletic fields there are several medium sized evergreen trees. There are no running water sources on the property.

All of the property has been built up and leveled in the past. It would appear that with the construction of the athletic fields some debris was deposited on the property. This consists of broken concrete and some asphalt.

Cultural Environment

Prehistory

Habitation of Plumas County possibly arose about 12,000 years before present (BP). Evidence of this early habitation is sparse at best, as over the years, alluvial sediment has deeply covered much of this evidence. Groups of Paleo-Indians during this time period probably relied heavily upon the mega-fauna such as mastodon and mammoth, as well as upon plant and other faunal resources available. Organization was in small, mobile groups of individuals. As the glaciers receded from the Sierra Nevada and the Central Valley, the climate became warmer and drier, with grasslands and oak forests replacing the pine and riparian forests. Population increased to where eventually, the Native American population density of Northern California exceeded many other areas of North America.

Table 2
Model of Cultural Periods in California
(After Chartkoff and Chartkoff, 1984)

11,500-9,000 B.C. Pre-Archaic Period	Pre-Archaic populations were small and their subsistence included big game hunting of now extinct mammoth and mastodon. Research indicates that the Pre-Archaic economies were based on a wide-ranging hunting and gathering strategy, dependent to a large extent on local lake-marsh or lacustrine habitats.
9,000-4,000 B.C. Early to Middle Archaic Period	During the Early and Middle Archaic periods, prehistoric cultures began putting less emphasis on large-game hunting. Subsistence economies probably diversified somewhat, and Archaic era people started using such ecological zones as the coast littoral more intensively than before. Advances in technology (milling stones) indicate that new food processing methods became important, enabling more efficient use of certain plant foods, including grains and plants with hard seeds.
4,000-2,000 B.C. Late Archaic Period	An important technological advance was the discovery of a tannin-removal process for the abundant and nutritious acorns. Prehistoric trade networks developed and diversified, bringing raw materials and finished goods from one region to another. Resource exploitation, as during the Early and Middle Archaic, was generally seasonal. Bands moved between established locations within a clearly defined/defended territory, scheduling resource harvests according to their availability. Clustering of food resources along the shores of large lakes or the banks of major fish-producing rivers allowed for larger seasonal population aggregates. Dispersed resources, such as large and small game, during the winter prompted small family groups to disperse across the landscape for more efficient food harvesting. The spear thrower (atlatl) may have been introduced or increased in importance, accounting for a change in projectile point styles from the Western Stemmed to the Pinto and Humboldt series. Seed grinding increased in importance.
2,000 B.C.-A.D. 500 Early and Middle Pacific Periods	The Pacific Period is marked by the advent of acorn meal as the most important staple food. Increasing population densities made it desirable and necessary for Indian populations to produce more food from available land and to seek more dependable food supplies. The increasing use of seed grinding and acorn leaching allowed for the exploitation of more dependable food resources; increased use of previously neglected ecological zones (the middle and high Sierran elevations) may also have been part of this trend.
A.D. 500-1400 Late Pacific Period	Around A.D. 500 to 600, a cultural watershed was triggered by the introduction of the bow and arrow, which replaced the spear thrower and dart as the hunting tool/weapon of choice. The most useful time markers for this period tend to be small projectile points/arrow tips. Another trend is the marked shift from portable manos/metates to bedrock mortars/pestles (Moratto, 1984). Moratto, et al. (1978) demonstrated that this was a time of cultural stress, during which trading activity abated, warfare was common, and populations shifted away from the Sierra Nevada foothills to higher mountain elevations. They explain these changes in terms of rapid climatic fluctuations, including a drier climate and a corresponding shift of vegetation zones.
A.D. 1400-1789 Final Pacific Period	Populations became increasingly sedentary, and depended more on staple foods, even as the diversity of exploited foods increased. Permanent settlements with high populations were more common. Every ecological niche was exploited, at least on a seasonal basis. Other trends included the resurgence of long-distance trade networks and the development of more complex social and political systems.

Ethnography (Riddell,1978 : Kowta, 1988).

Maidu groups has been estimated at roughly 9,000 individuals. By the latter half of the twentieth century, only 600 persons claimed Mountain Maidu or Maidu ancestry.

In summary, the examination of ethnographic and archaeological information in the project area indicates the possibility of encountering one or more of the following types of prehistoric cultural resources:

- Occupation sites, most likely with housepits. Firepits and middens may also be present;
- Surface finds of basalt, chert or obsidian in the form of flakes or artifacts;
- Food processing stations, which would include bedrock mortars and single cups in boulders, or mobile grinding stones.

Historical Period, ca. 1850 to the present

During the historical period exploration, fur trapping and early settlement in the Northern California occurred. The immediate impact of these early contacts was the decimation of the native population through the introduction of diseases.

After the discovery of gold in 1848, the influx of people into California changed the subsequent history of the region. The decades following the Gold Rush are marked by Indian removal, gold mining, agriculture, and commerce. Rail lines were established to transport people and goods more efficiently.

Plumas County History

Plumas County was organized in 1854, from portions of Butte County. Quincy is and has been the only county seat.

During the gold rush years, the Plumas County area offered much to aspiring miners. However, when the gold claims withered, prospectors turned to the rich farm land in the valleys of Plumas County and the expansive grazing lands in the mountain valleys. Cattle and sheep ranches gave rise to wheat and barley fields. In 1910, the railroad was completed through the Feather River canyon.

Field Procedures

Per guidelines set by the Secretary of the Interior, survey activities should be designed to gather that information required to achieve preservation goals. Survey methods should be compatible with the past and present environmental characteristics of an area, and with respect to those cultural resources which may reasonably be present.

The site was visited onMay 25, 2017.

The entire property has been disturbed (graded-leveled) in the recent past. There are push piles throughout the property. The entire property was surveyed with transects varying from 5 to 30 meters, depending upon ground conditions and accessibility. Ground visualization was fair to good

Site photographs are included in Appendix 1.

Results

Prehistoric Resources

During the course of the survey, **no prehistoric cultural resources were discovered on the project site.**

Historic Resources

No qualifying historic debris were recorded on the property as a result of this survey.

Impacts

In considering the significance of an historic resource, its eligibility for inclusion into either the California State Register of Historic Places, or the National Register of Historic Places must be considered. These eligibility criteria are developed from the Code of Federal Regulations, Title 36,Part 60 of the National Historic Preservation Act of 1966.

Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that

(g) a property achieving significance within the past 50 years if it is of exceptional importance.

Using the above criteria, potentially significant historic resources located within or adjacent to the proposed project site were evaluated.

All refuse dumps onsite are of modern origin, and are not considered an historic resource. No impacts to a potentially significant historic resource would occur by removing the modern trash dumps.

