



**Plumas County**

**Negative Declaration Number # 677**

**for**

**General Plan Amendment/Zone Change**

**GPA 7-18/19-01**

**The Brewing Lair**

**Richard and Susan DeLano, applicants**

**Plumas County, CA**

**Filed:**

**Review Period:**

**From: , 2020 through , 2020**

**APPROVED/CERTIFIED:**

**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: Rebecca Herrin

Written by: Rebecca Herrin

Title: Asst. Planning Director

Title: Asst. Planning Director

Date: July 17, 2020

## Initial Study

1. **Project Title:** Summer 2018 General Plan Amendment/Zone Change-GPA 7-18/19-01  
Doing business as The Brewing Lair, Inc. and Mountain Goat Farmstead, LLC; Richard and Susan DeLano
2. **Date of Initial Study Preparation:** July, 2020
3. **Lead Agency Name and Address:** Plumas County Planning and Building Services, 555 Main Street, Quincy, CA 95971
4. **Prepared By:** Rebecca Herrin, Assistant Planning Director
5. **Project Location:** 67007 and 67163 Highway 70, Blairsden, CA; Assessor Parcel Numbers 123-150-024-000 and 123-150-025-000; T22N/R12E/Sec.10, MDM; 39.783329 and -120.614222.
6. **General Plan Designation:** Rural Residential, Scenic Road; within the boundary of the Graeagle Town Planning area
7. **Zoning:** R-10 (Rural), SP-ScR (Special Plan Scenic Road)
8. **Project Description:** The Board of Supervisors has established county policy that allows revisions to the general plan to be proposed by the county by resolution of intention or by private parties two times per year in the Winter and in the Summer. Existing Government Code somewhat restricts the revision process by permitting the actual adoption of amendments to any mandatory element to no more than four times per calendar year. However, the Board of Supervisors is free to accumulate numerous amendments in each such revision. This application was submitted July 10, 2018 therefore it is considered part of the Summer 2018 General Plan Amendment although the project will be brought before the Board of Supervisors in 2020.

The project is a General Plan Amendment and Zone Change to change the general plan designation from Rural Residential and Scenic Road to Commercial, retaining the Scenic Road designation and to amend the zoning from R-10 (Rural) to C-3 (Convenience Commercial), retaining the SP-ScR (Special Plan Scenic Road) zoning. The current zoning category of R-10 (Rural) allows the existing business as a “Home industry” subject to the issuance of a special use permit and in conjunction with a dwelling unit. The business located on the property has expanded beyond the home industry classification and commercial usage of the property has triggered additional requirements that are not complementary to the residential zoning and general plan designation. Owner/operators desire to keep the existing brewery operational and perhaps expand with a restaurant and additional outdoor recreational activities.

**9. Surrounding Land Uses and Setting:** The southern property boundary consists of right-of-way of State Route 70. Both properties have access off the State highway; one with a dedicated easement and one with an improved encroachment. Directly to the south of the highway lies the Rural Place of Blairsden with various commercially designated properties zoned C-2 (Periphery Commercial).

To the west lies another commercially designated property zoned C-3 (Convenience Commercial). To the north and east lies property designated Rural Residential and Limited Access Residential and zoned R-10 and R-20, respectively. There is also some land designated Timber Resource lands and zoned GF (General Forest) to the north owned by Graeagle Land and Water Company. The water supply tank for the Blairsden Water Users Association is located on this property.

**10. Relationship to Other Projects:** Although this General Plan Amendment and Zone Change was submitted as part of the Summer 2018 General Plan Amendments, it will be considered along with another General Plan Amendment application submitted August, 2019 (GPA 8-19/20-01; Dieter). These applications were submitted at various times in the application cycle however the two will be considered as one General Plan Amendment and corresponding zoning change as permitted under State law.

**11. Other public agencies whose approval is required:** Plumas County Board of Supervisors.

**12. 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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** None of the California Native American tribes traditionally and culturally affiliated with the project area have requested consultation pursuant to Public Resources Code section 21080.3.1.

**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” and subject to mitigation as indicated by the checklist on the following pages.

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

## DETERMINATION:

On the basis of this initial evaluation:

I find that, based on the initial study and the county and state regulations that govern the General Plan Amendment and zoning change, there will not be a significant effect on the environment. Therefore, a Negative Declaration will be prepared.



Name: **Rebecca Herrin**

Title: **Assistant Planning Director**

Date: **July 17, 2020**

## 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. The Plumas County General Plan designates scenic roads and applies design standards to those county-designated scenic roads.

State Route 70, in the project vicinity, is designated as a Scenic Road in the Plumas County General Plan. The Scenic Road policy applies standards for development, which includes a prohibition of off-premise advertising signs and sign size limitation of 100 square feet for commercial signs. There is also a fifty foot building exclusion area measured from the banks of any perennial stream that crosses the highway. No amendment to the Scenic Road designation or to the Special Plan Scenic Road (SP-ScR) zoning is proposed and the Scenic Road standards for development will remain in place.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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:** Although the site fronts State Route 70, the developed portions of the property are not visible by the public from any roadways. The access and highway encroachment are existing and have not impacted any resources within the state scenic highway. Future improvements may be necessary to bring the access up to standards, but these improvements are not anticipated to impact any scenic resources within the state scenic highway.

No advertising signs are allowed within the CALTRANS highway right-of-way.

Future construction may include the addition of new light sources (i.e., interior and exterior building lighting) that would introduce additional nighttime lighting to the project site and vicinity. This impact can be seen as *less-than-significant* due to the site's remote location. Plumas County

Code Section 9-2.411 requires that all lighting be installed to focus away from adjoining properties.

Therefore, impacts to **Aesthetics** would be *less-than-significant*.

## **2. AGRICULTURE/FOREST 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 159,000 acres used for agriculture, approximately 109,658 acres are under Williamson Act contracts. 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 resource lands being the first. The 1.4 million acres of forest resource lands in the county are comprised of private, State and federal lands. Of those 1.4 million acres of forest resource 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** Plumas County is not mapped as part of the Farmland Mapping and Monitoring Program, with the exception of the Sierra Valley. The project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. It would not involve any other

changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural uses. The nearest agriculturally zoned land is located almost three miles from the project site.

As this project involves an existing property that has been developed as commercial and residential use, with structures, driveways, and parking areas, it can be assumed that it has already undergone a conversion of forest land to non-forest use in conformance with the Z'Berg-Nejedly Forest Practice Act pursuant to Public Resources Code 714 when the property was cleared for the original building construction. The remaining undeveloped property will undergo the same process when and if it is developed for use in the future.

Any removal of naturally occurring commercial tree species would be required to obtain approval from the California Department of Forestry and Fire Protection which would be regulated under provisions of the Z'Berg-Nejedly Forest Practice Act pursuant to Public Resources Code 714. "Commercial species" include Ponderosa and Jeffrey Pine, Sugar Pine, Red and White Fir, Douglas fir, and Incense Cedar, which are present on portions of the site.

Although the property to the north of this project site is zoned General Forest (GF) and contains timber resources, the project does not conflict with existing zoning or cause rezoning of forest land or timber land due to the lack of development potential for that area. This property is removed from existing service providers and does not have sufficient road access for development. The Plumas County General Plan contains numerous policies constraining conversion of agricultural and timber resource lands located outside designated planning areas such as this property.

A "no comment" was received from Katherine Carpenter, Environmental Coordinator, Plumas National Forest Supervisor's Office (Exhibit 3).

Therefore, there are ***no impacts*** to Agriculture and Forest Resources.

### **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 during the summer months to 18 degrees 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. 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 United States 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. Plumas

County is currently designated as non-attainment for PM<sub>2.5</sub> and PM<sub>10</sub> based on state standards administered by the California Air Resources Board (CARB). Recorded trends are likely to continue because the primary causes of PM<sub>10</sub>, 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 road dust from unpaved roads, 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.

The Plumas County 2035 General Plan includes eight (8) policies regarding air quality. One of those policies, ***COS 7.9.4 Vehicle Trip Reduction Measures***, “shall encourage new developments that reduce the length and frequency of vehicle trips through land use and transportation decisions that encourage mixed-use developments and compact development patterns in areas served by public transit and alternative modes of travel.”

The Northern Sierra Air Quality Management District has adopted various rules to control air pollution. Among the rules that would apply to the project, two of the rules are Rule 226: Dust Control and Rule 205: Nuisance. Rule 226 is intended to reduce and control fugitive dust emissions to the atmosphere due to the operation of machines and equipment. Rule 205 is intended 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, housing for the elderly, and convalescent facilities.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** The project would not result in greenhouse gas emissions, either directly or indirectly, that would have a significant environmental impact, and would not conflict with any applicable plan, policy or regulation to reduce greenhouse gas emissions. The commercial usage of the properties would produce greenhouse gas emissions due to vehicle traffic. However, the vehicle traffic is anticipated to be no more than what is currently experienced as the purpose of the general plan amendment and zone change is to bring the existing operation into conformance. Furthermore, the operation of equipment on the site is limited and not anticipated to contribute emissions.

The dry, windy climate throughout the County during the summer months creates a potential generation of dust when soil is disturbed. The Northern Sierra Air Quality Management District (NSAQMD) has not adopted any attainment plans for PM<sub>2.5</sub> or PM<sub>10</sub>. Although the proposed Portola Fine Particulate Matter (PM<sub>2.5</sub>) Attainment Plan that the NSAQMD is considering for adoption considers fugitive dust insignificant and does not establish a budget for that pollutant. Long-term emissions impacts caused by vehicles accessing the site and limited operation of equipment would be minimal.

After the project information was reviewed by the NSAQMD, the following comment was provided by Sam Longmire, APCS, Northern Sierra Air Quality Management District, on August 17, 2018 (Exhibit 4):

“The Northern Sierra Air Quality Management District (NSAQMD) has reviewed the Preliminary Review & Consultation for a General Plan Amendment and Rezone of 67007 & 67163 SR 70- The Brewing Lair, and has no comment”.

The general plan amendment and zone change resulting in the existing business operation coming into zoning compliance would not violate any air quality standard or contribute substantially to any air quality violations.

The project would not create substantial pollutant concentrations due to the limited operation of equipment and vehicles; therefore there would be no measurable impact. If further development involving construction of buildings or other improvements occurred, it would not be expected to result in a cumulatively considerable increase of any criteria pollutants due to the construction

being temporary. In any event, the rules adopted by the Northern Sierra Air Quality Management District are in effect and applicable to the project, such as Rule 226: Dust Control.

Sensitive receptors are locations where individuals are more sensitive to the adverse effects of pollutants, such as residences, day care providers, hospitals, schools, elderly housing, and convalescent facilities. Pollutant concentrations would minimally increase during the Brewing Lair operations and with visitors to the site; however, there are no sensitive receptors located within close proximity to the project resulting in no impact to sensitive receptors.

Due to the nature of the existing business and the project location, there would be no issues with objectionable odors.

In addition to the information previously discussed regarding air quality, the following General Plan policies are considered “mitigating policies” for mitigation of potential air quality impacts:

#### ***1.1.1 Future Development***

The County shall require future residential, commercial and industrial development to be located adjacent to or within existing Planning Areas; areas identified on Plumas County's General Plan Land Use Maps as Towns, Communities, Rural Areas or Master Planned Communities (see Figures 9-15), in order to maintain Plumas County's rural character with compact and walkable communities. Future development may also be approved within areas for which Community Plans or Specific Plans have been prepared. Small, isolated housing tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult and costly to provide with services. Land division may be allowed outside of Planning Areas only when the resulting development complies with all applicable General Plan Policies and County Codes.

#### ***1.1.2 Infill Development***

The County shall plan to concentrate new growth both within and contiguous to existing Towns and Communities and require expansion of existing infrastructure as needed to efficiently and safely serve the new growth.

The project consists of a proposal for a general plan amendment and zone change to allow commercial development with a Planning Area boundary (Town of Graeagle).

#### ***1.5.1 Use of Existing Infrastructure***

The County shall require the use of existing infrastructure for new development whenever feasible

#### ***1.5.2 Cost Effective Land Use Pattern***

The County shall develop a land use pattern that, to the maximum extent feasible, will facilitate the delivery of community services in the most cost-effective manner for water, sewer, flood control, public safety services, and road construction and maintenance.

The project site is served by existing infrastructure although the site is not located within any services district providing water and sewage disposal services. If the general plan amendment and zone change is approved, a contract for structural fire protection and emergency services provision will be necessary for operation of the existing business.

### **5.9.2 *Land Use Density***

The County shall encourage compact residential and commercial uses that reduce travel, infrastructure and energy use.

The uses proposed under the Commercial designation and the Convenience Commercial (C-3) zoning are limited to those serving small population centers and residential developments. The purpose of the C-3 zone is “to provide for commercial uses serving small population centers, highway-oriented commercial uses, commercial-recreation developments and commercial uses as an integral part of residential developments”. The location of the project site within the Town of Graeagle, along State Route 70 with access directly adjacent to the intersection of State Route 70 with State Route 89 will serve to reduce Vehicle Miles Traveled (VMT).

Therefore, it can be seen that there are *no impacts* to Air Quality.

## **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 give 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 Wildlife 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 eagle, osprey, several mammals, and plant/wildlife species associated with wetland habitats.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** According to maps in the 2035 General Plan Environmental Impact Report, the project site is classified as Conifer and Mixed Conifer habitat area, consisting of Ponderosa pine, Incense cedar and Douglas fir with a limited amount of willow and aspen along a perennial watercourse. 72% of the County land coverage falls into this habitat classification.

The project site is also within a designated Deer Winter Range. A letter submitted by James L. Lidberg, Certified Wildlife Biologist, on March 21, 2008 (Exhibit 5).

*“The site has a very limited understory component consisting of bitterbrush, Greenleaf manzanita, ceanothus, and western serviceberry. There are pockets of relatively dense trees/shrub habitats that are suitable for winter thermal cover, but most of the area is quite open. There is a relatively limited forage base which reduces the overall habitat quality for deer.*

*“During my site visit, deer use was evident, with numerous tracks of both adults and fawns crisscrossing the area.*

*“Although this site has evident deer use, I don’t believe that permitting this parcel split will cause a significant adverse impact to the winter range of the Sloat deer herd.”*

While there are remaining areas on the project site that could be developed could access be found, the site is occupied by The Brewing Lair, a brewery and tasting facility, which includes several structures and parking areas. The adjacent parcel to the east that is part of the project is not yet developed, but it is served by a driveway and road.

