

Proposed Mitigated Negative Declaration and Initial Study

Trinity County Jail
Trinity County, California



Prepared for:

Trinity County Planning Department

March 2015

55-04

ENPLAN

**PROPOSED
MITIGATED NEGATIVE DECLARATION
and
INITIAL STUDY**

**TRINITY COUNTY JAIL PROJECT
TRINITY COUNTY, CALIFORNIA**

March 2015

Prepared for:
**Trinity County
61 Airport Road
P.O. Box 2819
Weaverville, CA 96093**

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PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD AGENCY: Trinity County
61 Airport Road
P.O. Box 2819
Weaverville, California 96093

PROJECT: The proposed project entails construction of a new 96-bed jail. The jail would have approximately 25,000 square feet of floor space as well as an outdoor exercise area encompassing at least 600 square feet. Associated features would include employee and visitor parking, security fencing, dumpster enclosures, a perimeter access road, and landscaping. Offsite improvements would include utility tie-ins, construction of a turn lane on State Highway 3 at its intersection with Tom Bell Road, and construction of an emergency access road.

LOCATION: The ±11.9-acre project site is located in the community of Weaverville, Trinity County, California. The site is located at the northern terminus of Tom Bell Road, just north of the County's juvenile detention facility and west of the Weaverville Airport (See Figure 1 of the Initial Study).

PROJECT
PROPONENT: Trinity County

PROJECT NAME: Trinity County Jail

FINDINGS

As documented in the Initial Study, project implementation could result in increased night lighting and/or glare in the vicinity of the Weaverville Airport, possible effects on special-status plant species, potential encroachment on Five Cent Gulch and its associated riparian zone, minor loss of deer winter range, disturbance of nesting migratory birds, possible loss or disturbance of a seasonal wetland, disturbance of cultural resources, increased soil erosion and water quality degradation, increased traffic levels, and possible exposure of inmates and staff to geologic hazards. Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in the Initial Study. Because Trinity County will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment. A Mitigation Monitoring and Reporting Program will also be adopted and implemented by Trinity County.