Mitigations

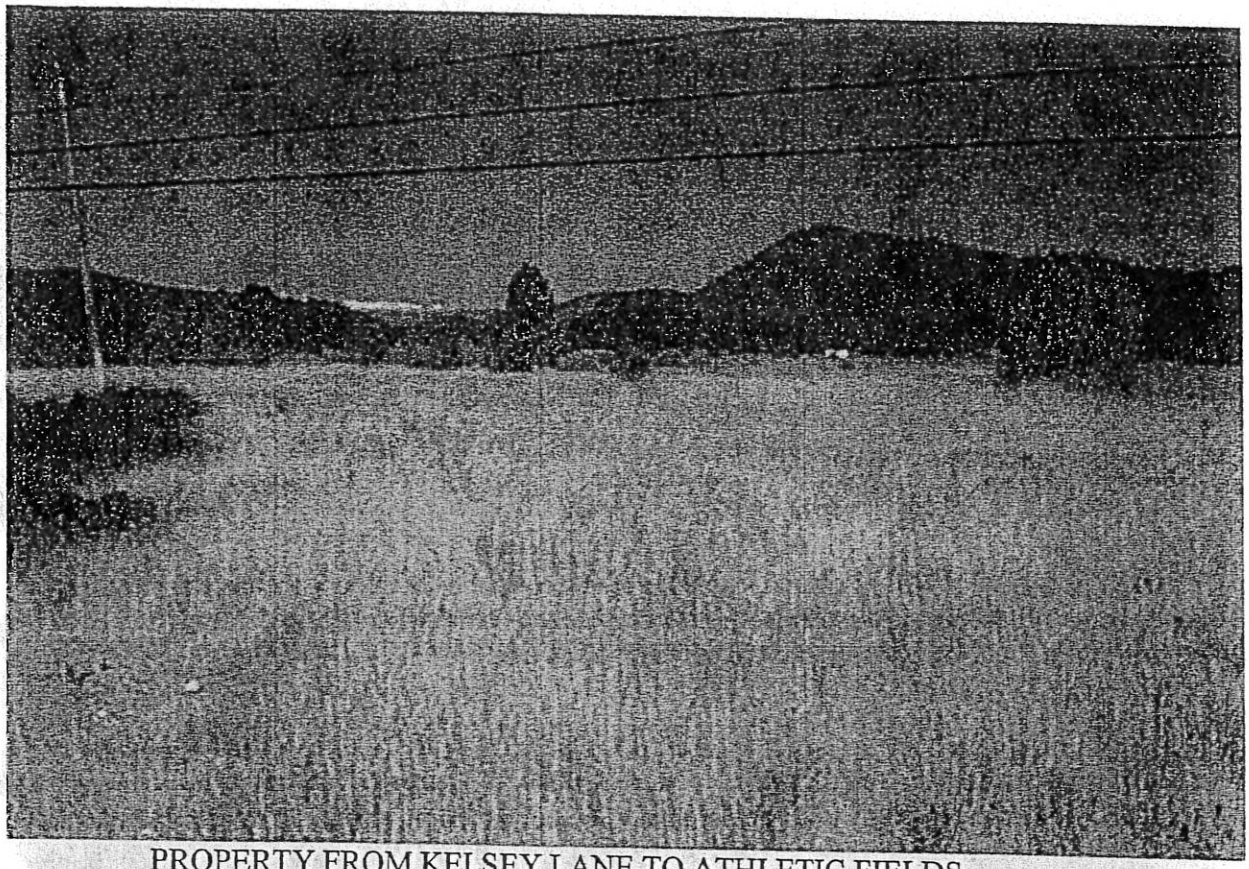
It is my recommendation that this property be given Archaeological/Historic clearance with the following:

Required Mitigation #1

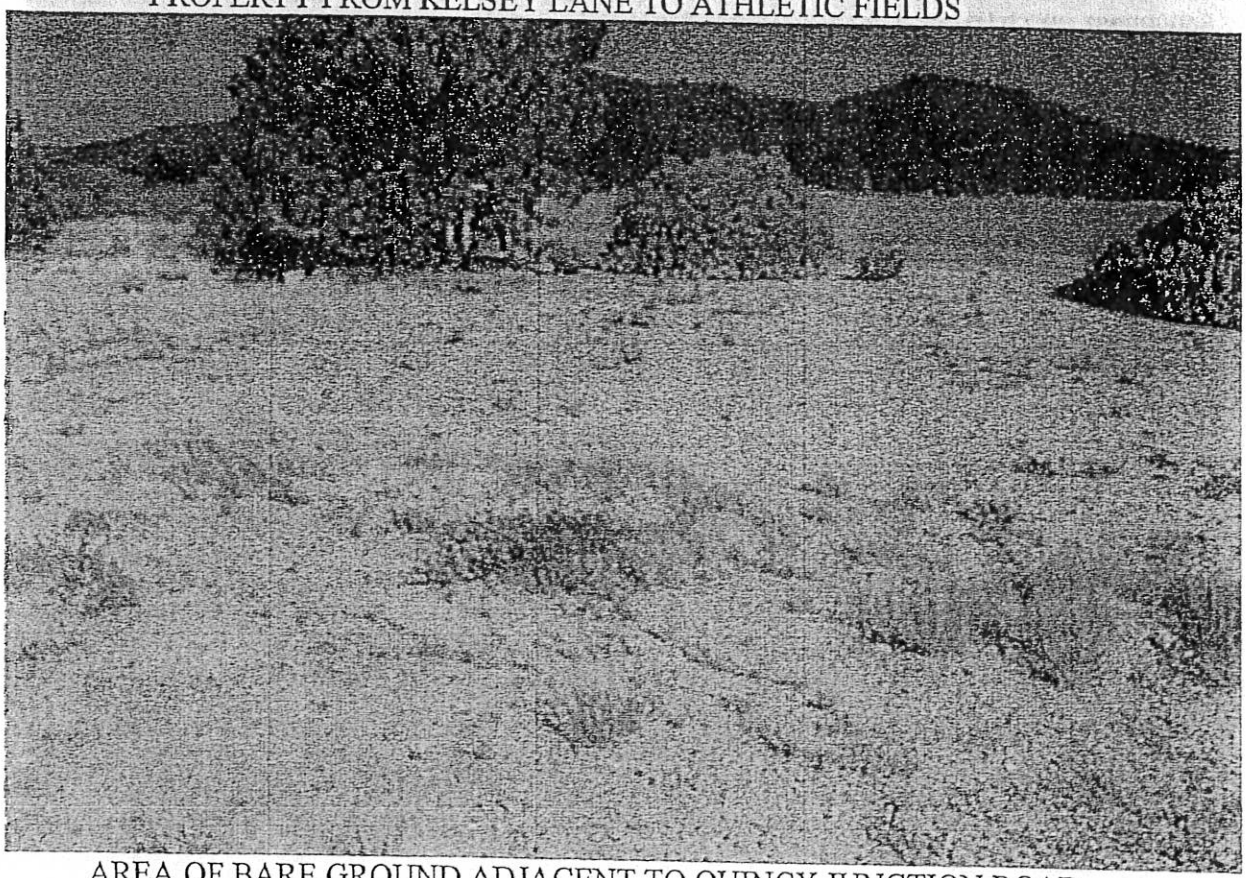
Should any evidence of prehistoric cultural resources be observed (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.), or historic cultural resources, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old home sites- privies, all work should immediately cease, and a qualified archaeologist must be consulted to assess the significance of the cultural materials.

Required Mitigation #2

If human remains are discovered, all work must immediately cease, and the local coroner must be contacted. Should the remains prove to be of cultural significance, the Native American Heritage Commission in Sacramento, California, must be contacted.



PROPERTY FROM KELSEY LANE TO ATHLETIC FIELDS



AREA OF BARE GROUND ADJACENT TO QUINCY JUNCTION ROAD

August 24, 2018

Kevin

Enclosed is some documentation on the amount of loads of fill dirt hauled from the building at 711 East Main Street. At one time it housed the Plumas Recreation Department and so the nickname of "Rec Hall" has remained. We originally purchased the building to put the Recreation Department there.

It is now the Plumas Rural Services building.

This was all virgin soil. We removed a large hill in order to expand the parking lot and the dirt was hauled to our property at Kelsey Lane. There was never any fill dirt hauled from Cal Trans at all. I heard a rumor from the Building Dept. to that effect butt it is not true.

You might want to contact Mike Curran and he could verify that the dirt came from 711 East Main street location. I believe he still lives in Quincy. I believe Bob Brand may be deceased. He lived in Taylorsville. Both of them worked for us when we had our business on Industrial Way known at Quincy Body and Equipment, which is now owned by Waste Management.