Both parcels were created by a parcel map for Robert and Jean Blount which was approved in 2008 and recorded at Book 12 of Parcel Maps at Pages 103-105. There were no limitations on building areas based on the review of biological resources impacts at that time.

The project would not have a substantial adverse impact, directly or indirectly, on any species, habitat, or community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

According to the 2035 General Plan Environmental Impact Report, several special-status species have the potential to occur in this area. Several special status plant species have high potential to occur on the project site as ideal habitat conditions exist or known populations occur in the immediate area. According to monitoring surveys conducted on the Plumas National Forest, the following plant species populations are considered stable: Constance’s rock cress and Feather River stonecrop. The Northern goshawk has potential to occur on site but the species tends to be in an upward trend on the Plums National Forest.

Most of the special status plants tend to occur in wetland areas or seeps. The likelihood of such occurrences are low.

As stated above, the project site has already been disturbed and it is unlikely that a great deal more commercial development will occur, mainly due to poor access to the properties. Both properties

could support a limited amount of development near State Route 70 and each could have a dwelling unit on the rear half.

The California Department of Fish and Wildlife did not respond with any concerns to the preliminary review request for information. As discussed above, Mr. James L. Lidberg determined that there was no significant impacts to the Sloat deer herd.

The following mitigating policies are designed to protect sensitive open space areas, species, and wildlife movement corridors:

#### ***7.2.1 Habitat Protection***

The County shall protect areas that have significant habitat and wetland values, including riparian corridors, wetlands, grasslands, and creeks and rivers, from incompatible rural development. The County shall also support their protection as a method to provide carbon sequestration for GHG emissions under applicable State programs.

#### ***7.2.2 Species and Habitat Avoidance***

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

As the parcels involved in the general plan amendment and zone change are existing properties with developed access and one of the properties is occupied by The Brewing Lair, a brewery and tasting facility, which includes several structures and parking areas, there are no proposals to impact any of the listed habitat areas. Any development proposals will be reviewed to ensure compatibility with the goal of habitat protection.

#### ***7.2.3 Land Use Management***

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

Both parcels were created by a parcel map for Robert and Jean Blount which was approved in 2008 and recorded at Book 12 of Parcel Maps at Pages 103-105. There were no limitations on building areas based on the review of biological resources impacts at that time.

The project is not anticipated to have a substantial adverse effect on federally protected wetlands.

The project is not anticipated to interfere substantially with any migratory fish or wildlife species, or wildlife migration corridors due to the location and nature of the project.

The 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 due to none of these plans existing on or near the project site.

No new impacts have been identified through this Initial Study. The Department of Fish and Wildlife did not identify any concerns with the project.

#### ***7.2.9 Wildlife Fencing***

The County shall discourage the use of fencing in rural areas that is exclusionary or dangerous to wildlife, except when necessary for property protection, human safety, crop protection, or domestic animal containment through its discretionary project review and implementation process. Where fencing is necessary, wildlife friendly standards will be considered to the extent feasible.

The Board of Supervisors approved a wildlife-friendly fencing ordinance in 2019 which will apply to any fencing installed on the project site.

#### ***7.2.11 Density Transfers***

The County shall permit density transfers and other TDRs as a means of protecting wildlife migration routes and habitats where such transfers will not adversely affect the adjacent wildlife area due to spill-over effect.

The project is a general plan amendment and zone change involving existing parcels and none of the issues triggering density transfers were identified during the previous environmental review in 2008.

The following mitigating policy was identified as a result of the environmental analysis and is required to mitigate an adverse impact on special status species:

#### ***7.2.13 Biological Resource Maps***

The County shall maintain and consult biological resource maps during the discretionary permit review process in order to identify habitat concerns and guide mitigations that will reduce biological resource impacts. Additionally, the County shall require that any development project that could potentially impact a special-status species or sensitive natural community shall be required to conduct a biological survey of the site. If special-status species or sensitive natural communities are found on the site, the project biologist shall recommend measures necessary to avoid, minimize, and/or compensate for identified impacts to special-status and sensitive natural communities.

Staff consulted biological resource maps during this discretionary permit review process. The development project involving existing parcels, one parcel already developed, is not anticipated to

have any potential impacts on special-status species. Therefore no biological survey is required. The impacts to **Biological Resources** can be seen as *less-than-significant*.

## **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 receded from the Sierra Nevada and the Cascades. Due to the glacial recession, for thousands of years, humans migrated into the foothills and higher elevations' protected valleys. Humans have been utilizing the Sierra and Cascade ranges for thousands of years.

The Mountain Maidu is the tribal group whose people were present in Plumas County when European migrants started to settle. Depending on what source is relied upon, the Mountain Maidu people have lived in various locations in Plumas County from hundreds to thousands of years and still do today. Other tribes, such as the Washoe, and the Paiute most likely utilized the area while not settling permanently. When weather permitted, the Maidu maintained permanent villages along the timbered edges of glacial valleys. From early spring to late fall, smaller groups traveled to upper Sierra ridge tops and valleys, setting up open air brush shelters. Villages were occupied during winter months and relied mostly on stored and preserved food. The Mountain Maidu people most likely existed in small, scattered, familial groups in the valleys of Plumas County.

Their existence was suddenly disturbed in the spring of 1850 when a flood of gold-seeking miners poured into the canyons and valleys of the region in search of a fabled "Gold" Lake. Overnight, mining camps sprang to life. 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.

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's 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 historic railway features throughout the county.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**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:**

An archaeological inventory survey was prepared by James A. Cullum in November, 2006 for the previous project; a parcel map that resulted in the creation of the two parcels that are involved in the general plan amendment and zone change. In the report submitted for the project, it was stated that no prehistoric period sites were identified during a pedestrian survey. However, one collapsed homestead/house and accessory debris was located on the site. The report stated that this debris was most likely part of the Old Bonta Ranch that was subdivided

into different ownerships over the last 100 years. No recommendations were made to preserve this homestead and accessory debris.

Although no archaeological or prehistoric sites were discovered as a result of the pedestrian survey, prehistoric sites have been located within the project vicinity in the past.

A mitigation measure for protection of Cultural Resources was made part of the project approval in 2008 and is listed on the Additional Information Map recorded with the Blount parcel map at Book 12 of Parcel Maps at Pages 103 through 105:

“All building and development plans shall include the following note:

‘Should development activities reveal the presence of cultural resources (i.e., artifact concentrations, including arrowheads and other stone tools or chipping debris, cans, glass, etc.; structural remains; human skeletal remains), work within 50 feet of the find shall cease immediately until a qualified professional archaeologist can be consulted to evaluate the remains and implement appropriate mitigation procedures. Should human skeletal remains be encountered, State law requires immediate notification of the County Coroner. Should the County Coroner determine that such remains are in an archaeological context, the Native American Heritage Commission in Sacramento shall be notified immediately, pursuant to State law, to arrange for Native American participation in determining the disposition of such remains.’”

This mitigation measure imposed for the Parcel Map remains in effect for any development proposals on both parcels. Therefore, impacts to **Cultural Resources** are *less-than-significant*.

## 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 as of September 2009. 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. In 2007, the total non-residential consumption was 109 megawatt hours (MWhs) and residential consumption equaled 105 MWhs for a total of 214 MWhs. This is a decrease from 2006 when the total electricity consumption in the County was 224 MWhs. The lower consumption in 2007 was driven by a fall in nonresidential consumption. Therefore, in Plumas County 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
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**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:** As the project consists of a general plan amendment and zone change, the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

The project will not conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would not occur.

Therefore, there would be ***no impact*** to Energy.

## **7. GEOLOGY AND SOILS**

**Environmental Setting:** The risk of seismic hazards to residents of Plumas County is based on the approximate location of earthquake faults within and outside of the County. Several potentially active faults pass through Plumas County. The Almanor Fault, Butt Creek Fault Zone, Mohawk Valley Fault and the Indian Valley Fault are known active or potentially active faults within the County. Additionally, the Honey Lake and Fort Sage Faults are two active faults located east of the County. Although several faults are within and near the County, seismic hazard mapping indicates that the County has low seismic hazard potential.

Additionally, the County is not located within a delineated Alquist-Priolo Earthquake Fault Zone. The risks associated with earthquakes, such as surface fault rupture, within the County are considered low.

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, with elevations ranging from approximately 1,800 feet in the Feather River canyon to 8,300 feet near the summit of Mount Ingalls. Areas with steep slopes in the County could be prone to landslides, mud slides, and avalanches. Landslides, or ground failure, 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 mud slides. 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 are prone to landslides. Areas concentrated along the North and Middle Forks of the Feather River are also 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 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 expansive 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.

Asbestos is a naturally occurring fibrous material found throughout California. Disturbance of rocks and soils containing asbestos could lead to several public health issues. The highest concentration of mapped areas containing naturally occurring asbestos is found in the western portion of the County.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**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:** The proposed project would not expose people or structures to substantial adverse effects due to earthquakes or seismic shaking.

All future development or improvements would be designed, installed and subject to the requirements of the California Building Code relating to seismic design. The project is located in an area where the probability of significant ground shaking is low.

According to the Earthquake Fault zone maps, prepared as per Special Publication 42, the project site is not located within an identified earthquake fault zone. There are no identified fault traces or fault zones. The area in question has not been evaluated for Liquefaction or Landslides.

Therefore, there is unlikely to be any significant adverse impacts from rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map. There is unlikely to be strong seismic ground shaking or seismic-related ground failure, including liquefaction or landslides, for the same reason and per the same source material.

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 existing structure was constructed subject to the California Building Code. Furthermore, although no buildings or improvements are proposed, any future building or improvement constructed would be subject to the California Building Code. The enforcement and subjection of structures to the California Building Code reduces potential impacts due to liquefaction.

While there are remaining areas on the project site that could be developed could access be found, the site is occupied by The Brewing Lair, a brewery and tasting facility, which includes several structures and parking areas. The adjacent parcel to the east that is part of the project is not yet developed, but it is served by a driveway and road. Therefore, it is not anticipated that the project would result in substantial soil erosion or loss of topsoil.

As part of the parcel map approval, soils were evaluated for wastewater disposal capability and designated leachfield areas on each parcel were designated.

An erosion control plan was prepared for the parcel map (Exhibit 6) and the additional information map recorded concurrently with the parcel map contains conditions that will be applied to issuance of future building and grading permits, based on recommendations in the erosion control plan.

Memo received from Evan Hasse, Engineering Technician, is included as Exhibit 7. Hasse refers to the construction and development notes that are recorded on the Parcel Map for these properties in Book 12 of Parcel Maps Page 105, which include notes relating to erosion control plan requirements.

As discussed below in the **Cultural Resources** section, it is not anticipated that any significant impacts to historical, archaeological, or paleontological resources will result from the project.

A mitigation measure for protection of Cultural Resources was made part of the project approval in 2008 and is listed on the Additional Information Map recorded with the Blount parcel map at Book 12 of Parcel Maps at Pages 103 through 105:

“All building and development plans shall include the following note:  
‘Should development activities reveal the presence of cultural resources (i.e., artifact concentrations, including arrowheads and other stone tools or chipping debris, cans, glass, etc.; structural remains; human skeletal remains), work within 50 feet of the find shall cease immediately until a qualified professional archaeologist can be consulted to evaluate the remains and implement appropriate mitigation procedures. Should human skeletal remains be encountered, State law requires immediate notification of the County Coroner. Should the County Coroner determine that such remains are in an archaeological context, the Native American Heritage Commission in Sacramento shall be notified immediately, pursuant to State law, to arrange for Native American participation in determining the disposition of such remains.’”

This mitigation measure imposed for the Parcel Map remains in effect for any development proposals on both parcels.

Therefore, impacts to **Geology and Soils** would be *less-than-significant*.

## **8. GREENHOUSE GAS EMISSIONS.**

**Environmental Setting:** Greenhouse gases (GHGs) are comprised of a variety of gases. Greenhouse gases are carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), Nitrous Oxide (N<sub>2</sub>O), 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 is through the combustion of fossil

fuels. According to the EPA, carbon dioxide 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.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** The project would not result in greenhouse gas emissions, either directly or indirectly, that would have a significant environmental impact, and would not conflict with any applicable plan, policy, or regulation to reduce greenhouse gas emissions. The operation of the business and equipment is limited, contributing minimal emissions.

Given Northern Sierra Air Quality Management District standards, the project would limit air pollution to the maximum extent feasible. Because the proposed project would be below anticipated thresholds, and would not conflict with any applicable plan, policy or regulation

adopted to reduce the emissions of greenhouse gases, there would be ***no impact*** to Greenhouse Gas Emissions.

## **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 also 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 the Union Pacific Railroad and Burlington Northern Santa Fe, are an additional public safety concern since freight trains also carry bulk containers of hazardous materials such as petroleum.

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

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

Three public-use airports are located in the County: Nervino Airport in Beckwourth, Rogers Field Airport in Chester and Gansner Field Airport in Quincy. 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 detail for the established airport safety zones.

The Plumas County Office of Emergency Services (OES) is responsible for coordinating the County government's role in preparation and response to a disaster or large-scale emergency within Plumas County. The Office of Emergency Services works closely with other emergency management operations in the City of Portola and various special districts, authorities and joint-power authorities within County boundaries. In the event of an emergency, the Office of Emergency Services is charged with responding to the unincorporated areas of Plumas County, providing support to jurisdictions within Plumas County.

Emergency evacuation is an integral component of the County emergency management system. The Office of Emergency Services also conducts ongoing evaluation of potential evacuation routes, including capacity and condition of roadways and potential barriers to the use of roadways, such as flooding. There are no set evacuation routes; rather, they are established for particular events based on circumstances at the time. The main focus is on three operational concerns: 1) Local/community evacuation; 2) Area-wide evacuation; and 3) Large-scale traffic management during regional evacuations. Primary state and local arterial and secondary ground transportation routes have been identified and are included in general preparedness and response planning efforts.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

acutely hazardous materials, substances, or waste within one-quarter mile of existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Discussion:** The existing brewery and tasting room is not anticipated to involve transport, disposal, or use of hazardous materials. The uses permitted by right in the Convenience Commercial (C-3) zone, with the exception of “gas stations” and possibly “heavy equipment services” would not involve the use of hazardous substances. Gas stations and heavy equipment service use would be regulated under other local and state authority. The uses permitted under the Convenience Commercial (C-3) designation are limited, by design, to those uses serving small population centers, highway-oriented commercial uses, commercial-recreation developments, and commercial uses as an integral part of residential developments.