Signature

Date

Name

Title

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INITIAL STUDY

Trinity County Jail Project Weaverville, California

I. THE PROJECT

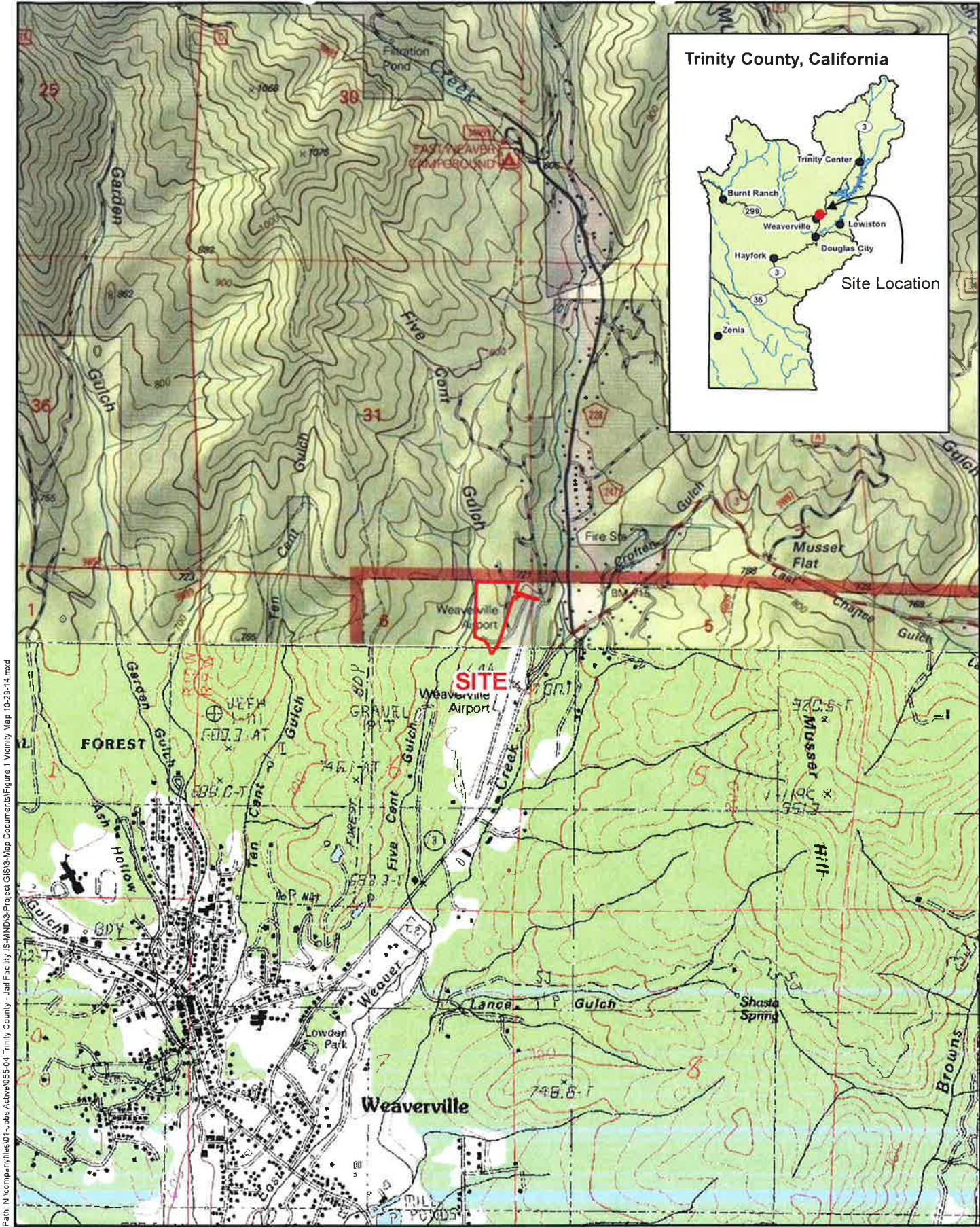
A. Introduction

Trinity County is pursuing grant funding to assist in the development of a new jail facility in Weaverville to replace its aging, overcrowded existing facility. Assuming funding is available, the new jail would be constructed on County-owned land just north of the County's juvenile detention facility, at the northerly terminus of Tom Bell Road, immediately west of the Weaverville Airport. The general site location is depicted on Figure 1. Figure 2 provides an aerial photograph of the project study area. A conceptual floor plan and a general description of the project have been developed, but a specific design has not yet been completed. Detailed project design will be completed following receipt of grant funding.

This Initial Study has been prepared to assist in securing grant funding and to meet the California Environmental Quality Act guidance that environmental review be conducted as early as feasible in the planning process to enable environmental considerations to influence project design, and yet late enough to provide meaningful information for environmental assessment. Because it is anticipated that some revisions to the project proposal will occur during final design, this Initial Study addresses an anticipated "worst-case" scenario and establishes design/siting constraints that will serve to avoid and minimize environmental impacts. If Trinity County determines that subsequent changes in project design or circumstances would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects (or if other conditions described in Section 15162 of the State CEQA Guidelines are met), additional environmental review may be necessary.

B. Project Need

The aging Trinity County Jail, located on Memorial Drive in Weaverville, was constructed in 1976 and was designed to hold 24 inmates. Over time, the jail evolved into a 53-bed facility, with a convoluted floor plan, that is staff intensive, and lacks program space and safety cells. The facility is unsafe and dangerous for both inmates and staff. "Jail steel" is prevalent throughout the facility, offering inmates numerous opportunities for suicide or self-harm. Officers are exposed to anything that the inmates may choose to throw through the "bars" including bodily fluids that may be carriers of HIV or Hepatitis C. Contagious diseases such as flu and tuberculosis are easily spread in this environment. Further, there are not enough beds in the existing jail to meet the adult detention needs. The existing Trinity County Jail was designed for minimum-, low-, and medium-security inmates; the bulk of the inmates currently held are medium- and maximum-security inmates. The age of the building has resulted in extensive maintenance requirements, making the facility expensive to operate.



Path: N:\company\files\IT\jobs\active\055-04 Trinity County - Jail Facility IS-MND\3-Project GIS\3-Map Documents\Figures 1 Vicinity Map 10-29-14.mxd



Figure 1
Project Vicinity

All depictions are approximate. Not a survey product.

10.29.14



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All depictions are approximate. Not a survey product. 10.29.14



Figure 2
Project Location

The proposed new facility is necessary to:

- Improve safety for both inmates and staff.
- Provide adequate bed space to meet current adult detention demands.
- Meet Americans with Disabilities Act (ADA) requirements.
- Provide needed space for inmate instruction/programming, medical and mental health services, interview rooms, staff support, and other functions necessary for operation of a jail in compliance with current requirements.
- Reduce maintenance and staffing costs through increased efficiency and improved systems.