If you need further information, let us know.

Betty Sine

Betty Sine

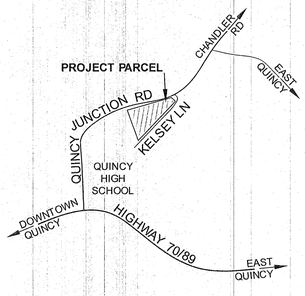
EXHIBIT 10

GENERAL ROUGH GRADING AND DRAINAGE PLAN

FOR THE CPRPD COMMUNITY BIKE PARK
129 KELSEY LN, QUINCY, CA 95971
PARCEL 1 (08-PM-007), 5.32 AC
APN 115-130-015

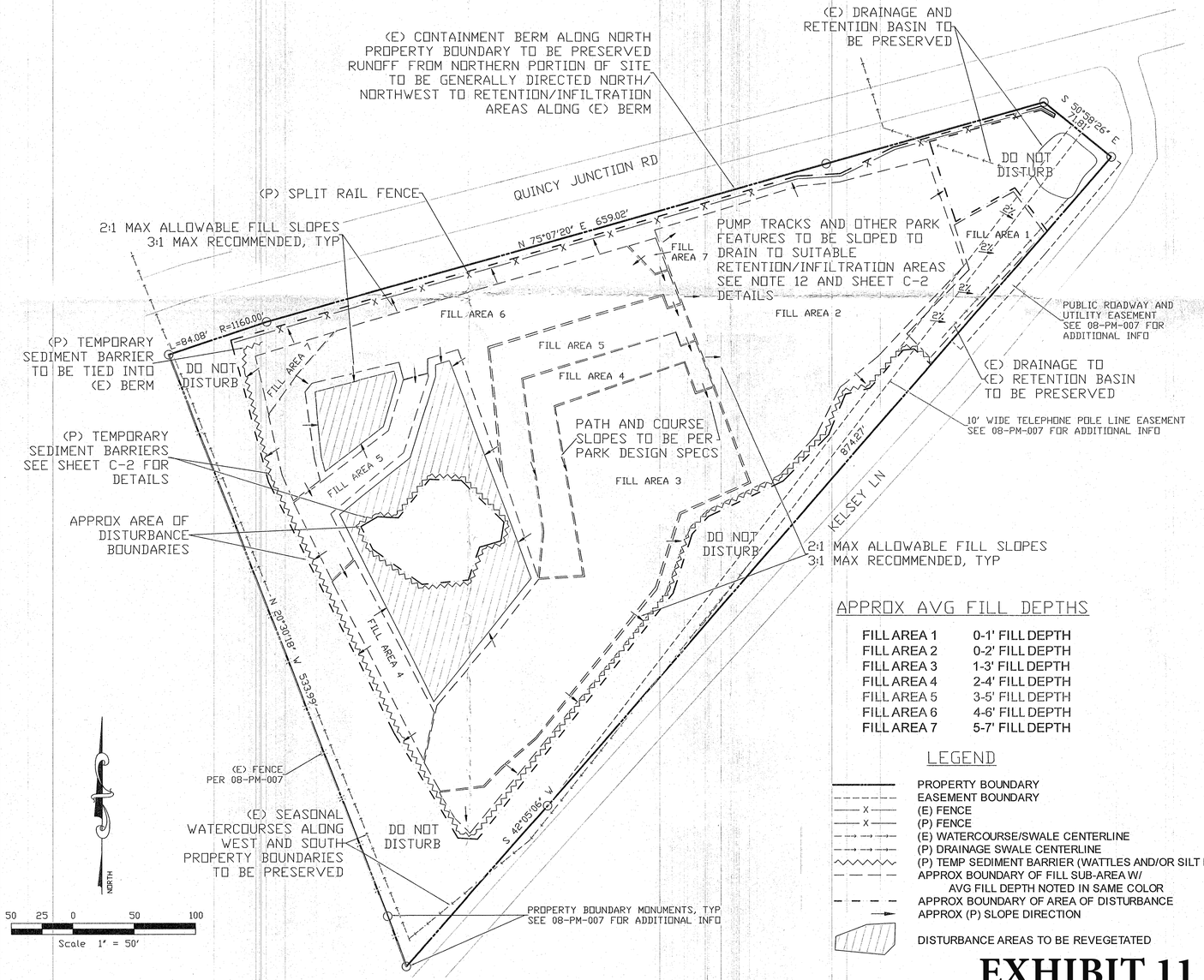
DRAFT
NOT FOR
CONSTRUCTION

LOCATION MAP



ABBREVIATIONS

AC	ACRE
AS	AS SHOWN
APPROX / ~	APPROXIMATELY
CPRPD	CENTRAL PLUMAS RECREATION AND PARKS DISTRICT
DIAM	DIAMETER
(E)	EXISTING
EL/ELEV	ELEVATION
H:V	HORIZONTAL:VERTICAL
LF	LINEAR FEET
MAX	MAXIMUM
MIN	MINIMUM
(P)	PROPOSED
OC	ON CENTER
SF	SQUARE FEET
TYP	TYPICAL
" / IN	INCHES
' / FT	FEET



APPROX AVG FILL DEPTHS

FILL AREA 1	0-1' FILL DEPTH
FILL AREA 2	0-2' FILL DEPTH
FILL AREA 3	1-3' FILL DEPTH
FILL AREA 4	2-4' FILL DEPTH
FILL AREA 5	3-5' FILL DEPTH
FILL AREA 6	4-6' FILL DEPTH
FILL AREA 7	5-7' FILL DEPTH

LEGEND

- PROPERTY BOUNDARY
- EASEMENT BOUNDARY
- (E) FENCE
- (P) FENCE
- (E) WATERCOURSE/SWALE CENTERLINE
- (P) DRAINAGE SWALE CENTERLINE
- (P) TEMP SEDIMENT BARRIER (WATTLES AND/OR SILT FENCE)
- APPROX BOUNDARY OF FILL SUB-AREA W/ AVG FILL DEPTH NOTED IN SAME COLOR
- APPROX BOUNDARY OF AREA OF DISTURBANCE
- APPROX (P) SLOPE DIRECTION
- DISTURBANCE AREAS TO BE REVEGETATED

RECEIVED
MAR 22 2022
PC Planning+Building

NOTES

GENERAL

1. This General Rough Grading and Drainage Plan has been prepared for inclusion with CPRPD Bike Park Project permit application submittals based on Project information conveyed by CPRPD and coorespondences between the Engineer and Plumas County Building and Public Works Departments; all proposed features shown are approximate and subject to change to accommodate the design-build nature of the Project pending approval of the Authorities having Jurisdiction.
2. Property boundaries and easements shown are per Plumas County Parcel Map 08-PM-007; see said map and documentation referenced thereon for additional associated information; existing features shown approximated from aerial imagery and information provided by CPRPD - locations/extents shown are approximate.
3. This Plan portrays (1) approximate fill areas, associated average fill depths, and required fill specifications and placement protocols with the intent to assist in Project planning and ensuring a smooth site prep and rough grading process to establish the rough grades upon which the Bike Park features will be constructed, and (2) approximate existing and proposed drainage features and temporary and permanent erosion control measures/specifications with the intent to assist in ensuring erosion/sediment mobilization is minimized and potential impacts to existing drainage features and surface water and groundwater systems associated with implementation of the Project are mitigated; the drainage portion of this Plan is intended to supplement (not replace) the Drainage Plan shown on Sheet A-2.
4. It is the Contractor's responsibility to ensure no existing utilities will be impacted by the proposed work.
5. It is the CPRPD's responsiblity to ensure that all required permits are obtained and complied with throughout project construction, including coordination of required inspections.
6. All proposed work shall be per applicable regulations.