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The project site is not located within the Airport Land Use Compatibility Plan or in the vicinity of any known private airstrips.

The proposed project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The project site is not located within the boundaries of the Graeagle Fire Protection District however, in keeping with General Plan policies regarding fire protection for development, the project applicants will be required to contract for structural fire protection and emergency response services or to annex to the Graeagle Fire Protection District. One parcel, APN 123-150-024-000 (67007 SR 70) is subject to a contract with the District but the other undeveloped property, APN 123-150-025-000, is not.

A memo was received from Ed Ward, Fire Chief, Graeagle Fire Protection District, on October 30, 2018 (Exhibit 8). Chief Ward's comments regarding the project include the following:

- “The driveway would need to be improved to meet commercial driveway standards. Paved with shoulders. At current time there is only 1 narrow road for Ingress and Egress. A second roadway would be needed. Could be a separate roadway or widening of existing one.
- “At least 1 Hydrant, which could produce a minimum of 1200 GPM for 60 min. Possibly more with future development.
- “Adequate turning area for a Fire Engine.
- “Caltrans approved Access to and from SR 70.
- “GFPD to review and comment on all future plans.”

Although the Graeagle Fire Protection District can impose conditions in conjunction with annexation or contract, the Brewing Lair property is served by a FireSafe driveway constructed under permit from the County (10-703-B). The County code does not contain a commercial driveway standard, only a driveway standard to serve commercial as well as residential development.

The existing encroachment permit was issued as a residential use permit. Updating of the existing encroachment to a commercial use permit will be necessary. CALTRANs has authority to require highway improvements if necessary.

Assessor's Parcel Number 123-150-025-000 has access by existing access easement off State Route 70 which is located at the southeastern corner of the site. This access could provide a secondary looped road connection to State Route 70.

The project site is designated as a State Responsibility Area for wildland fire protection. The State's requirements for building construction and vegetation management, as adopted into county code and certified in lieu of the FireSafe regulations are applicable to the project. Wildland fire protection is provided by the United States Forest Service through contract with the California Department of Forestry and Fire Protection (CALFIRE).

Due to the requirements of Graeagle Fire Protection District and applicable code requirements, the impacts to **Hazards and Hazardous Materials** are *less-than-significant*.

## **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 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 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.

The County contains an extensive network of rivers and other waterways that flow out of higher elevations to the valley areas. The Federal Emergency Management Agency (FEMA) has identified several areas of the County as being within Special Flood Hazard Areas. The City of Portola, Quincy, East Quincy and the American Valley and Greenville are mapped in more detail to show Base Flood Elevation (BFE) data which is determined to be the elevation of the Base Flood or "100-year" flood.

The second means of flooding can occur due to a partial or complete failure of a levee or dam, causing an inundations 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 have been 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 closely coincide with the flood zones identified by FEMA.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**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:** The project is not anticipated to violate any water quality standards or waste discharge requirements as the project does not specifically propose any further development beyond the existing Brewing Lair facility.

The Brewing Lair facility is served by existing public water system provided by well. This system was installed under permit from Environmental Health. The other parcel is currently undeveloped.

A memo was received from Rob Robinette, Plumas County Environmental Health, on August 10, 2018 (Exhibit 9).

*“Pursuant to Plumas County Code, Title 6, Chapter 9, Section 6-9.01, the proponents must obtain an ‘approved water supply’ for the current and future facility operation that can be either: a potable water service connection from an existing public water system; or a water system operating permit issued by Environmental Health.*

- *The proponents are encouraged to obtain a potable water service connection from a public water system as this will remove the requirement to obtain a water system operating permit.*
- *If the proponents find that a service connection to an existing public water system is not possible or reasonable the proponents must apply for a water system operating permit from Environmental Health.”*

The memo goes on to outline procedures and requirements. With the existing requirements that must be followed to permit the water system, it is unlikely that the project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

An email was received from Rob Robinette, Plumas County Environmental Health, on July 1, 2020 (Exhibit 10) which indicates that the Brewing Lair now has an operating permit for a Public Water System issued by Environmental Health. Therefore, the conditions of the previous memo from Environmental Health have been satisfied.

The proposed project would not cause the construction of or place housing within the 100-year flood hazard area. The project site is identified as Zone X (06063C1300E, effective date March 2, 2005).

Due to the project location, the project would not expose people or structures within the area of a levee or dam.

Due to the location of the property, the project would not be inundated by a tsunami or mudflow. Seiche is a possibility for any body of water, but this general plan amendment and zone change would not increase the possibility of a seiche.

Due to the location and nature of the project, pollutants are not at risk of release due to inundation of the project and the project is not anticipated to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Therefore, the project would result in a *less-than-significant* impact on **Hydrology and Water Quality**.

## **11. LAND USE AND PLANNING.**

**Environmental Setting:** The predominant 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 plant 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, transit-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 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 2000 and 2010, Plumas County experienced a 4% 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
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**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:** The project is a general plan amendment and zone change from Rural Residential, Scenic Road and R-10 (Rural) and SP-ScR (Special Plan Scenic Road) zoning to Commercial, Scenic Road and C-3 (Convenience Commercial) and SP-ScR (Special Plan Scenic Road) zoning to allow the existing use to come into compliance.

Due to the nature of the project, it would not physically divide an established community.

Table 1-3 Land Use Designations and Permissible Densities lists the **Commercial** designation as: **Commercial:** This designation identifies locations that are appropriate for a wide range of businesses, including retail, offices and services. These businesses range in scope from those located near dense residential areas and population centers to those providing highway-oriented commercial uses, commercial-recreation developments and commercial uses as an integral part of residential developments.

The Plumas County 2035 General Plan contains a variety of policies related to commercial development. Two specific policies and implementation measures address commercial development being located adjacent to or within existing planning areas. The following two policies and implementation measures address commercial development located adjacent to or within Planning Areas:

### **1.1.1 Future Development**

The County shall require future residential, commercial and industrial development to be located adjacent to or within existing Planning Areas; areas identified on Plumas County's General Plan Land Use Maps as Towns, Communities, Rural Areas or Master Planned Communities (see Figures 9-15), in order to maintain Plumas County's rural character with compact and walkable communities. Future development may also be approved within areas for which Community Plans or Specific Plans have been prepared. Small, isolated housing tracts in outlying areas shall be discouraged as they disrupt surrounding rural and productive agricultural lands, forests, and ranches and are difficult and costly to provide with services. Land division may be allowed outside of Planning Areas only when the resulting development complies with all applicable General Plan Policies and County Codes.

#### Land Use Implementation Measures

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1. Encourage all new residential development projects to be located within or adjacent to mapped Planning Areas where basic infrastructure, services,	1.1.1	Planning
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and adequate response times for such services as water, wastewater disposal, utilities, fire protection, police and emergency medical, and commercial services typical for the planning area type, exist or require that the project provide its own internal infrastructure and services that are bonded for long term maintenance.

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### **1.1.2 *Infill Development***

The County shall plan to concentrate new growth both within and contiguous to existing Towns and Communities and require expansion of existing infrastructure as needed to efficiently and safely serve the new growth.

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2. Establish a database which identifies vacant and underutilized parcels within existing developed areas. Make this information available to the public. The permitting process shall be streamlined for projects meeting in-fill goals.

1.1.2      Planning

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The project is consistent with General Plan Policy LU 1.1.1, *Future Development*, and LU 1.1.2, *Infill Development*, due to the project being located within an existing Planning Area (town of Graeagle).

In addition to policies LU 1.1.1 and 1.1.2, the Plumas County 2035 General Plan also contains two goals, three policies, and three implementation measures related to commercial development. The goals, policies, and implementation measures are set forth as follows:

**LU  
1.6**

To designate lands for commercial and industrial development appropriate for these uses and facilitate business and industrial opportunities. Encourage compact development contiguous to existing urban centers, active transportation corridors, or resource production areas. Discourage linear and leapfrog development patterns. Facilitate the re-use of abandoned industrial sites as appropriate.

### **1.6.1 Land for Commercial and Industrial Uses**

The County shall provide adequate amounts of land in and adjacent to identified Towns and Communities and within Rural Places to be designated and zoned to allow for and support commercial and industrial development.

The project site is located along the State Route 70 corridor and to the west is the State Route 70 and State Route 89 intersection. The project site is located directly adjacent to property already designated Commercial and zoned C-3 (Convenience Commercial) although currently undeveloped. Therefore, the redesignation and rezoning of this project site would not be considered as “leapfrog development” or spot zoning. It is located within a Planning Area (Town of Graeagle). The project site is also located across the highway from Blairsden (designated Rural Place).

The project will reduce travel time to provide services to the areas served. Depending on the final end use, this may greatly assist in reduction of Vehicle Miles Traveled (VMT).

**LU  
1.8**

To develop land use patterns which minimize travel to jobs and services.

### **1.8.1 Land for Large-scale Commercial and Industrial Uses**

The County shall require that sites for moderate-to large-scale industrial and commercial development be located within or near the Town and Community areas; within areas for which Specific Plans or Master Plans have been prepared; or within areas that contain, or are capable of containing, infrastructure adequate to support the use of the property for more intensive non-residential purposes, such as abandoned mill sites. Additionally, the County shall consider the location of such land uses where appropriate to reduce travel and commute times.

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16. Incorporate within the Land Use and Zoning Map appropriate industrial and commercial uses within proximity to residential uses to minimize travel times and trip lengths. 1.8.1 Planning

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### **1.8.2 Land for Small-scale Commercial and Industrial Uses**

The County shall provide for opportunities for small scale businesses and industrial uses through appropriate zoning.

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17. Undertake necessary and appropriate zoning code and zoning map changes to promote and encourage small- 1.8.2 Planning

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scale business and industrial land use growth.

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This project is consistent with development of a land use pattern that will serve to minimize travel to jobs and services and certainly provide opportunities for a small scale business, The Brewing Lair.

Overall, the project is consistent with the goals, policies, and implementation measures of the Plumas County 2035 General Plan.

The project, however, is not consistent with the zoning and zoning requirements. Permits issued for Assessor's Parcel Number 123-150-024-000 include 1. Electric service for well house, 2. Two septic system permits and 3. Permit for two-story dwelling and FireSafe driveway.

At some point the dwelling was converted into the brewery and tasting facility. There is no permitted dwelling on the property. There have been various other unpermitted buildings constructed on the property over the years. There was discussion with Planning staff in years past of the possibility of the brewery and tasting room being considered "Home industry" under the code.

*"Home industry" is defined as:*

*"any use permitted in an industrial zone and conducted by a resident of a dwelling unit on the parcel if it can be found that access to transportation routes and facilities, public facilities, and the surrounding land uses and environmental setting will permit the use without major adverse impacts to the rural-residential nature of the neighborhood."*

As there is no dwelling on the property, the owners could not apply for a special use permit for "Home industry" in order to bring the operation into conformance with the R-10 (Rural) zoning requirements.

Charles White, Building Official, submitted a comment (Exhibit 11):

*"All issues with buildings are being addressed, no further comment."*

While the County was updating the General Plan (2005-2013), no applications for general plan amendments and zone changes were processed. Therefore, the owners could not have applied for a general plan amendment and zone change during that time period.

Approval of this general plan amendment and zone change will bring the existing Brewing Lair operation into conformance with the general plan and zoning requirements. Demolition or receiving building permits for the nonconforming structures will get rid of the code enforcement actions.

A public water system permit, issued by Environmental Health, has now brought the operation into conformance with health and sanitation requirements of the County and the State.

Therefore, the potential environmental impacts to **Land Use and Planning** are be *less-than-significant*.

## **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.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** The proposed project is not located in an area with known mineral resources. The proposed project will not result in the loss of availability of a locally important mineral resource recovery site delineated on the Plumas County 2035 General Plan, any specific plan or other land use plan.

Therefore, there is *no impact* to **Mineral Resources**.

## **13. NOISE.**

**Environmental Setting:** The dominant sources of noise in Plumas County are mobile, related to automobile and truck traffic, aircraft and train transportation. Stationary sources in the county include power plants, lumber mills, and aggregate mining and processing facilities. To a smaller extent, construction sites are also considered a stationary source of short-term, or temporary, noise in the County.

The primary factors that determine roadway noise levels are traffic volumes, 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 walls and landscaping. Given the predominately rural nature of the County, roadway noise impacts are those associated with the larger regional, or Statewide, network.

Stationary or non-transportation noise sources in Plumas County are those caused by a variety of industrial or resource extraction-related activities, including manufacturing operations, power plants, lumber mills, aggregate mining and processing plants, race tracks, shooting ranges and car washes, to name a few. Additionally, noise from temporary wood and gravel processing operations varies significantly from site to site and is the result of factors including noise source location and surrounding natural conditions.

Table 3-1. Inventory of Prominent Noise Sources within the Community areas of Plumas County, *page 63 of the Plumas County General Plan Noise Element*, identifies the Quincy-Gansner Field airport, Plumas District Hospital helipad, Quincy Railroad, and Plumas County Fairgrounds as Stationary Noise sources in the community of Quincy.

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

Typically, noise associated with railroad operations is caused by diesel engines, switching operations and whistles. Generally, trains operate at low speeds through populated areas as a safety precaution, and noise levels are correspondingly lower at lower speeds. Switching operations usually occur at stations or depots. Whistles are blown in advance of grade crossings. Table 3-3. Existing Railroad Noise Contours, *page 66 of the Plumas County General Plan Noise Element*, indicate a noise contour of 60 dB L<sub>dn</sub> at 600 feet.

Construction-related activities can also be a source of stationary (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 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant	No Impact
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**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:** Noise exposure due to the project would come from current and future commercial activities on the project site. Currently, one of the parcels (APN 123-150-024-000) is the site of the Brewing Lair brewery and tasting room, with outdoor activity areas and occasional music venue. The other parcel (APN 123-150-025-000) is vacant however if the general plan amendment and zone change is approved, would be designated residential and zoned C-3 (Convenience Commercial), which would allow a wide range of commercial activities by right and subject to review under a special use permit.

Per Plumas County Code section 9-2.413(a), “new uses shall not increase off-site noise to a level which exceeds the ambient noise level for the specific land use area.” A typical ambient noise level for residential is 65 dB measured at property line.

The parcels are 15.44 acres and 14.61 acres in size. The site occupied by the Brewing Lair is located on the rear portion of the property. The likely building site on the unoccupied parcel appears to be in the center of the parcel. Both sites result in buffers between the commercial sites and adjoining properties.

Figure 21 in the Plumas County 2035 General Plan (page 73) contains noise levels for indoor and outdoor types of scenarios. Figure 21 demonstrates that a gas mower at 100 feet corresponds to just over 70 dBA and a commercial area standard corresponds to just less than 70 dBA. The values

from Figure 21 may be compared to the typical ambient noise level as shown in Figure 22 in the Plumas County 2035 General Plan (page 76). It can be concluded that Figures 21 and 22 demonstrate that the proposed commercial use or commercial uses permitted under the C-3 (Convenience Commercial) zoning would not exceed 70 dB CNEL (Community Noise Equivalent) at the property line. The noise level not exceeding the 70 dB is 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.

An important point regarding the proposed uses is that many commercial uses in Plumas County, particularly outdoor uses geared towards visitors are seasonal, usually beginning in spring and ending in fall.

It is unlikely that the uses proposed for the site would increase the ambient noise levels to the point where residential noise standards at adjacent property lines would be exceeded. The current use of the Brewing Lair is existing but if any future development was to occur, the Plumas County 2035 General Plan contains the following “mitigating policies” to address impacts due to noise:

### **3.1.1 Primary Noise Sources**

The County shall identify “major environmental noise generation sources” to including but not be limited to: State highways, primary arterials and major local streets, freight on-line railroad operations, County airports and local industrial plants, such as sawmills and other resource production facilities. These sources are defined as those above-noted land uses where the immediate CNEL meets or exceeds an exterior level of 60 dB.

### **3.1.2 Sensitive Land Uses**

The County shall identify “noise sensitive areas” to include: residences, hospitals, convalescent homes, schools, and churches.

### **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 22, 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 22 unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in Figure 22.

### **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.

### **3.1.10 Noise Buffering**

The County shall require noise buffering or construction treatments in new development that includes noise sensitive uses located near major streets, highways, airports, railroad tracks or other significant noise sources. Setbacks shall be the preferred method of noise abatement for residential projects. Noise walls shall be discouraged in favor of less-intrusive noise mitigation measures such as landscaping and berms.

### **1.2.2 Land Use Compatibility**

The General Plan Land Use Designations shall be implemented through adoption and application of compatible zoning districts of the County Zoning Regulations consistent with the following Land Use Designation Compatibility Matrix and through the adoption of zoning district maps consistent with the land use designations.

It is not likely or anticipated that the project will generate or expose people to excessive ground borne vibration and noise levels. The project does not conflict with any of the provisions outlined in the Plumas County 2035 General Plan or applicable standards of other agencies.

Therefore, the impact to Noise is considered *less-than-significant* due to the distance of the existing and most likely commercial sites to adjacent residential properties, the seasonal nature of the existing use and the commercial uses allowed under the C-3 (Convenience Commercial) zoning and the Plumas County Codes and General Plan policies that pertain to noise.

## **14. POPULATION AND HOUSING.**

**Environmental Setting:** Plumas County is considered one of the most rural counties in California. The population, according to the 2010 United States Census, was 20,007, giving a population per square mile of 7.8. 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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:** The project entails the redesignation and rezoning of two parcels from Rural Residential and R-10 (Rural) zoning to Commercial and C-3 (Convenience Commercial) zoning. Road access is already provided to both parcels. One parcel is already developed with structures and a business and the other is undeveloped. The previous parcel map evaluated the site for onsite sewage disposal and no extension of infrastructure is proposed. Water is provided by a public water system approved under permit by Plumas County Environmental Health.

Therefore, it can be seen that there is *no impact* to Population and Housing.

## **15. PUBLIC SERVICES.**

**Environmental Setting:** Public services within the unincorporated County are provided by the County of Plumas, state and federal agencies, and numerous special districts, including fire protection districts, school districts, recreation districts, County Service Agencies (CSAs), and Community Service Districts (CSDs).

The Plumas Local Agency Formation Commission governs district boundary changes and services provided outside district boundaries.

The Plumas County General Plan establishes policies that, among other things, direct future growth and land use patterns in a manner that supports existing towns and communities and creates and maintains efficiencies for infrastructure.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** Comment was received from the Graeagle Fire Protection District (Exhibit 8) and discussed above under **Hazards and Hazardous Materials**. Although some modifications to access, turnarounds, parking, addition of hydrants were listed in the letter received from the Graeagle Fire Protection District, there is no indication that these requirements would lead to a significant adverse impact on the District's facilities, service levels or response times.

Therefore, there is a *less-than-significant* impact on **Public Services**.

## **16. RECREATION.**

**Environmental Setting:** People utilize the various areas around Plumas County for recreation. Recreation areas within the County include public parks, trails, forest lands, lakes, waterways, and other open space areas which provide natural areas for recreation. There are four independent Recreation and Park Districts within the County.

The project site is located within the boundaries of the Eastern Plumas Recreation and Park District.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:** Population growth is the driving force behind an increased demand for parks and other recreation facilities. The proposed project, which entails a general plan amendment and zone change to Commercial use, would not directly or indirectly induce population growth causing an increased demand for parks or other public recreation facilities. Therefore, there would be *no impact* to Recreation.

## **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 36 in the northern portion of the county and by State Route 70 in the central/southern portions of the county, while State Route 89 provides north-south access across the county. State Route 147 serves the east side of Lake Almanor, while State Route 49 and State Route 284 provide access south towards Loyalton and north to Frenchman Reservoir in the far eastern 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. State Route 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 State Route 36 in Chester (7,900 ADT) and State Route 70 in Portola (7,800 ADT). Overall, peak month volumes on Plumas County state highways have declined by 12 percent over the past 10 years. This 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.

The Plumas County Regional Transportation Plan was updated in 2020. The 2017 RTP Guidelines have updated the required method of modeling from Level of Service (LOS) to Vehicle Miles

Traveled (VMT). Monitoring VMT instead of LOS is supportive of the state and federal goals of reducing greenhouse gas emissions.

Plumas County has experienced slow growth in population and employment over the past two decades and is forecast to continue this trend into the future. The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures, and County and City General Plans. The RTP is a planning document that recognizes that Transportation Demand Management (TDM) and alternative mobility options, including walking, biking, and transit require coordination with land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are still consistent with the County's General Plan to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility.

Plumas Transit provides four daily round trips from Quincy and Portola and three daily round trips from Portola to Quincy via State Route 70. The Plumas Transit system has two operation contracts with Far Northern Regional Center and with Feather River College. Far Northern Regional Center is a resource agency for people with a disability and their families. In addition, Plumas County Senior Services, Plumas County Veterans Services and other county service agencies provide transit services to clients.

CEQA Guidelines Section 15064.3(b) states that generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Although there is no passenger rail service in Plumas County, 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) Railroad 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 Airport in Quincy, Rogers Field Airport in Chester and Nervino Airport in Beckwourth. As a whole, these airports serve approximately 44,000 operations (takeoffs plus 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.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Discussion:** The uses proposed under the Commercial designation and Convenience Commercial (C-3) zoning are limited to those serving small population centers and residential developments. The purpose of the C-3 zone is “to provide for commercial uses serving small population centers, highway-oriented commercial uses, commercial-recreation developments and commercial uses as an integral part of residential developments”. Due to the nature of the project which is an addition of area allowing limited commercial services located within the existing Town of Graeagle adjacent to areas already zoned for commercial use, Vehicle Miles Traveled (VMT) would be reduced. General Plan policies such as LU 1.1.1 and LU 1.1.2 Infill Development (see **Land Use and Planning** discussion) reduce the impacts from commercial and residential growth outside Planning Areas.

Commercial development is expected to be sufficient to serve the local residents and visitors, but to not be so large as to attract new trips from areas outside the county. Adoption of the 2035 General Plan resulted in a reduction in future growth of vehicle miles traveled as associated with development of 4.4 percent. *Plumas County General Plan Traffic Analysis, Appendix C, Plumas County 2035 General Plan Environmental Impact Report, October 19, 2012.*

In addition, State Highway 70 can be considered an existing transit route, therefore the project is consistent with CEQA guidelines section 15064.3(b) and presents a less-than-significant impact.

According to the 2020 Plumas County Regional Transportation Plan, Table 2.23 Future Average Annual Daily Traffic is predicted to increase by 1,316 along the segment of State Route 70 between the junction of State Route 89 and the City of Portola. It is expected that VMT will increase minimally on Plumas County roadways over the lifetime of the proposed project due to little or no population growth projected over the coming decades. Overall, VMT in Plumas County will increase at an estimated rate no greater than 1.0% annually between 2020 and 2040. Total VMT in 2040 is anticipated to be 1084 vehicle miles traveled per day.

New permanent population and second-home residents of Plumas County, as anticipated by the 2035 General Plan, will generate the large majority of growth in vehicle trips generated within Plumas County. Future commercial and public service development will also occur, but is expected to largely serve the future growth in residential population. This future non-residential growth is not expected to be large enough to generate new vehicle-trips from outside of Plumas County. As a result, the vehicle-trips to and from the commercial/public service uses are those that are accounted for in the residential trip generation, with the exception of delivery and service trips. *Plumas County General Plan Traffic Analysis, Appendix C, Plumas County 2035 General Plan Environmental Impact Report, October 19, 2012.*

The project, a general plan amendment and zone change, will not increase hazards due to a design feature, such as a sharp curve or a dangerous intersection, or incompatible use.

The project, specifically the Brewing Lair brewery and tasting facility, has resulted in some traffic issues in the past. The entrance to the Brewing Lair is located within one-quarter mile from the heavily used intersection of State Route 70 and State Route 89. There are no dedicated turn lanes or deceleration lanes adjacent to the entrance. There is one way in and one way out of the Brewing Lair, although the adjacent property to the east has a dedicated highway access through road easement and would appear to have a road/driveway that could be connected to the entrance road providing a secondary access located further to the east from the intersection.

A memo was received from Bob Perreault, Public Works Director, regarding the need for traffic data. Mr. Perreault recommended in the memo that necessary traffic data, including daily traffic numbers, required parking spaces, and a description of existing and proposed encroachments onto State Highway 70 and any other information requested by Caltrans be provided (Exhibit 12).

Information provided by the applicants indicates that approximately 35-40 cars can park on the Brewing Lair site and that 8-10 cars can park on the adjacent parcel. Generally, there would be less car traffic unless there is a special event. The Brewing Lair proposes to hold six events per year on the site.

Emails received from Marcelino Gonzalez, Local Development Review and Regional Transportation Planner, are included in Exhibit 13. The specific requirements are based on such things as number of events, safety hazards, etc.

*“If traffic generated by this facility causes adverse traffic impacts on SR 70 verified by law enforcement, Caltrans personnel, or citizen complaints, further improvements may be needed on the highway. Improvements could include right and left turn lanes” from the highway.*

*“Parking shall be completely contained on site.”*

*“No advertising signs are allowed within the Caltrans highway right of way.”*

Therefore, Caltrans authority extends not only to the issuance of encroachments but also to requiring right and left turns lanes to the facility. The existing encroachment permit providing

property owners the right to utilize and maintain an existing roadway connection “serving a single-family residence” was issued December 6, 2010. Property owners/operators will be required to obtain a revised encroachment permit for the Brewing Lair usage before issuance of building permits. Any other usage of the property would also trigger review in light of Caltrans’ comments.

Owners/operators have committed to only holding 6 events or less per year.

Therefore, impacts to **Transportation** are considered *less-than-significant*.

## **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 Sierra, 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 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	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** An archaeological inventory survey was prepared by James A. Cullum in November, 2006 for the previous project; a parcel map that resulted in the creation of the two parcels that are involved in the general plan amendment and zone change. In the report submitted for the project, it was stated that no prehistoric period sites were identified during a pedestrian survey.

Although no archaeological or prehistoric sites were discovered as a result of the pedestrian survey, prehistoric sites have been located within the project vicinity in the past.

A mitigation measure for protection of Cultural Resources was made part of the project approval in 2008 and is listed on the Additional Information Map recorded with the Blount parcel map at Book 12 of Parcel Maps at Pages 103 through 105:

“All building and development plans shall include the following note:  
‘Should development activities reveal the presence of cultural resources (i.e., artifact concentrations, including arrowheads and other stone tools or chipping debris, cans, glass, etc.; structural remains; human skeletal remains), work within 50 feet of the find shall cease immediately until a qualified professional archaeologist can be consulted to evaluate the remains and implement appropriate mitigation procedures. Should human skeletal remains be encountered, State law requires immediate notification of the County Coroner. Should the County Coroner determine that such remains are in an archaeological context, the Native American Heritage Commission in Sacramento shall be notified immediately, pursuant to State law, to arrange for Native American participation in determining the disposition of such remains.’”

The existing mitigation measure would result in protection in the event of the discovery of unanticipated remains or prehistoric artifacts significant to a California Native tribe.

Based on the previously-applied mitigation measures, there is ***no impact*** to **Tribal Resources**.

## **19. UTILITIES AND SERVICE SYSTEMS.**

**Environmental Setting:** Utilities that are used within Plumas County are electricity, gas, water, and wastewater disposal. Depending on location within Plumas County, electricity may be provided by Pacific Gas & Electric (PG&E), Plumas Sierra Rural Electric Cooperative, or Liberty Utilities. As there is no natural gas service in the County, propane and heating oils are used as a significant source of heat and are provided by companies such as Amerigas, Ferrelgas, High Sierra Propane, and Hunt & Sons, Inc.

Water is provided by individual wells or water systems under permit by the County, by public providers such as Community Service Districts (CSDs), County Service Areas (CSAs), Public Utility Districts (PUDs) and other entities such as Mutual Water Companies.

Many properties have onsite wastewater disposal systems under permit by the County. Wastewater treatment within the unincorporated County is also provided by individual small wastewater systems with some areas served by sewage collection and treatment facilities operated by special districts, County Service Agencies (CSAs), and Community Service Districts (CSDs).

Curbside solid waste disposal services are provided throughout the unincorporated areas of the County by Feather River Disposal, a subsidiary of Waste Management, with the eastern portion of the County being served by Intermountain Disposal. Solid waste is transferred to transfer stations by two methods, one being through curbside pickup and the other being individuals hauling personal waste. Solid waste from the five transfer stations located in the County is transferred to Lockwood Regional Landfill located in Nevada.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:** No new utility systems would be required to be constructed to serve the project as proposed. If further development of the property was to occur, extension of infrastructure may be necessary but is not seen to create any adverse impacts.