GRADING, DRAINAGE, & EROSION CONTROL

7. For all grading areas, the ground surface shall be prepared prior to start of grading by removing vegetation, topsoil, and other unsuitable materials (see Note 8); removed vegetation shall be removed from the site or processed onsite in accordance with applicable regulations and guidelines.
8. For areas to receive fill, the grubbed ground surface shall be prepared to receive fill by scarifying the ground to facilitate bonding with the fill material; all fill shall be free of organic, frozen, or other deleterious material and rocks exceeding 12" diameter and shall be placed and compacted in 12" (max) lifts to 95% min relative compaction under parking areas and 90% min relative compaction elsewhere; for utility trenches (if any) suitable trench backfill shall be compacted in 6" lifts to 90% per ASTM 1557 to within 12" of finish grade and topped with suitable fill compacted as noted above.
9. Finish grades shall transition smoothly to adjacent grades in a fashion that does not cause concentration of sheet flow runoff.
10. Contractor shall protect trees within the work area that are not approved to be removed.
11. Cut and fill slopes shall not exceed 2:1 (H:V); 3:1 max fill slopes recommended where feasible.
12. Site sloping/drainage shall be approximately as shown unless otherwise approved; runoff from (P) Bike Park features is expected to be minimized by via avoidance of impermeable surfaces in Project design/construction; finish grading shall ensure positive drainage to suitable rentention/infiltration locations, shall prevent concentration of sheet flow runoff except in constructed stabilized swales, and shall not direct runoff toward steep downslopes; runoff to be generally managed via sloping to swales/directed toward infiltration basins and/or trenches; if needed french drains discharging to dry wells may be installed; see Details 3-6 on Sheet C-2.
13. Contractor shall employ all basic construction Best Management Practices (BMPs), including minimizing area of disturbance, protecting existing vegetation, good housekeeping, dust control, tracking control/sweeping, etc., as needed.
14. Temporary Erosion Control: Contractor shall minimize exposure of disturbed soils to precipitation and stormwater runoff to the extent practicable, shall cover soil stockpiles during significant storm events, and shall deploy straw wattles and/or silt fence (per Details 1-2 on Sheet C-2) where shown to prevent sediment loading to wetland areas and as otherwsie needed to prevent sediment transport offsite; Contractor shall surface parking area and stabilize other disturbed areas (per Note 15) as soon as practicable upon completion of rough grading.
15. Permanent Erosion Control: all disturbed areas outside of the limits of proposed Bike Park features including fill embankments shall be stabilized via revegetation; revegation shall consist of decompaction, seeding, and mulching; decompaction shall be via ripping perpendicular to slope (on-contour) using the teeth of an excavator bucket or approved alternative method; seeding shall be with native weed-free seed per the guidelines of the seed provider; mulch application shall be to 85% minimum coverage using native mulch/forest duff or imported certified weed-free organic mulch as needed; other permenent erosion control measures include preservation of existing stabalized berms, swales, and seasonal watercourses, and avoiding grading which would cause concentration of sheet flow runoff and/or directing runofft oward steep down slopes.
16. In the event that drainage issues or erosion are observed during construction, it shall be the Contractor's responsibility to take corrective action as soon as practicable to minimize impacts and discharge of sediment-laden runoff from the site.
17. In the event that drainage issues or erosion are observed after completion of construction, it shall be the CPRPD's responsibility to take corrective action as soon as practicable to minimize impacts and discharge of sediment-laden runoff from the site.
18. It shall be the CPRPDr's responsibility to monitor and maintain the parcel in it's entirety including all drainage features to ensure continued function and prevent impacts; CPRPD shall be responsible for coordinating and overseeing future drainage improvements and/or other improvements as may be needed as a component of the adaptive management of the Bike Park.

EXHIBIT 11

REVISIONS

DATE	DESCRIPTION

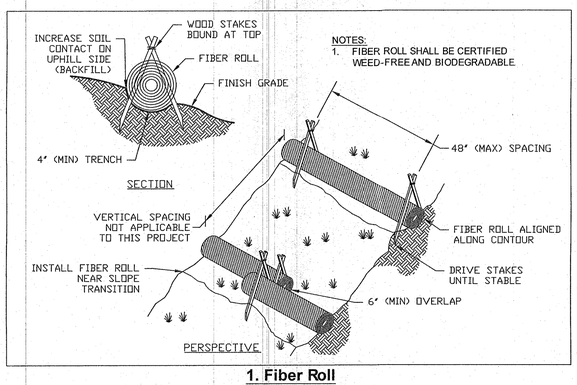
CENTRAL PLUMAS RECREATION AND PARKS DISTRICT
34 FAIRGROUNDS RD
QUINCY, CA 95971
(530) 283-3278

GENERAL GRADING/DRAINAGE PLAN
CPRPD COMMUNITY BIKE PARK
129 KELSEY LN, QUINCY, CA

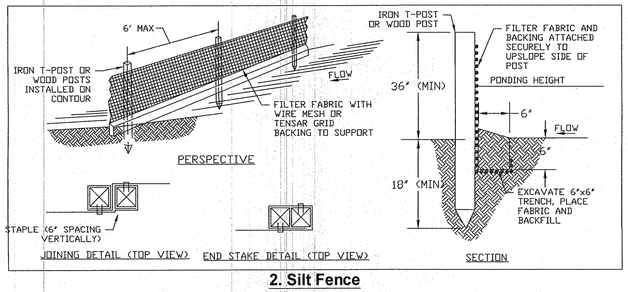
HINDS ENGINEERING
PO BOX 1421
GRAEAGLE, CA 96103
PH: (530) 401-0000
ENGINEERING LIC. #C88952

DRAWN:GRH
CHECKED:
DATE:3.17.22
SCALE: 1"=50'