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

## **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 Figure 26 from the Plumas County 2035 General Plan 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 Map is an implementation 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 “Fact Sheet: California’s Fire Hazard Severity Zones” (Exhibit 14).

1. Vegetation-Fire hazard considers the potential vegetation over a 30- to 50-year 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 buildings 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 to guide building officials in the implementation and application of the wildland-urban interface standards for new construction.

Furthermore, in 2005, the Plumas County Fire Safe Council created the Plumas County Communities Wildfire Protection Plan to provide mitigations for potential threats from wildfire, such as hazardous fuel reduction, defensible space, land use, and building codes. First adopted in 2005, the Plan has subsequently been updated in 2013 and again in 2019.

The Wildland Urban Interface Building Standards (WUIBS) are applied to all construction in the State Responsibility Area High Fire Hazard and Very High Fire Hazard Severity Zones.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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:** The project is served by two access points off State Route 70; one improved encroachment and one road easement connecting an existing access driveway to State Route 70. Therefore, the project does not substantially impair an adopted emergency response plan or emergency evacuation plan.

The project entails the redesignation and rezoning of two parcels from Rural Residential and R-10 (Rural) zoning to Commercial and C-3 (Convenience Commercial) zoning. There will be less residences allowed to be constructed on the properties as a result. Road access is already provided to both parcels. One parcel is already developed with structures and a business and the other is undeveloped. The development of the remaining parcel will be according to existing regulations pertaining to wildfire mitigation strategies such as the Wildland Urban Interface (WUI) Building Standards code and the FireSafe regulations as adopted into the County code, which result in reduction, not exacerbation of wildfire risks. The project occupants will not be exposed to greater pollutant concentrations from a wildfire than before the project.

The project, as proposed, will not 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. One parcel is already developed with an existing business and structures and the other is served by an existing roadway. Both parcels are provided with electric power through existing powerline bisecting the site.

The site is sloped, however State Route 70 lies downslope and any risks from downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes would not impact people or structures.

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

## 21. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Discussion:** The analysis as presented in this Initial Study for the proposed project determined that the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish and wildlife species, or threaten to eliminate a plant or animal species.

As discussed throughout this Initial Study, the proposed project was analyzed for cumulatively considerable impacts. This Initial Study determined 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 probably future projects.

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

#### **EXHIBITS:**

1. Application for General Plan Amendment/Zone Change submitted July 10, 2018.
2. Project and Location Maps
3. “No Comment” from Katherine Carpenter, Environmental Coordinator, Plumas National Forest Supervisor’s Office, dated August 15, 2018.
4. “No Comment” email from Sam Longmire, Northern Sierra Air Quality Management District, dated August 17, 2018.
5. Letter from Jim Lidberg, Certified Wildlife Biologist, dated March 21, 2008.
6. Erosion Control Plan, Blount property, Soils Engineering, LLC, dated May 7, 2007.
7. Memo from Evan Hasse, Engineering Technician, Plumas County Engineering Department, dated July 19, 2018.
8. Memo from Ed Ward, Fire Chief, Graeagle Fire Protection District, dated October 30, 2018.
9. Memo from Rob Robinette, Environmental Health Specialist II, Plumas County Environmental Health, received August 10, 2018.
10. Memo from Rob Robinette, Environmental Health Specialist II, Plumas County Environmental Health, received July 1, 2020.
11. Comment from Charles White, Building Official, dated July 16, 2018.
12. Memorandum from Bob Perreault, Public Works Director, dated August 13, 2018.
13. Email from Marcelino Gonzalez, Local Development Review and Regional Transportation Planner, California Department of Transportation (CALTRANS) dated May 10, 2019.
14. Fact Sheet: California’s Fire Hazard Severity Zones, California Department of Forestry and Fire Protection Office of the State Fire Marshal

DEPARTMENTAL USE ONLY  
Initial Completeness Verified by \_\_\_\_\_  
Date Rec'd 7/10/18  
Receipt No. 103863 \$ 1,1058.00  
File No. GPA 7-18/19-01

#### GENERAL PLAN AMENDMENT

##### Instructions to applicant(s):

1. Complete the form and mail or take to: Planning & Building Services  
555 Main Street  
Quincy, CA 95971
2. Pay the filing fee set forth in the fee schedule (attached).
3. Make the check payable to Planning & Building Services.

##### APPLICATION FOR:

GENERAL PLAN MAP AMENDMENT  
 For a residential development with at least 25% low or moderate income housing

GENERAL PLAN TEXT AMENDMENT

ZONE CHANGE  
 Petition by property owner, or  
 Resolution of intention requested

##### A. Applicant (s)

Name RICHARD & SUSAN DELANO THE BREWING LAIR  
Mailing Address PO Box 11651 GRAEGECA CA 96103  
Telephone 530 394 0940

##### B. Owner (s)

Name RICHARD & SUSAN DELANO  
Mailing Address 10275 WINTERGREEN, PORTOLA CA 96122  
Telephone 530 832 4187

##### C. Property

Street Address 107007 & 107163 Hwy 70

Nearest Town BLAIRDSDEN

Assessor's Parcel Number(s) 123-150-024 + 123-150-025 Acreage 30

##### D. Applicants Interest in Property

OWNER  
 OWNER'S AGENT  
 OTHER (Specify) \_\_\_\_\_

EXHIBIT 1

Use additional sheets of paper as necessary to complete the information requested.

List the existing and proposed General Plan designation and the existing and proposed zoning.

EXISTING GENERAL PLAN DESIGNATION R10 RURAL RESIDENTIAL

PROPOSED GENERAL PLAN DESIGNATION COMMERCIAL

EXISTING ZONING R10

PROPOSED ZONING C-3

REASON FOR REQUEST BUSINESS HAS EXPANDED BEYOND A HOME INDUSTRY. WE NEED TO ADDRESS + COMPLY WITH ADA PARKING + PERMITTING OF BUSINESS-SUPPORTING STRUCTURES.

SUPPORTING INFORMATION The Planning Department can provide information on the necessary supporting information for each possible General Plan Amendment.

HOW WOULD THE AMENDMENT BE OF ECONOMIC, SOCIAL, AND ENVIRONMENTAL BENEFIT TO THE COUNTY?

THE BREWING FAIR HAS BECOME A TOURIST DESTINATION, WE CURRENTLY EMPLOY 8 PEOPLE AND BRING IN APPROXIMATELY \$500,000 IN YEARLY REVENUE. ENVIRONMENTALLY, WE HAVE DEVELOPED LOW IMPACT RECREATION FOR OUR GUESTS WITH TRAILS + DISC GOLF; KEEPING THE FOREST; PLUMAS COUNTY BEAUTIFUL.

If this is an amendment for a residential development with at least 25% low or moderate income housing, describe how occupation by or availability to persons and families of low or moderate income shall be assured.

If this application for a General Plan Amendment within the Sierra Valley Groundwater Management District, attach a groundwater supply evaluation which meets the standards of that district.

**CERTIFICATE AND WAIVER**

I, the applicant, 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 herein; and I, as an owner of the property affected by this amendment, petition for this amendment.

Susan Dolan

Date

8 July 2018

RJR

Date

July 8, 2018

Plumas County General Plan Amendment and Rezone

GPA-7-18/19-01 Richard and Susan DeLano/The Brewing Lair and Mountain Goat Farmstead  
67007 and 67163 SR 70; APNs 123-150-024 and -025



EXHIBIT 2



**PLUMAS COUNTY PLANN**

555 Main Street, Quincy, CA 96271  
(530) 283-7011

RECEIVED

AUG 16 2018

PC Planning+Building

8/15

No comment.

Katherine Carpenter  
Environmental Coordinator  
Plumas National Forest  
Supervisor's Office  
159 Lawrence St.  
Quincy, CA 95971  
530 283 7742

*Kacarpenter@fs.fed.us*

16 July 2018

TO: USDA/USFS Plumas National Forest  
FROM: Rebecca Herrin *NCL*  
Senior Planner

RE: Preliminary Review & Consultation  
General Plan Amendment and Zone  
Change  
DeLano/The Brewing Lair  
Mountain Goat Farmstead, LLC  
GPA 7-18/19-01

We have received an application for a General Plan Amendment and Zone Change from Rural Residential and Scenic Road (R-10, SP-ScR zoning) to Commercial, Scenic Road (C-3, SP-ScR zoning). The applicants are Richard and Susan DeLano (The Brewing Lair and Mountain Goat Farmstead, LLC). This project is located at 67007 and 67163 SR 70, Blairsden, Unincorporated Plumas County, CA; Assessor's Parcel Numbers 123-150-024-000 and 123-150-024-000; Township 22 North, Range 12 East, Section 10, MDM.

Enclosed is information on this project. I am reviewing this project to determine if the application is complete and to determine if the project may have a significant effect on the environment. **If you need more information, let me know. Please be as specific as you can, as that will assist me in obtaining information you might need.**

If you have no comment on this project, I would appreciate being told. Return of this memo with a "no comment" written on it will be fine. Please respond by **August 17, 2018**, whether or not you have a comment. If you intend to respond but can't do so by **August 17, 2018**, please call me at (530) 283-6213.

Thank you for your assistance.

*EXHIBIT 3*

## **Herrin, Becky**

---

**From:** Sam Longmire <nsaqmd.sam@gmail.com>  
**Sent:** Friday, August 17, 2018 4:32 PM  
**To:** Herrin, Becky  
**Cc:** Gretchen Bennett  
**Subject:** 67007 & 67163 SR 70 - The Brewing Lair Rezone

Dear Ms. Herrin:

The Northern Sierra Air Quality Management District (NSAQMD) has reviewed the Preliminary Review & Consultation for a General Plan Amendment and Rezone of 67007 & 67163 SR 70 - The Brewing Lair, and has no comment.

Sincerely,

Sam Longmire, APCS

--

**Samuel F. Longmire, MSES**  
**Air Pollution Control Specialist III**  
**Northern Sierra Air Quality Management District**  
**200 Litton Drive, Suite 320**  
**Grass Valley, CA 95945**  
**Phone: (530) 274-9360 x106**

EXHIBIT 4  
1

**James L. Lidberg**  
P. O. Box 115  
Meadow Valley, CA 95956  
(530) 283-5630  
Email: [jimlidberg@sbcglobal.net](mailto:jimlidberg@sbcglobal.net)

March 21, 2008

Mr. James Graham, Senior Planner  
Planning and Building Services  
555 Main Street  
Quincy, CA 95971

Re: Blount TPM 2-06/07-11

Dear Mr. Graham:

I was asked by Mr. Robert Blount to assess the potential impact to wintering mule deer habitat that might be caused by splitting his property into two parcels. The property is located at 67007 Highway 70, just northeast of the intersection of SR 70 and SR 89 near the Community of Blairsden. The site is within the known winter range of the Sloat deer herd.

The proposed project is to split the 30.07-acre parcel into two parcels of 15.42 acres and 14.62 acres. The primary vegetation type on the property is Sierran mixed conifer, consisting of Ponderosa Pine, Incense Cedar and Douglas Fir with a limited amount of willow and Aspen along a perennial watercourse. The site has a very limited understory component consisting of bitterbrush, greenleaf manzanita, ceanothus and western serviceberry. There are pockets of relatively dense trees/shrub habitats that are suitable for winter thermal cover, but most of the area is quite open. There is a relatively limited forage base which reduces the overall habitat quality for deer.

During my site visit, deer use was evident, with numerous tracks of both adults and fawns crisscrossing the area. Because of the snow cover present, no deer scat (pellet groups) was observed, but I would expect that there would be some present.

Even though this site has evident deer use, I don't believe that permitting this parcel split will cause a significant adverse impact to the winter range of the Sloat deer herd.

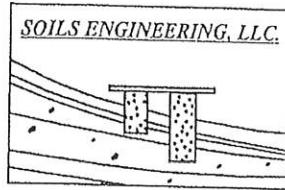
If you have any questions about these comments, please feel free to contact me at the letter-head address.

Sincerely,



James L. Lidberg  
Certified Wildlife Biologist

EXHIBIT 5



May 7, 2007  
OS 06-06

Bob and Jeanie Blount  
11090 Palisades Drive  
Truckee, California 96161

Erosion Control Plan  
Blount Property  
Highway 70 and Highway 89  
67007 Highway 70  
Blairsden, California  
APN 123-150-009-000

Dear Mr. & Mrs. Blount,

As requested by the Plumas County Building Department, please find attached to this letter our Erosion Control Plan for the referenced project.

This completes the scope of our services at this time. Please feel free to contact our firm with any questions you may have regarding this letter or the results of our testing.

Sincerely yours,  
Soils Engineering, LLC.



10000 ROAD RUNNER ROAD • RENO, NV 89510 • PHONE (775) 358-2692

EXHIBIT 6

## Erosion Control Plan

Blount Property  
Highway 70 and Highway 89  
67007 Highway 70  
Blairsden, California  
APN 123-150-009-000  
Plumas County

### Introduction and Project

This report presents the results of our field investigation conducted for the referenced site and conclusions developed in preparation of erosional control procedures for the proposed development. While overall site disturbance is anticipated to be minimal, this erosional plan is presented to further reduce erosional potential for the site as much as practically possible. Plate 1 is the vicinity map for the project. The project, as we understand, will ultimately consist of subdivision of the current property into two separate lots. Lot 1 is developable for 1 primary residence and 1 guest house and Lot 2 is developable for 2 primary residences and 1 guest house. Plate 2, attached, is the site plan for the property.

Lot 1 is intended to gain access through the existing highway encroachment and driveway. Lot 2 is intended to gain access through an existing access easement located at the south eastern corner of the lot. At that location, an existing highway encroachment already exists.

As a part of this development, the existing and new roadways will be upgraded to a minimal County standard gravel surface. Culverts are proposed to be installed to improve creek crossings and house pads will be excavated.

Each single family residence will be served by a dedicated water well and septic system wastewater disposal. How other utility services will be provided to the proposed residences is unknown, however, overhead power is available on site.

### Development Plan

The project consists of a single property to be divided. While subdivision into three separate parcels is supported by County planning ordinances, the owners have selected an option to subdivide the parcel into two larger parcels. Two larger parcels were selected over three smaller parcels in order to facilitate development and to protect an existing meadow area on one of the parcels.

Access to the existing parcel is by an unimproved roadway leading from Highway 70 onto the site. This roadway is a single track, undeveloped driveway which, at one point, crosses a perennial stream. The age of this roadway is unknown, however, soil surfaces in old cuts and ditches associated with it are protected by a reasonably thick layer of forest litter. Moderate erosion of the soil surface of the roadway occurs in scattered locations with locations of low to flat slopes being the least affected.

Currently, other than the noted existing driveway, no other excavation is known to have occurred on the property within recent time.

The Owners of the property intend to improve the existing driveway to gain acceptable access to Lot #1. Lot #2 shall gain access through an existing access easement located at the south eastern corner of the property. Development is planned to be grading of the existing roadway surface, development of bar ditches and the application of a gravel wear surface to retard erosion and provide a passable roadway during times of inclement weather.

Roadway width and structural sections are intended to follow County Standards for gravel driveways. A steel culvert with associated soil fill will be placed at the only creek crossing on the site.

### Site Topography

The site is in a mountainous location. Topography falls abruptly from the North property line to Highway 70 on the South side. Several moderate creek channels have cut the property in a North/South direction. While slopes on the site can be up to 25%, soil slopes in association with areas of this project to be developed vary up to about 15%.

### Existing Vegetation

The site is covered with next-growth conifer forest to 50' in height. Scattered below the canopy is the usual assortment of bitter brush, buck brush and various grasses. In the perennial and ephemeral stream channels are found willows and alder. The meadow areas are predominantly tall grasses and moss. Rotting stumps and logs from previous logging litter the site and have provided scattered ground cover.

### Soils and Geology

The Regional Geologic Map of the Chico Quad (Map of the Chico Quadrangle, California, 1:250,000, G.J. Saucedo and D.L. Wagner, 1992, California Geologic Survey) indicates the site underlain by andesitic rock of the Miocene-Pliocene intrusive series with surface units of this rock being associated with areas of alluvial fan soils derived from the same basic rock units.

Our field exploration indicated near surface soils to be comprised of clayey sand soils. While the exact source of observed soils was unknown at the time of our exploration (exposed bedrock outcrop was not observed at the site), sands and clays are noted to be the by product of weathering of andesitic rock, indicating that the results of our site field observations agree with published geologic mapping for the project site.

Site soils observed within our two test pits (Plates 3 and 4) and excavated at the locations noted on Plate 2, are noted to have a minimum erosional potential due to clayey binder within sandy grains. Exposed surfaces quickly develop resistance to further erosion. Observation of on site creek channels suggests the lack of flocculating clays or silts susceptible to high rates of erosion as well as the presence of a limited amount of cobble sized rock fragments.

Published geologic mapping indicates the presence of nearby faults to the North and Northeast of the site. Our field exploration did not uncover the direct presence of faults, landslides or soil slumps on the site. There are several ground water springs at the site with the meadow located at the center of the property being one.

### Development Impacts

The site will be impacted to a lesser degree by development. Soil surfaces will be exposed through excavation of roadways, house pads and utility installation. Through good construction practice and implementation of erosional control measures, the overall erosional impact of site development can be significantly reduced through the use of this erosional control plan.

### Erosional Control Plan

As noted above, utilization of this erosional control plan will mitigate the detrimental effects of site development to public health and welfare. General detrimental effects posed by development include movement of soils off site through hydrologic soil erosion runoff and dust created by exposed soil surfaces. Typical mitigative efforts usually include protection of exposed soil surfaces to prevent transport.

### Roadways and Driveways

At this point, all roadways planned for this development are to be surfaced with gravel or pavement. This is anticipated to reduce or eliminate one of the greater contributions of soil erosion on a site of this type.

Ditches associated with roadway construction should be armored with 6" minus riprap to reduce erosional potential presented by flowing water. Rock riprap coverings for ditches should include the invert, the entire side adjoining the roadway and a minimum of 6" of the opposing sidewall. Ditches or swales having a longitudinal slope of 2% or less require no armoring. Exposed soil ditch slopes not requiring armoring should be covered with straw and planted with grass seed as noted below.

A minimum of one 24" culvert is planned for the site. All culverts should be constructed in such a manner that during construction the creek is either dry (preferably) or suitably diverted so as to reduce or eliminate erosion of disturbed soils by flowing water. During construction of culverts, site disturbance should be kept to an absolute minimum, particularly the creek bed. Culvert backfills should be in accordance with the geotechnical report for the project or standards of Plumas County. All culverts should be carefully placed so as to precisely match the pre-existing creek longitudinal invert slope. Once constructed, both inlet and outlet inverts of the streambed approaching and leaving the culvert should be appropriately armored with 12" minus rock riprap. Such riprap should extend a minimum of 12" below the creek bed invert and a minimum of 10 feet away from the mouth of the culvert. Riprap should be carefully track rolled with a small tracked device. The fill slope surface on both the upstream and downstream side of the roadway should be covered with 6" minus rock riprap to a depth of 6". This riprap should extend up to the side of the roadway ear surface, whether it be gravel or pavement.

### House Pads and Yard Areas

House pads excavated but not immediately planned to be developed should be covered with straw and grass seed if the pad is to pass into the fall/winter season. Developed house pads encompassing yard areas should be graded such to retain water runoff from the site for a longer period of time. Such grading should be incorporated into the required positive grading normally constructed around residential structures such that water is free to leave the site, but in a restricted manner, yet stored way from the structure. Once the residential structure is completed, but before the yard areas are developed, all disturbed yard areas should be covered with straw as noted below until such time that development can take place.

### **Cut and Fill Slopes**

Relatively minor slopes generated through site excavation are anticipated. One driveway on the southern side of the project will generate relatively minor cut/fill slopes and the two house pads to be constructed are in relatively flat areas. Slopes generated through the construction of house pads and excavation of additional driveway areas should be treated with straw and grass seed as noted below. All cut or fill slopes shall be graded to slopes flatter than 2 to 1 (Horizontal:Vertical). Slopes cut entirely into bedrock, as determined by the geotechnical engineer, shall be allowed to be vertical. Soil slopes less than 3 feet high shall be graded to a slope of 3 to 1 or flatter. All soil slopes shall be covered with straw and grass seed as prescribed below.

### **Vegetative Soil Cover**

The following applies to all disturbed soil surfaces on the project. Soil surfaces cut into bedrock or ripraped shall be exempt from the requirements of this section.

In order to protect exposed soil surfaces, properly prepared surfaces should be covered with a layer of wheat straw and seeded with native grass species. The overall effect of this protective layer is to break the energy of falling precipitation and to shield the soil surface from wind.

All disturbed soil surfaces shall be first track rolled with the equipment moving up and down slope. Tracked equipment, in this manner, will dimple and compact the soil surface in preparation for seeding. Once the soil surface is fully track-rolled, the area to be covered shall be seeded through mechanical or manual broadcasting of native grass seed. Application rates shall be 52 pounds per acre of Orchard grass or Wheat grass. Fertilization at 250 pounds per acre is suggested but not required.

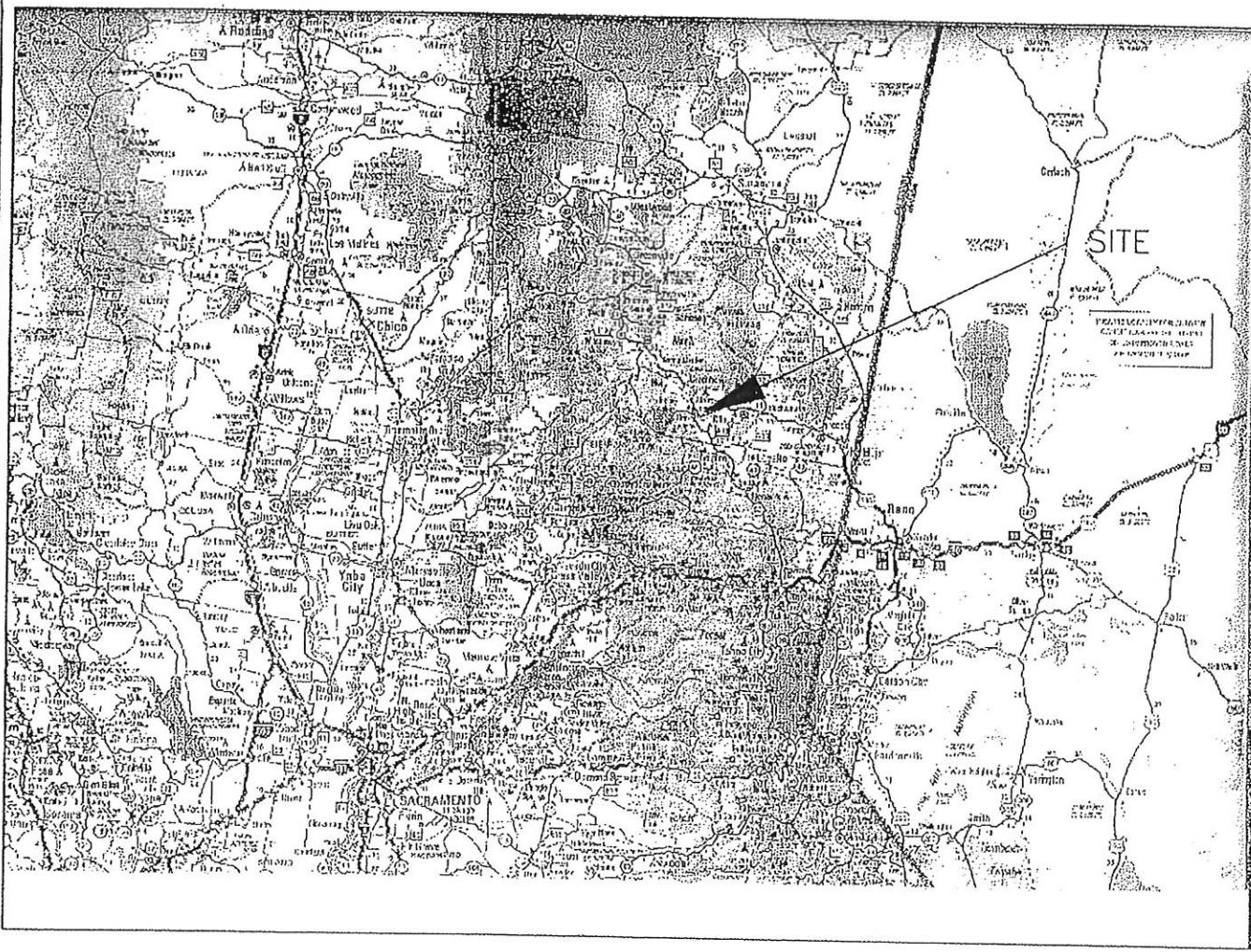
Once the soil surface is seeded, it shall be dragged with an improvised chain link drag towed behind all terrain vehicle (or appropriate, similar means) to cover the seeded areas.

Finish the treatment of the soil area by covering with a minimum of 1" thick wheat straw, broadcast in such a manner so as to provide a uniform covering of the area. Straw may be chopped for this purpose.

Once straw is applied, utilize a water truck with medium fine spray nozzle to thoroughly wet the straw surface in order to compact and interlock the straw fibers and to initially wet the grass seed below.

SOILS ENGINEERING, LLC.

One month after initial application of the above soil cover, any areas of the soil surface which have been re-exposed shall be repaired.

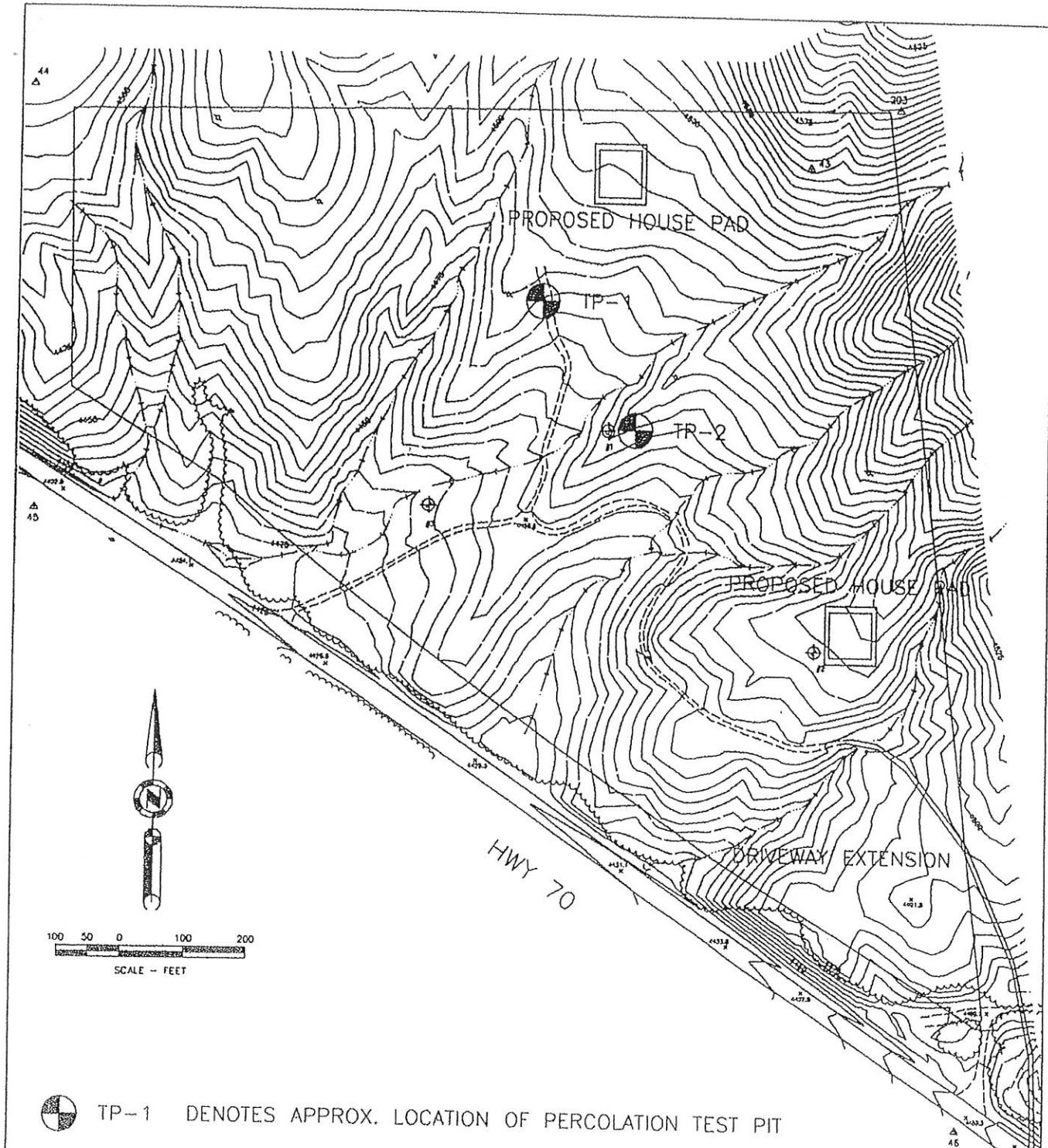


NOT TO SCALE

### VICINITY MAP

SOILS ENGINEERING, LLC.  
10000 ROAD RUNNER ROAD  
RENO, NEVADA 89510  
(775) 358-2692

Job Name: BLOUNT PROPERTY  
Location: 67007 Highway 70  
Blairsden, Ca.  
Job Number: OS 06-06 PLATE # 1