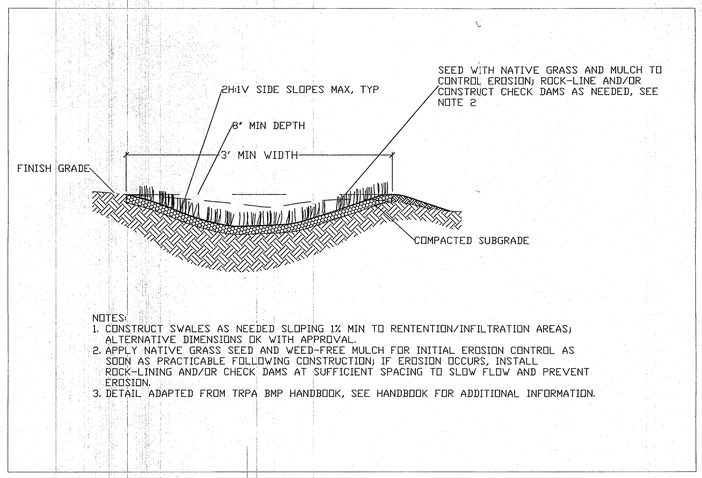
C1
OF 2 SHEETS



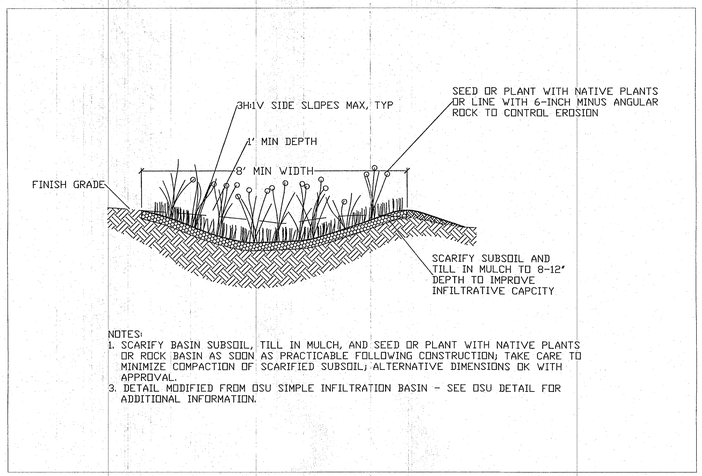
1. Fiber Roll
NTS



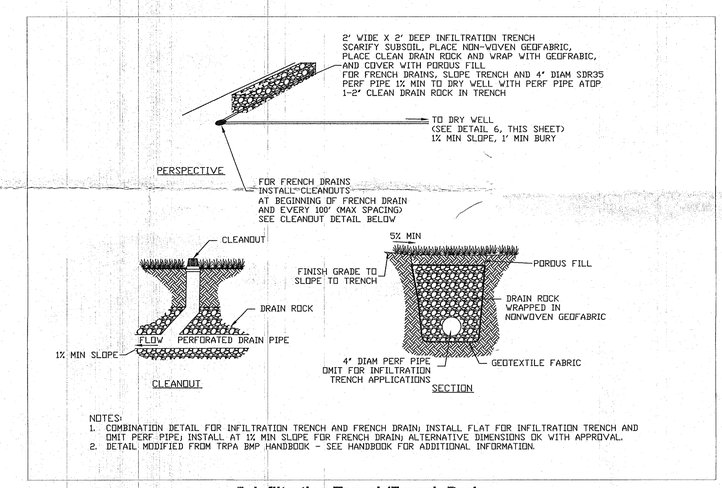
2. Silt Fence
NTS



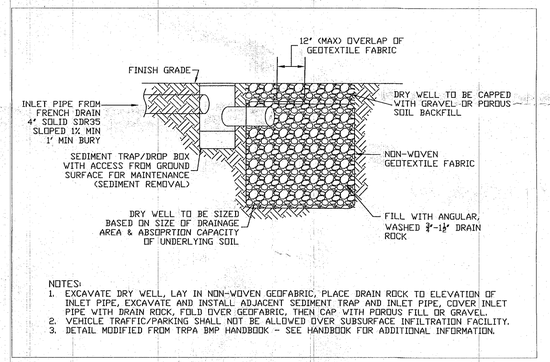
3. Swale
NTS



4. Infiltration Basin
NTS



5. Infiltration Trench/French Drain
NTS



6. Dry Well
NTS

DRAFT
NOT FOR
CONSTRUCTION

REVISIONS

DATE	DESCRIPTION

CENTRAL PLUMAS RECREATION AND PARKS DISTRICT
34 FAIRGROUNDS RD
QUINCY, CA 95971
(530) 283-3278

GENERAL GRADING/DRAINAGE DETAILS

CPRPD BIKE PARK

129 KELSEY LN, QUINCY, CA

HINDS ENGINEERING
PO BOX 1421
GRAEAGLE, CA 96103
PH: (530) 401-0000
ENGINEERING LIC. #C88952

DRAWN:GRH
CHECKED:
DATE:3.17.22
SCALE: AS

C2

OF 2 SHEETS

Prepared for Plumas Charter School

GEOTECHNICAL INVESTIGATION REPORT

Plumas Charter School Facility

Quincy, California

October 26, 2016

File No.: 136-1

EXHIBIT 12

GEOTECHNICAL INVESTIGATION REPORT
PROPOSED PLUMAS CHARTER SCHOOL
QUINCY, CALIFORNIA

TABLE OF CONTENTS

GEOTECHNICAL INVESTIGATION REPORT
PROPOSED CHARTER SCHOOL
QUINCY, CALIFORNIA

PLATES AND APPENDICES

PLATES

APPENDIX A – Borings and Field Tests

APPENDIX B – Laboratory Test Results

The scope of services, as outlined in our May 26, 2016 proposal, consisted of a field exploration, laboratory testing, engineering analyses, and preparation of this Geotechnical Investigation report. The Scope of Services also includes perc testing and analysis.

C. Authorization

This investigation was authorized by our contract dated May 26, 2016, signed on June 2, 2016 by Ms.Taletha Washburn representing the Plumas Charter School.

II. GEOLOGY

A. Regional

The site is located in the Sierra Nevada Geomorphic Province, which is a block of the earth's crust about 400 miles long and as much as 90 miles wide that has been uplifted and tilted westward along a major fault system that marks its eastern limit. The process of uplift, although beginning long ago and still active, became rapid about 2 million years ago, during the time which the present landform was formed.

B. Local

The project area is located on the edge of a valley formed by erosion of the uplifted formations. The eroded surface has been overlain by recent alluvium deposits including silt and sand sediments forming the surface of the valley. Groundwater is located at relatively shallow depths saturating the silty and sandy alluvial sediments. The valley is ringed by uplifted formations of the Superjacent Series of Cretaceous and Tertiary ages.

C. Faulting and Seismicity

The site and the northern Sierra Nevada Mountains are seismically active characterized by the presence of the numerous small active faults. In the general vicinity of the site the active Honey Lake Fault, is located approximately 40 miles to the northeast and the active Indian Valley Fault is located about 11 miles to the northeast. Other active and potentially active faults include the following: Butt Creek Fault Zone, 12 miles northwest; Crablouse Ravine Fault, 8 miles northwest;

Upon completion of the borings, the bore holes were filled with the onsite soil (soil cuttings). Prior to the start of drilling, we contacted Underground Services Alert (USA) to locate possible existing utilities at the boring locations, however, no utilities were discovered in their records.

The test borings were advanced using 6-inch diameter continuous solid flight auger drilling equipment with a truck-mounted CME 75 drill rig. Andresen Exploration Drilling of Reno, Nevada was subcontracted to drill the soil borings. Our field engineer observed the drilling operations, classified the encountered soils, prepared the boring logs, and collected soils samples.

Disturbed samples were taken at the direction of the field engineer during drilling. Relatively undisturbed samples of the subsurface materials were obtained using a Standard Penetration sampler. The sampler was driven 18 inches using a 140-pound hammer falling 30 inches, and blow counts for successive 6-inch penetration intervals were recorded, and the blow counts corresponding to the last 12 inches of penetration were reported. After the sampler was withdrawn from the bore hole, the samples were removed, sealed to minimize moisture loss, and returned to our laboratory.

Soil classifications made in the field from auger cuttings and samples, and were re-evaluated in the laboratory after further examination and testing. The soils were classified in accordance with the Unified Soil Classification System presented on Plate A-1, Boring Log Legend.

Sample classifications, blow counts recorded during sampling, and other related information were recorded on the soil boring logs. The boring logs for borings B-1 through B-4 are presented on Plates A-2 through A-5 in Appendix A.

The locations of the borings were estimated by our engineer based on rough measurements from the limits of existing landmarks. Elevations of the borings were roughly estimated from the altitude measurements made by an altitude app on an I-phone. The locations and elevations of the borings

The fill layer that mantles the site consists of a well compacted mixture of sand, gravel and silty clay. Although no records of compaction tests were available the Standard Penetration Tests performed indicated a range of blow counts (N values) from 18 to 50 plus. The variability of the tests results indicates that the fill may not have been compacted in a uniform manner but was compacted by the trucks hauling the fill to the site.

Alternating random layers of clayey sand, sandy clay and silty clay were encountered immediately below the silty clay layer in the borings to depths of about 15 feet. The silty clay soils have a plasticity index of 1 indicating a non-expansive soil. Field pocket penetrometer testing indicated the clayey soils have an unconfined compressive strength of 0.5 ksf to 3.8 ksf. Below a depth of 15 feet, and extending to the maximum to the depth explored, the soils encountered consist of clayey sand. These soils were medium dense.