TP-1 DENOTES APPROX. LOCATION OF PERCOLATION TEST PIT

**SITE PLAN**

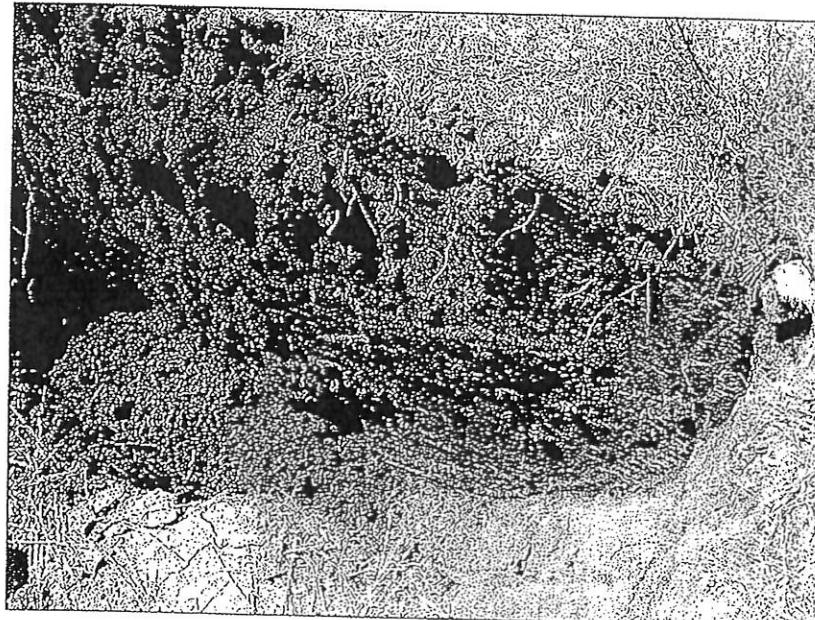
BASE PLAN BY HANBY SURVEYING - (500) 832-5671  
6511 RECKWATH STREET, PORTOLA, CA 96122  
JOB # 04250

SOILS ENGINEERING, LLC. 10000 ROAD RUNNER ROAD RENO, NEVADA 89510 (775) 358-2692	Job Name: Location: Job Number:	BLOUNT PROPERTY 67007 Highway 70 Blairsden, Ca. OS 06-06 PLATE # 2
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LOG OF TEST PIT #1      BLOUNT PROPERTY  
EQUIPMENT CAT EXCAVATOR  
ELEVATION NA      DATE: MAY 4, 2006

SOILS ENGINEERING, LLC.

LITH- OLOGY	SAMPLE	SOIL DESCRIPTION	
0			
1	SAND	0-16" DK. BROWN CLAYEY SILTY SAND (SM/SC), DIRTY D.G. DRY, MED. DENSE TO DENSE, MEDIUM TO COARSE GR.	PERC TEST @ 18" 16 MIN/IN
2			
3	SAND		PERC TEST @ 30" 40 MIN/IN
4		16" - 8' ORANGE BROWN CLAYEY SILTY SAND (SM/SC), DIRTY D.G. DRY, MED. DENSE TO DENSE, MEDIUM TO COARSE GR.	
5			
6			
7			
8			
9		BOTTOM OF HOLE @ 8 FEET - NO FREE GROUND WATER ENCOUNTERED	
10			
11			
12			
13			



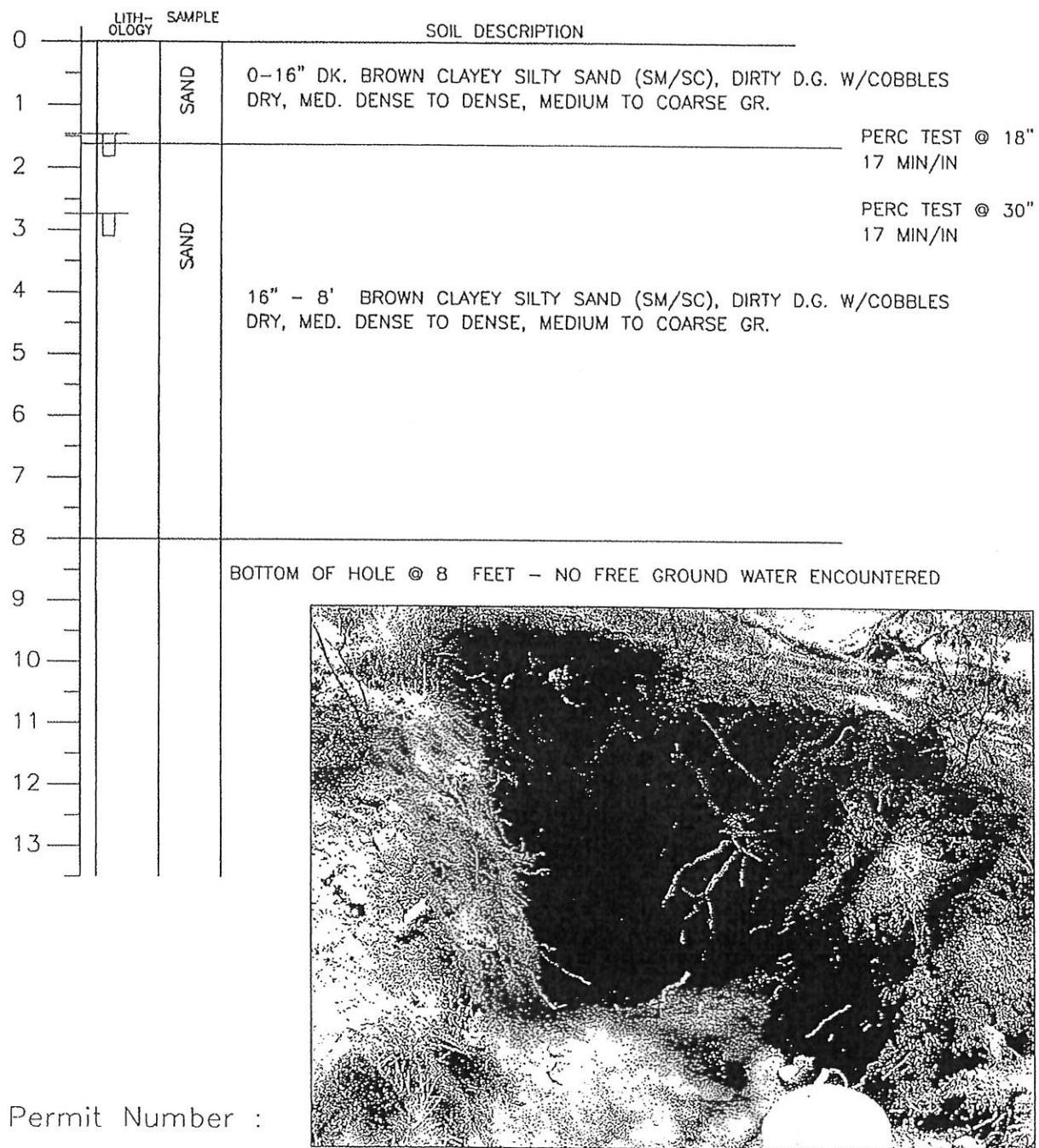
Permit Number :

SEE SITE PLAN FOR TEST PIT LOCATION

SOILS ENGINEERING, LLC. 10000 ROAD RUNNER ROAD RENO, NEVADA 89510 (775) 358-2692	Job Name: <u>BLOUNT PROPERTY</u> Location: <u>67007 Highway 70</u> <u>Blairsden, Ca.</u> Job Number: <u>OS 06-06</u>	PLATE # 3
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LOG OF TEST PIT #2      BLOUNT PROPERTY  
EQUIPMENT CAT EXCAVATOR  
ELEVATION NA      DATE: MAY 4, 2006

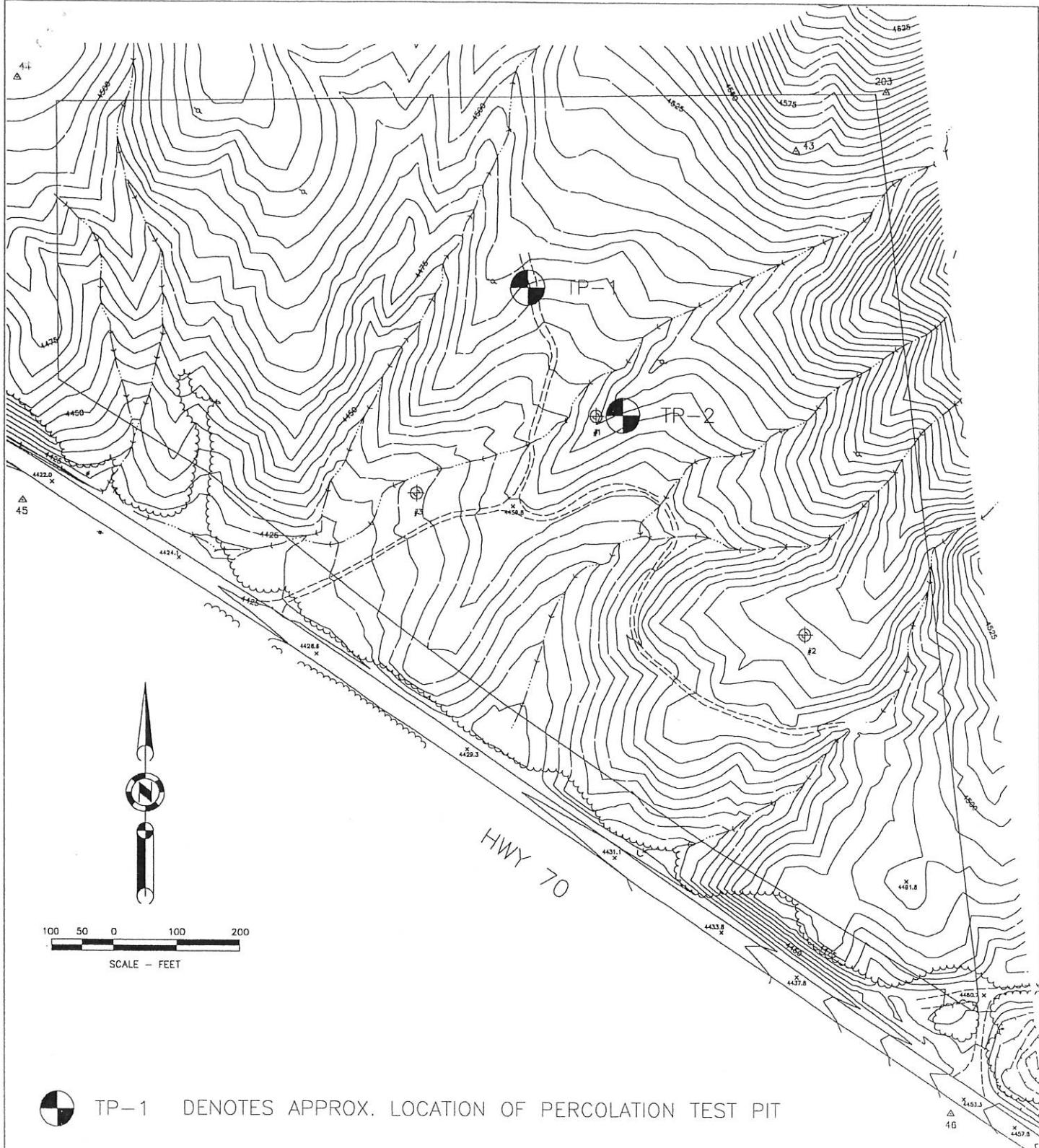
SOILS ENGINEERING, LLC.



Permit Number :

SEE SITE PLAN FOR TEST PIT LOCATION

SOILS ENGINEERING, LLC. 10000 ROAD RUNNER ROAD RENO, NEVADA 89510 (775) 358-2692	Job Name:      BLOUNT PROPERTY Location:      67007 Highway 70 Blairsden, Ca. Job Number:      OS 06-06      PLATE # 4
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TP-1 DENOTES APPROX. LOCATION OF PERCOLATION TEST PIT

**SITE PLAN**

Permit Number :

BASE PLAN BY HAMBY SURVEYING - (530) 832-5571  
65 N. BECKWITH STREET, PORTOLA, CA. 96122  
JOB # 64259

SOILS ENGINEERING, LLC. 10000 ROAD RUNNER ROAD RENO, NEVADA 89510 (775) 358-2692	Job Name: Location: Job Number:	BLOUNT PROPERTY HWY 70 @ HWY 89 SEE VICINITY MAP OS 06-06 PLATE # 2
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# **PLUMAS COUNTY ENGINEERING DEPARTMENT**

555 Main Street, Quincy, CA 95971 – Telephone (530) 283-6209 Facsimile (530) 283-6134



July 19, 2018

TO: Rebecca Herrin, Senior Planner  
Plumas County Planning Department

RE: Preliminary Review & Consultation General Plan Amendment and Zone Change  
DeLano/The Brewing Lair Mountain Goat Farmstead, LLC GPA 7-18/19-01

Having received and reviewed the preliminary project packet as described above for the site location of 67007 and 67163 SR 70, Blairsden, Unincorporated Plumas County, CA, the Plumas County Engineering Department does not foresee any potential concerns with the project. However, the applicant to be fully aware of the construction and development notes that are recorded on the Parcel Map for these properties in Book 12 of Parcel Maps 105.

Sincerely,

A handwritten signature in black ink.