For a detailed description of the soil units encountered, please refer to the Logs of Borings presented on Plates A-2 through A-5 of Appendix A. Soil conditions can deviate from those conditions encountered at the locations of the test borings. If significant variation in the subsurface conditions are encountered during construction, it may be necessary to review and/or revise the recommendations presented herein.

B. Groundwater

Groundwater was encountered at the location of borings B-1 at a depth of approximately 15 feet below the existing ground surface. After a period of 1 hour and 20 minutes the groundwater rose 7 feet 2 inches to a depth of 8 feet 10 inches below grade. The groundwater level appears to have risen due to the excess pore pressure created by the overburden pressure of the fill that was placed over the site.

have the lowest blow counts with a low of 8 blows per foot at 26 feet. However, a note on the log indicates the sand was flowing up the hollow stem of the auger approximately 6 inches during sampling. Flowing sand greatly reduces the blow count and invalidates the low blow count. At a depth of 30 feet in the same hole a blow count of 20 was recorded, but still with flowing sand. In order to approximate the potential for liquefaction we used the 20 blows from a depth of 30 feet to calculate the corrected N_{60} value knowing that it is a very conservative number. The results of our analysis yielded a corrected N_{60} = 16 blows per foot at a depth of 35 feet. Using the percent passing the number 200 sieve of 17 percent the soil would have a low probably of liquefying at an earthquake acceleration of 0.10 g. It is our opinion that the probably of liquefaction is low for earthquake accelerations up to 0.2 g. In general, the subsurface soil layers at the site are generally expected to have a low potential for liquefaction.

VIII. RECOMMENDATIONS

A. Foundations

The proposed pre-fabricated buildings may be supported on shallow foundations consisting of continuous and/or isolated footings supported on compacted engineered fill. The recommended allowable soil bearing pressures and depths of embedment and width of footings are provided below in Table 1. Special subgrade preparation will be required as discussed in the "Conclusions" and "Earthwork" sections of this report.

TABLE 1-Foundation Bearing Capacity Recommendations

Footing Type	Allowable Bearing Pressure (psf)*	Minimum Embedment (inches)**	Minimum Width (inches)
Continuous Footing	2,000	16	18
Isolated Column Footing	2,000	16	24" x 24"

*Dead plus Live Load

**Below Lowest Adjacent Grade

subgrade soils should be prepared by scarifying the subgrade to a depth of 8 inches, moisture conditioned to 3 to 5 percent are subjected to vehicle loading, a minimum of 6 inches of Caltrans Class 2 Aggregate Base should be placed beneath the asphaltic concrete layer.

C. Earthwork

1. General

Final grading plans were not available to us at the time this report was prepared. We anticipate that required grading and backfill will consist of excavations and the placement of fills to level the site to finished grade elevation of approximately 1 to 3 feet in height. Final grading plans should be reviewed by our office for conformance to our design recommendations prior to construction bidding.

2. Site Preparation and Grading

In general, site preparation and grading should be performed in accordance with the site specific recommendations which follow. A summary of compaction recommendations is presented in Table No. 1. Additional earthwork recommendations are presented in related sections of this report.

a. Compacting Building Footprint Areas

In order to minimize settlements and achieve a uniform condition under the building, the onsite soils should be excavated to a minimum depth of 24 inches below existing grade or 18 inches below footing bottom whichever is deeper. The bottom of the excavation should be lined with ground stabilization fabric and the onsite soils replaced and compacted to the requirements of engineered fill.

All site preparation and fill placement should be observed by the Engineer or his representative. It is important that during the stripping and scarification process, a representative of the Engineer be present to observe whether any undesirable material is encountered in the construction area and whether exposed soils are similar to those encountered during the geotechnical site exploration.

3. Excavation and Backfill

Excavation for foundations, utility trenches, or other excavations is anticipated to be made with either a backhoe or trencher. We expect the walls of trenches in the fill soils to be stable without support. In areas where granular deposits are encountered, some sloughing of soils into trench excavations may occur. Therefore, the excavation should be evaluated to monitor stability prior to pouring concrete.

Backfills for trenches or other small excavations beneath slabs should be compacted as noted in Table No. 1. Special care should be taken in the control of utility trench backfilling under structural, pavement, and slab area. Poor compaction may cause excessive settlements resulting in damage to overlying structures and slabs.

Special care should be taken in the control of utility trench backfilling in the pavement areas. Poor compaction may cause excessive settlements resulting in damage to the pavement structural section.

Backfilling trenches within City of Quincy Right-of-Way should follow the City's requirements. These requirements include: (12 inches of Class II aggregate baserock (AB) beneath the asphalt concrete (AC) section, and compacted to a minimum of 95 percent relative compaction (ASTM D-1557). Beneath the Class II "AB" section approved engineered fill material compacted to a minimum of 90 percent is required as shown on the Standard Trench Section for City Streets in Appendix C. In addition, bedding material used around polyvinyl chloride pipes and for general trench backfill under existing streets (except where Class II aggregate baserock is specified) should conform to the following specification :)

preparation should extend a minimum of 2 feet laterally beyond the back of curb or edge of pavement. The aggregate baserock should be compacted as noted in Table 3.

2. Site Drainage

Paved areas should be sloped and drainage gradients maintained to carry all surface water off the site. Surface water ponding should not be allowed anywhere on the site during or after construction. Where curbs are used to isolate landscaping in or adjacent to the pavement areas, or where located adjacent to vacant land, we recommend the curbs extend a minimum of 2 inches into the subgrade soil below the baserock to provide a barrier against migration of rain or landscape water into the pavement section.

All trench backfills, including utility and sprinkler lines, should be properly placed and adequately compacted to provide a stable subgrade. An adequate drainage system should be provided to prevent surface water or subsurface seepage from saturating the subgrade soil. The aggregate base and asphalt concrete materials should conform to ASTM test procedures and work should be performed in accordance with Caltrans Standard Specifications, latest edition.

Proper site drainage is important for the long-term performance of the planned structures. The site should be graded so as to carry surface water away from the building foundations at a minimum of 5 percent to a minimum of 5 feet laterally from the buildings. In addition, all roof gutters should be connected directly into a storm drainage system or on an impervious surface sloping away from the buildings, provided it does not create a safety hazard. Subsurface flows should also be controlled.

D. Perc Tests and Leach Field

The sanitary sewer design was determined using the occupancy information provided and the results of two perc tests performed at the site. The occupancy of the school at capacity will include 225 students and 30 adults. Which will require a septic tank capacity of 4,000 gallons.

A field test program was conducted to determine the perc rates of the soil. Two perc tests were conducted over a two day period. The locations of the Perc Tests are shown on Plate 1 – Site Plan and Boring Locations. The results of the Perc Tests, and the calculated size of the leach field are presented in Appendix B, Plate B-2 and Plate B-3.

ADDITIONAL SERVICES AND LIMITATIONS

A. Additional Services

The review of plans and specifications and field observation and testing during construction by the Geotechnical Engineer are an integral part of the conclusions and recommendations made in this report. If we are not retained for these services, the client will be assuming our responsibility for any potential claims that may arise during or after construction due to the misinterpretation of the recommendations presented herein. The recommended tests, observations, and consultation by the Geotechnical Engineer during construction include, but are not limited to:

- review of plans and specifications,
- observations of site grading, including stripping and engineered fill construction,
- observations of foundation construction,
- in-place density testing of fills, backfills and finished subgrades.

B. Limitations

The services provided under this contract as described in this report include professional opinions and judgments based on the data collected. These services have been performed according to generally accepted geotechnical engineering practices that exist in the Northern California Area at the time the report was written. No warranty is expressed or implied. This report is issued with the understanding that the owner chooses the risk he wishes to bear by the expenditures involved with the construction alternatives and scheduling that is chosen.

Boring No. B-1	Date Completed: 9/20/16	Sampler Type: SPT
Logged by: R. Short	Time Started: 11:00 AM	Hammer Wt. : 300 lb.
Total depth, ft. 35.0	Time Completed:12:20	Boring backfilled: Cuttings

Depth, ft	Field: Sample	Field: Blows/ft.	Laboratory: Dry Density Pcf	Laboratory: Moisture Content %	Laboratory: Compressive Strength tsf	Laboratory: Other Tests	Pen, tsf	DESCRIPTION
								Surface Elevation: _____
25								
30	X	8						Clayey SAND Sand flowing up hollow stem 6-inches
35	X	20						Flowing SAND 12 inches
20								Bottom of Boring – 35 feet
25								
30								

Project No. 132-1 Date Completed 9/20/16 Drilling Method: Hollow Stem Auger

Logged by R.Short Hammer Wt. 140

Total depth: 16.5 feet Notes: _____

Ground Water Depth: Not encountered Boring Backfilled: Grouted

Depth, ft	Field: Sample	Field: Blows/ft.	Laboratory: Dry Density Pcf	Laboratory: Moisture Content %	Laboratory: Compressive Strength tsf	Laboratory: Other Tests	Pen, tsf	DESCRIPTION
								Surface Elevation: est. 3372
5	X	36						Silty SAND, reddish tan, some rock fragments, dense FILL Dark Brown
10	X	3					0.4	Gravel, rounded, ½ ", Clayey SILT, Black to Gray brown ML Silty CLAY, dark brown, soft, wet CL
15	X	4					0.5	Silty CLAY, Gray-brown, soft, wet CL
20								Bottom of Borings 16.5 feet
25								
30								

Richard D. Short and Associates
Geotechnical Consultants

LOG OF BORING NO. 3
Plumas Charter School
Quincy, California

PLATE
A-5

Date Complete: 9/20/16

Logged by: R. Short

Total depth: 35 ft.

Ground Water Depth: -7- 2"

Drilling Method: 6" Hollow Stem Auger

Hammer Wt. 300lbs

Notes: G. W. rose from -15' to – 7'2"

Boring Backfilled: On-Site soils

Depth, ft	Field: Sample	Field: Blows/ft.	Laboratory: Dry Density Pcf	Laboratory: Moisture Content %	Laboratory: Compressive Strength tsf	Laboratory: Other Tests	Pen, tsf	DESCRIPTION
								Surface Elevation: 3372 ±
5	X	11						Silty SAND, reddish brown, FILL
							1.9	Sandy CLAY, black, stiff CH
10	X	7					1.5	Silty CLAY< Gray-Brown, firm CH
15	X	11						Clayey SAND, Gray-Brown, medium dense SC
20	X	24						
25	X	8						Loose
30								

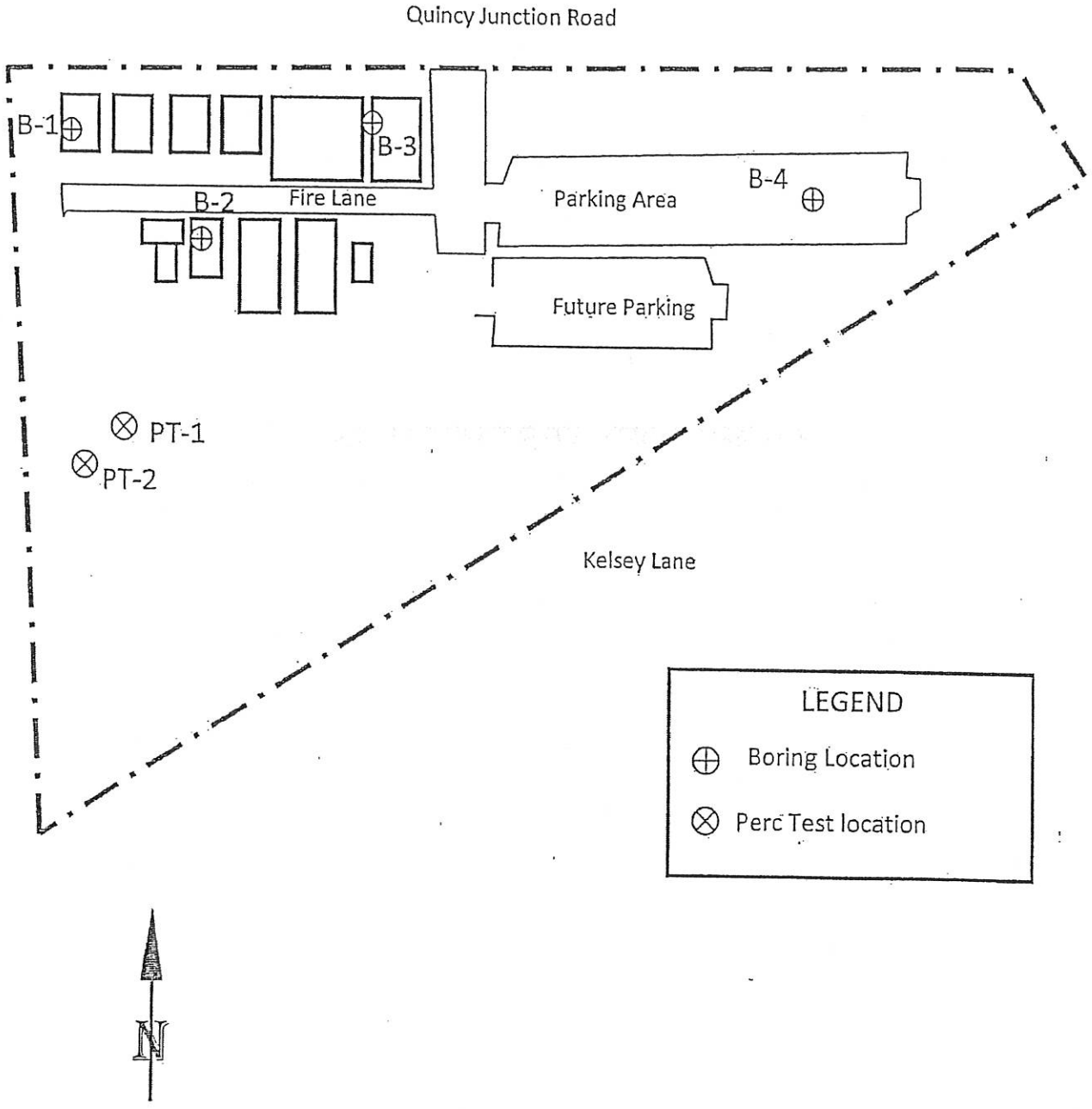
Richard D. Short and Associates
Geotechnical Consultants

LOG OF BORING NO. 1
Quincy Charter School

PLATE
A-2

APPENDIX A

BORING LOGS



Richard D. Short and Associates, LLC. *Geotechnical Engineering* *530 836 7338*	SITE PLAN WITH BORING LOCATIONS Plumas Charter School	PLATE 1

APPENDIX B

LABORATORY TEST RESULTS

PLUMAS COUNTY ENVIRONMENTAL HEALTH
PERCOLATION TEST REPORT FORM

I. IDENTIFICATION

Assesor's Parcel No: _____

Owner's Name: Charter School

Mailing Address: _____

II. PERCOLATION REPORT

Parcel Location Address: _____

Sub Division: _____

Hole Location (Attach plot plan with Hole Location Indicated)

	Hole #1	Hole #2	Hole #	Hole #
Ave. Perc Rate (min per inch)	11.4	7.1		
Required Sq. Ft. per Bdrm				

1. Average diameter of hole: 6 in.
2. Depth of hole before sand and gravel; 30 in
3. Date and time presoaked: _____
4. Water Measurements: Date: _____

Hole # TP-1	Run # 1	Hole # TP-2	Run # 1	Hole #	Run #	Hole #	Run #
Time 2:13	Depth To Water Surface (inches)	Time 3:10	Depth to Water Surface (inches)	Time	Depth to Water Surface (inches)	Time	Depth to Water Surface (inches)
0 2:13	10.4 - 10 m/in	3:10	6.25				
2:23	12 -	3:15	7"				
2:33	13.5 - 10/5	3:20	8"				
2:43	14.75	3:25	9"				
3:33	17.00	3:35	9 3/4"				
80m	7"	25m.	3.5"				

III. CERTIFICATION

I hereby certify that the above information is the result of a percolation test I performed in accordance with Plumas County Percolation Test Procedures.