Evan Hasse  
Engineering Technician

Attachments: 12 PM 103-105

**RECEIVED**

JUL 16 2018

PC Planning+Building

## **GRAEAGLE FIRE PROTECTION DISTRICT**

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**7620 Highway 89  
P.O. Box 64  
Graeagle, CA 96103  
530-836-1340  
Fax 530-836-2645  
admin@graeaglefire.org  
www.graeaglefire.org**

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30 October 2018

TO:                   Rebecca Herrin  
                         Senior Planner

FROM:               Graeagle Fire Protection District

The Graeagle Fire Protection District (GFPD) has a few comments in the request of the Zone Change from Rural Residential property to Commercial property. The project located at 67007 and 67163 SR 70, Blairsden, CA (The brewing Lair and Mountain Goat Farmstead LLC.)

This property is located outside of the GFPD District. The property at 67007 SR 709 is under a fire contract with GFPD. The property at 67163 SR 70 is not.

Following is a list of GFPD's comments:

- The driveway would need to be improved to meet commercial driveway standards. Paved with shoulders. At current time there is only 1 narrow road for Ingress and Egress. A second roadway would be needed. Could be a separate roadway or widening of existing one.
- At least 1 Hydrant, which could produce a minimum of 1200 GPM for 60 min. Possibly more with future development.
- Adequate turning area for a Fire Engine.
- Caltrans approved Access to and from SR 70.
- GFPD to review and comment on all future plans.

Thank you for considering these comments. If you have any questions please contact Ed Ward at 530-251-6798.

Ed Ward  
Fire Chief, GFPD

**EXHIBIT 8**



# Plumas County Environmental Health

270 County Hospital Road, Ste. 127, Quincy CA 95971

Phone: (530) 283-6355 ~ Fax: (530) 283-6241

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DATE: August 6, 2018

TO: Rebecca Herrin, Senior Planner  
Plumas County Planning & Building Services

RECEIVED

AUG 10 2018

RE: Preliminary Review and Consultation  
General Plan Amendment and Zone Change  
DeLano / The Brewing Lair  
Mountain Goat Farmstead, LLC  
GPA 7-18/19-01  
APN: 123-150-024-000 and 123-150-025-000

PC Planning+Building

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This is to notify you that this Department:

APPROVES  
 APPROVES SUBJECT TO:  
 CANNOT APPROVE DUE TO THE FOLLOWING:  
 FINDS THE APPLICATION INCOMPLETE DUE TO:

Approved Water Supply:

- Pursuant to Plumas County Code, Title 6, Chapter 9, Section 6-9.01, the proponents must obtain an "approved water supply" for the current and future facility operation that can be either: a potable water service connection from an existing public water system; or a water system operating permit issued by Environmental Health.
  - The proponents are encouraged to obtain a potable water service connection from a public water system as this will remove the requirement to obtain a water system operating permit.
  - If the proponents find that a service connection to an existing public water system is not possible or reasonable the proponents must apply for a water system operating permit from Environmental Health.

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EXHIBIT 9

- Provided the proponents are able to self-certify that the operation of the facility does not exceed 59 days annually where 25 or more persons are present, the proponents may apply for a Local Small Water System (LSWS) operating permit.
- If the proponents determine that the current and/or anticipated future operation of the facility is 60 or more days annually when 25 or more persons are present, the proponents will be required to start the process of obtaining a Transient-NonCommunity (TNC) public water system operating permit.
  - Subsequent to CA Health and Safety Code, Section 116527, the proponents will be required to submit a "preliminary technical report" at least six (6) months prior to starting any water system related construction to the CA State Water Board with a copy to Environmental Health. It is possible that the Water Board report review could result in a determination that consolidation with an existing public water system is required and that the creation a new public water system will not be allowed.
  - If the technical report is approved by the Water Board for the creation of a new public water system, the proponents will be required to submit an application for a public water system operating permit along with a water system "Technical, Managerial, and Financial" (TMF) statement and five (5) year water system operating budget projection to Environmental Health.

Current or Future Food Service:

- If the project will include food service, the proponents must submit construction plans to the Plumas County Building Department and to Environmental Health prior to any food related construction.

Sincerely,



Robert Robinette,  
Environmental Health Specialist II

Herrin, Becky

**From:** Robinette, Rob  
**Sent:** Wednesday, July 01, 2020 10:19 AM  
**To:** Herrin, Becky  
**Subject:** RE: The Brewing Lair

Becky...

I should have updated you earlier on the water system issue.

Brewing Lair cannot connect to Blairsen water as Blairsden Water will not will not allow a connection due to capacity limitations.

Brewing Lair has their own Public Water System operating permit issued by Environmental Health supplied by their own commercial well.

Please disregard the request to have Brewing Lair connect to an existing Public Water system.

Rob Robinette  
Plumas County Environmental Health  
270 County Hospital Road  
Courthouse Annex Room 127  
Quincy, CA 95971

Talk: (530) 283-6355 (Front Office)  
(530) 283-6593 (Direct)

Fax: (530) 283-6241

Email: [robrobinette@countyofplumas.com](mailto:robrobinette@countyofplumas.com)

## COVID-19 Informational Resources

Plumas County Hotline 530-283-6400 or covid19@countyo...com

Plumas County Public Health COVID-19 Webpage

NOTICE: This e-mail message, including any attachments is for the sole use of the intended recipient(s) and may contain confidential information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

**From:** Herrin, Becky  
**Sent:** Friday, June 26, 2020 11:18 AM  
**To:** Robinette, Rob  
**Subject:** The Brewing Lair

Hi Rob,

I am still working on the zone change for the Brewing Lair. You sent a memo that suggested they get water from an existing public water system. Do you think that the Blairsden Water system would be able to serve them?

Thanks,  
Becky

EXHIBIT 10

*Rebecca Herrin*  
*Assistant Planning Director*  
*Plumas County Planning and Building Services*  
*555 Main Street*  
*Quincy, CA 95971*  
*(530) 283-6213*



## PLUMAS COUNTY PLANNING & BUILDING SERVICES

555 Main Street, Quincy, CA 95971  
(530) 283-7011

[www.countyofplumas.com](http://www.countyofplumas.com)

16 July 2018

TO: Charles White, Building Official

FROM: Rebecca Herrin *RL*  
Senior Planner

RE: Preliminary Review & Consultation  
General Plan Amendment and Zone  
Change  
DeLano/The Brewing Lair  
Mountain Goat Farmstead, LLC  
GPA 7-18/19-01

We have received an application for a General Plan Amendment and Zone Change from Rural Residential and Scenic Road (R-10, SP-ScR zoning) to Commercial, Scenic Road (C-3, SP-ScR zoning). The applicants are Richard and Susan DeLano (The Brewing Lair and Mountain Goat Farmstead, LLC). This project is located at 67007 and 67163 SR 70, Blairsden, Unincorporated Plumas County, CA; Assessor's Parcel Numbers 123-150-024-000 and 123-150-024-000; Township 22 North, Range 12 East, Section 10, MDM.

Enclosed is information on this project. I am reviewing this project to determine if the application is complete and to determine if the project may have a significant effect on the environment. **If you need more information, let me know. Please be as specific as you can, as that will assist me in obtaining information you might need.**

If you have no comment on this project, I would appreciate being told. Return of this memo with a "no comment" written on it will be fine. Please respond by **August 17, 2018**, whether or not you have a comment. If you intend to respond but can't do so by **August 17, 2018**, please call me at (530) 283-6213.

Thank you for your assistance. *All Issues with buildings are being addressed, no further comment*

*REB*  
7/16/18

EXHIBIT II

# PLUMAS COUNTY DEPARTMENT OF PUBLIC WORKS

1834 East Main Street, Quincy, CA 95971 – Telephone (530) 283-6268 Facsimile (530) 283-6323

Robert A. Perreault Jr., P.E., Director John Mannle, P.E., Asst. Director Joe Blackwell, Deputy Director



## Memorandum

RECEIVED

AUG 10 2018

PC Planning + Building

**Date:** August 13, 2018

**To:** Becky Herrin

**From:** Bob Perreault, Public Works Director

**Re:** Response to Preliminary Review & Consultation memo for General Plan Amendment and Zone Change for Richard and Susan DeLano (The Brewing Lair).

Public Works recommends that necessary traffic data be provided to Caltrans so that they can adequately evaluate traffic related impacts to State Route 70 and recommend appropriate mitigations.

This traffic data should include daily traffic numbers, required parking spaces, and a description of existing and proposed encroachments onto State Highway 70 and any other information requested by Caltrans.

Please forward the aforementioned information to the Public Works Department together with any response from Caltrans on this project.

A handwritten signature of Bob Perreault in black ink.

Bob Perreault,  
Director  
Department of Public Works

EXHIBIT 12

## Herrin, Becky

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**From:** Gonzalez, Marcelino@DOT <marcelino.gonzalez@dot.ca.gov>  
**Sent:** Friday, May 10, 2019 9:31 AM  
**To:** Herrin, Becky  
**Cc:** Chaffin, Fred N@DOT; Grah, Kathy M@DOT; Battles, Michael@DOT; Maxwell, John G@DOT; Barnes, Stacey@DOT  
**Subject:** FW: REPLY: GPA 7-18 19-01 PLU-70-66.87 BREWING LAIR

Hi Becky,

Here are our comments. If you prefer a letter response, let me know.

If traffic generated by this facility causes adverse traffic impacts on SR 70 verified by law enforcement, Caltrans personnel, or citizen complaints, further improvements may be needed on the highway. Improvements could include right and left turn lanes from SR 99.

Parking shall be completely contained on site. The use permit should include a condition that prohibits parking on the highway shoulder. The site plan parking plan should demonstrate that adequate onsite parking will be provided for the associated vehicles.

No advertising signs are allowed within the Caltrans highway right of way.

Thanks for the opportunity to comment.

Marcelino "Marci" Gonzalez  
Local Development Review  
& Regional Transportation Planner  
(530)225-3369

---

**From:** Herrin, Becky <BeckyHerrin@countyofplumas.com>  
**Sent:** Tuesday, March 12, 2019 9:56 AM  
**To:** Gonzalez, Marcelino@DOT <marcelino.gonzalez@dot.ca.gov>  
**Cc:** Grah, Kathy M@DOT <kathy.grah@dot.ca.gov>; Maxwell, John G@DOT <john.maxwell@dot.ca.gov>; Stinger Jr, Rob F@DOT <rob.stinger@dot.ca.gov>; Chaffin, Fred N@DOT <fred.chaffin@dot.ca.gov>  
**Subject:** RE: REPLY: GPA 7-18 19-01 PLU-70-66.87 BREWING LAIR

*The owners/applicants are pursuing a general plan amendment and rezone to commercial zoning rather than a special use permit. This is in response to a code violation.*

*I am gathering information so that an environmental document can be prepared and circulated for the general plan amendment/rezone.*

*If the amendment is approved, the use will be permitted by right. That being said, as a result of the violation, the County can apply additional requirements to the operation.*

*The Brewing Lair is proposing to hold six (6) events per year, but would be satisfied with one event per year or none if that presents significant issues.*

*35-40 cars can park on site and an additional 8-10 cars can park on the adjacent property.*

*Let me know if I can provide anything further. Thanks.*

*Becky*

## FACT SHEET:

# California's Fire Hazard Severity Zones

California Department of Forestry and Fire Protection  
Office of the State Fire Marshal



While all of California is subject to some degree of fire hazard, there are specific features that make some areas more hazardous. The California Department of Forestry and Fire Protection (CAL FIRE) is required by law<sup>1</sup> to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors.

These zones, referred to as Fire Hazard Severity Zones (FHSZ), influence how people construct buildings and protect property to reduce risk associated with wildland fires. The maps were last updated in the mid-1980s and early 1990s. They are currently being updated to incorporate improved fire science, data and mapping techniques.

The proposed Fire Hazard Severity Zone maps for lands where the state has financial responsibility for wildland fire protection, known as state responsibility area or SRA, are available for review and public comment. A series of public hearings is being conducted in 56 counties with state responsibility area lands to gather comment for consideration. After the comment period ends, the CAL FIRE Director will either modify or adopt the Fire Hazard Severity Zone maps.



In 2008, CAL FIRE will produce Fire Hazard Severity Zone maps for the areas of California where local governments have financial responsibility for wildland fire protection, known as local responsibility areas, or LRA. Only lands zoned very high are identified within local responsibility areas.



*Buildings on the fringes of California's wildland areas face a greater fire hazard than those in cities and towns.*

## Fire Hazard Elements

**Vegetation** - Fire hazard considers the potential vegetation over a 30- to 50-year time horizon. Vegetation is "fuel" to a wildfire and it changes over time.

**Topography** - Fire typically burns faster up steep slopes.

**Weather** - Fire moves faster under hot, dry, and windy conditions.

**Crown Fire Potential** - Under extreme conditions, fires burn to the top of trees and tall brush.

**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.

**Likelihood** - Chances of an area burning over a 30- to 50-year time period based on history and other factors.

<sup>1</sup> (PRC 4201-4204 and Govt. Code 51175-89)



*Burning embers, known as firebrands, spread fire ahead of the flame front and can ignite buildings up to a mile away from the main fire.*

#### **What is the map for?**

The Fire Hazard Severity Zones identify fire hazard, not fire risk. "Hazard" is based on the physical conditions that give a likelihood that an area will burn over a 30 to 50-year period without considering modifications such as fuel reduction efforts. "Risk" is the potential damage a fire can do to the area under existing conditions, including any modifications such as defensible space, irrigation and sprinklers, and ignition resistant building construction which can reduce fire risk. Risk considers the susceptibility of what is being protected.

Fire Hazard Severity Zone maps are intended to be used for:

- Implementing wildland-urban interface building standards for new construction
- Natural hazard real estate disclosure at time of sale
- 100-foot defensible space clearance requirements around buildings
- Property development standards such as road widths, water supply and signage
- Considered in city and county general plans



#### **How do I determine the fire hazard in my area?**

Visit the CAL FIRE Website at [www.fire.ca.gov](http://www.fire.ca.gov). You can enter your address and easily find your Fire Hazard Severity Zone IF your property is in the state responsibility area. The statewide map and maps for each county with state responsibility area lands are also posted. For more information about Fire Hazard Severity Zones or wildland-urban interface building codes, contact your local CAL FIRE Unit.

#### **How are zones determined?**

The Fire Hazard Severity Zone maps were developed using a science-based and field-tested computer model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), flame length, blowing embers, terrain, and typical weather for the area. There are three hazard zones in state responsibility areas: moderate, high and very high.

Urban and wildland areas are treated differently in the model, but the model does recognize the influence of burning embers traveling into urban areas, which is a major cause of fire spread.