Signed: Richard Short License No: C21101 Tel No: 530 7338

FOR OFFICE USE ONLY

Comments: _____

Reviewed By: _____ Date: _____

PLATE B-2

PLUMAS COUNTY DEPARTMENT OF PUBLIC WORKS

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

Memorandum

RECEIVED

APR 4 2022

PC Planning+Building

Date: April 4, 2022

To: Tim Evans, Senior Planner

From: John Mannle, Director

Re: Response to additional information submitted on March 24, 2022 for the Special Use Permit for Central Plumas Recreation District Community Bike Park – U 6-20/21-18

The Department of Public Works has reviewed the additional grading and drainage plan information provided by Hinds Engineering dated March 17, 2022 and finds that the information adequately addresses the concerns outlined in our memo of July 30, 2021.

The Department of Public Works recommends that the project be approved with a condition requiring the project be constructed in conformance with the aforementioned plans and that all erosion, drainage and grading notes be incorporated into applicable phases of the project's development.

If you have questions concerning this memorandum, please contact Andrew Hammond at (530) 283-6493.

John Mannle, Director
Department of Public Works

EXHIBIT 13

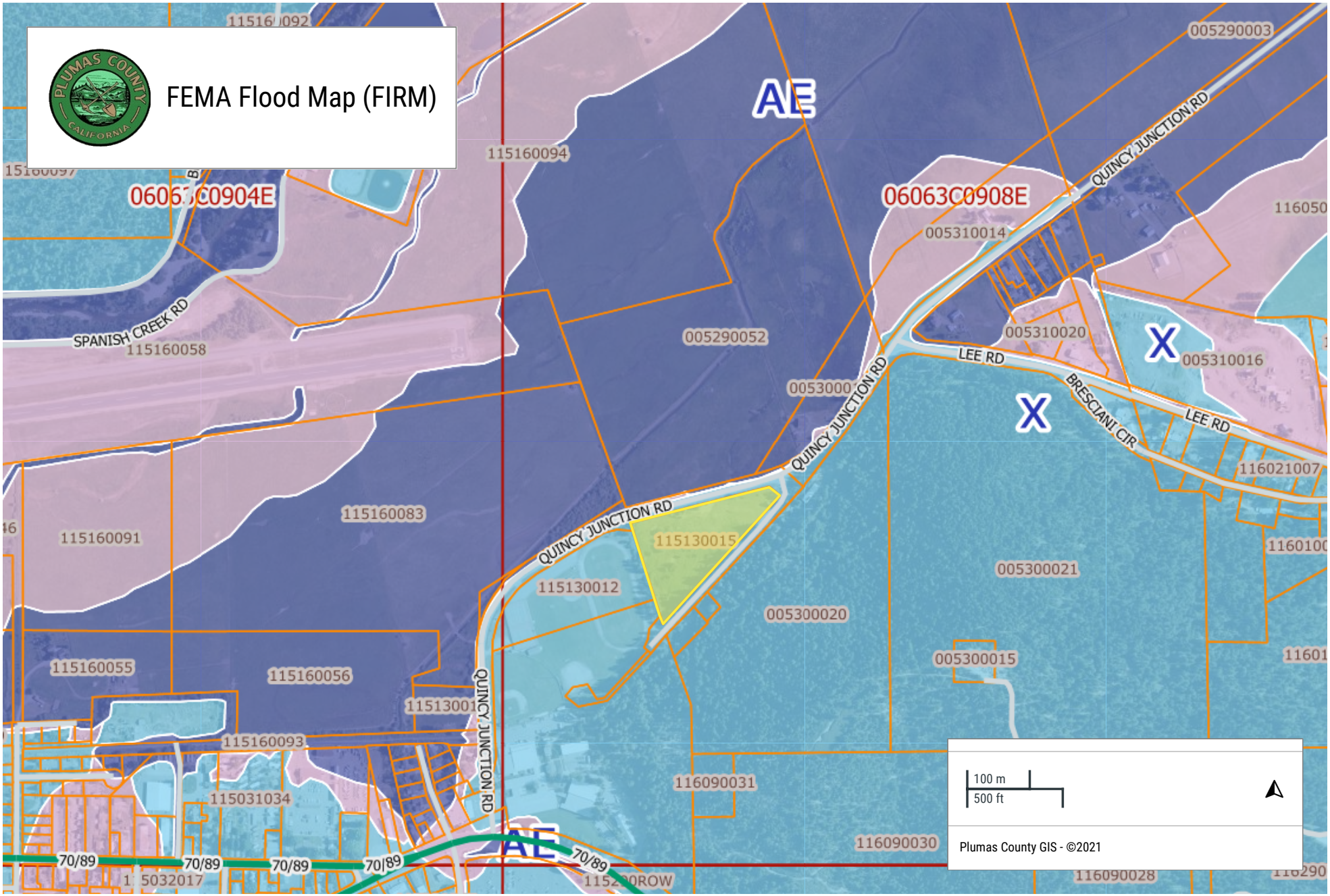

FEMA Flood Map (FIRM)
AE
06063C0904E
06063C0908E
115160094
005290003
QUINCY JUNCTION RD
005310014
116050
SPANISH CREEK RD
115160058
005290052
005310020
X
005310016
LEE RD
0053000
BRESCIANI CIR
116021007
115160083
115160091
115130015
005300021
115130012
005300020
005300015
115160055
115160056
115130010
115160093
115031034
116090031
116090030
116090028
70/89
AE
100 m
500 ft
Plumas County GIS - ©2021

EXHIBIT 14

PLUMAS COUNTY DEPARTMENT OF PUBLIC WORKS

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

Memorandum

Date: July 30, 2021

RECEIVED
JUL 30 2021
PC Planning+Building

To: Becky Herrin, Assistant Planning Director

From: John Mannle, Director

Re: Response to Preliminary Review & Consultation for a Special Use Permit for Central Plumas Recreation and Park District

The Department of Public Works has reviewed the above referenced proposal and offers the following comments:

1. The Department of Public Works is concerned with cyclists entering into the travelled way of Quincy Junction Road and recommends a barrier between the track and the roadway.

2. As a condition of the Special Use Permit, Public Works requests that the applicant submit a grading and preliminary drainage plan, which demonstrates that on-site drainage facilities will function properly with no adverse impacts to adjacent properties or County roadways and drainage infrastructure.

   The Department of Public Works is available to provide guidance on the preparation of the aforementioned grading drainage analysis.

If you have questions concerning this memorandum, please contact Jim Graham at (530) 283-6169.

John Mannle, Director
Department of Public Works

EXHIBIT 15