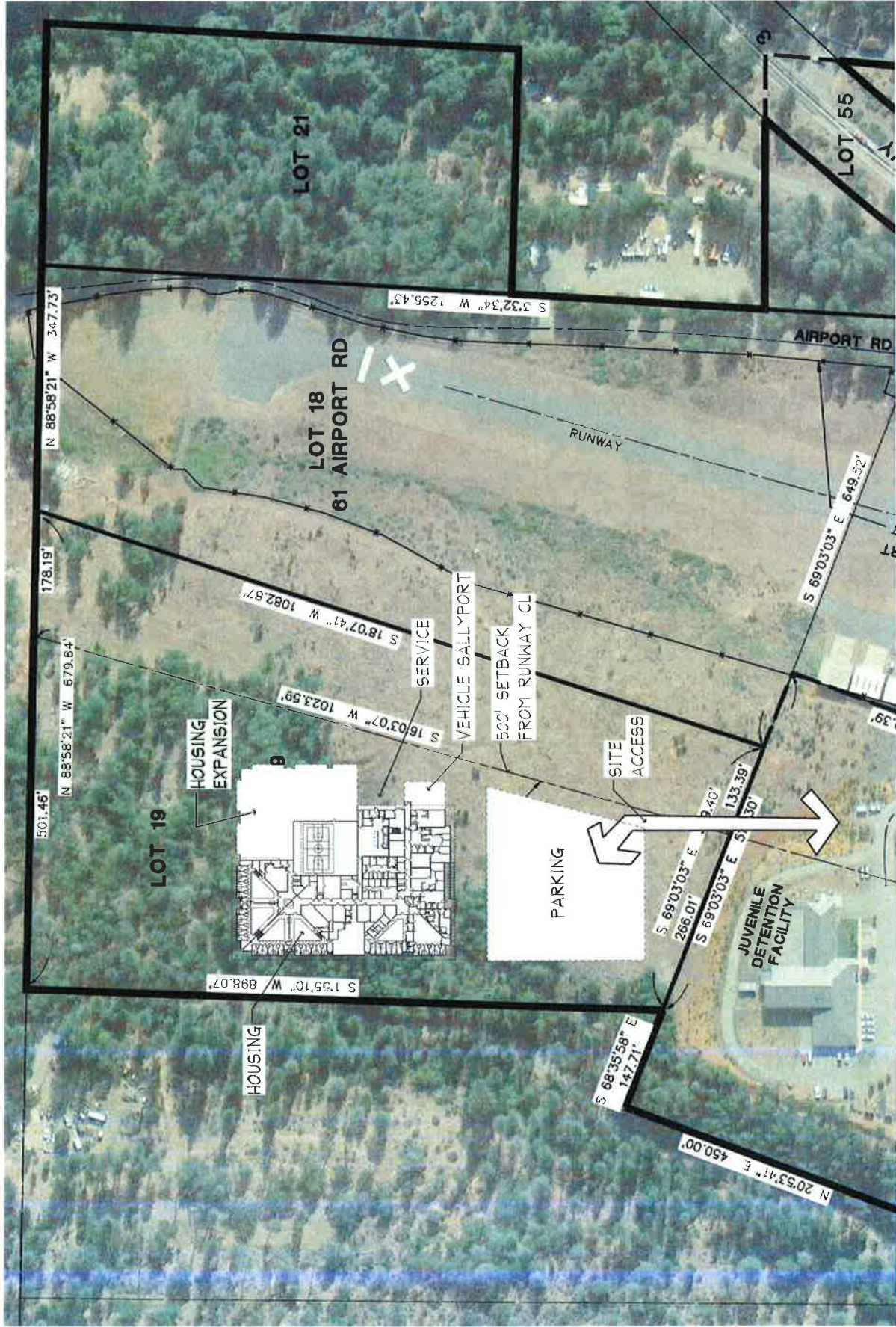
With respect to project siting, a Jail Needs Assessment conducted by the County determined that locating the new jail next to the juvenile detention facility would result in the opportunity for mutually beneficial consolidation of services. For example, the proposed siting would allow mutual support between both detention facilities in such areas as food service, laundry, and bulk storage. The two facilities would also be able to share service providers for medical and dental care, selected programs, and maintenance.

C. Project Description

Trinity County currently owns a ±11.9-acre parcel immediately north of the juvenile detention facility on Tom Bell Road. It is anticipated that the new jail would occupy approximately five acres of this site. The eastern 135 to 175 feet of the parcel is in Airport Compatibility Zone C, the far northeastern corner of the parcel is in Zone B2, and the remainder of the parcel is in Zone D. Some restrictions apply in these zones, particularly with respect to building/structure heights. Airspace review is required for all proposed structures in Zones B2 and D that exceed 70 feet in height, and for all structures in Zone C that exceed 35 feet in height. Buildings with more than two above-ground habitable floors are prohibited in Zones B2 and C. To ensure compatibility with airport safety criteria, the jail building will be situated in Zone D, but parking and other ancillary uses may be located in Zone C. No structures are currently anticipated to be located in Zone B2.

Offsite improvements would be limited to primary and emergency access road improvements and utility tie-ins. Primary access to the new jail will be via Tom Bell Road. To mitigate cumulative traffic impacts, a northbound left-turn lane would be added to State Highway 3 at its intersection with Tom Bell Road. An access stub is currently present at the northern terminus of Tom Bell Road, immediately east of the juvenile detention facility; the driveway to the jail will be extended from this stub. A six-inch-diameter water main, a six- to eight-inch sewer line, and electrical connections are also available at this stub and will be extended to serve the new jail. Emergency access to/from the new jail would be provided via an all-weather road that would extend from the jail to an existing gated access near the north end of the airport runway; from this point, the emergency access road would cross the airport property north of the runway and connect to Airport Road via a new gate to be installed in the airport perimeter fence.

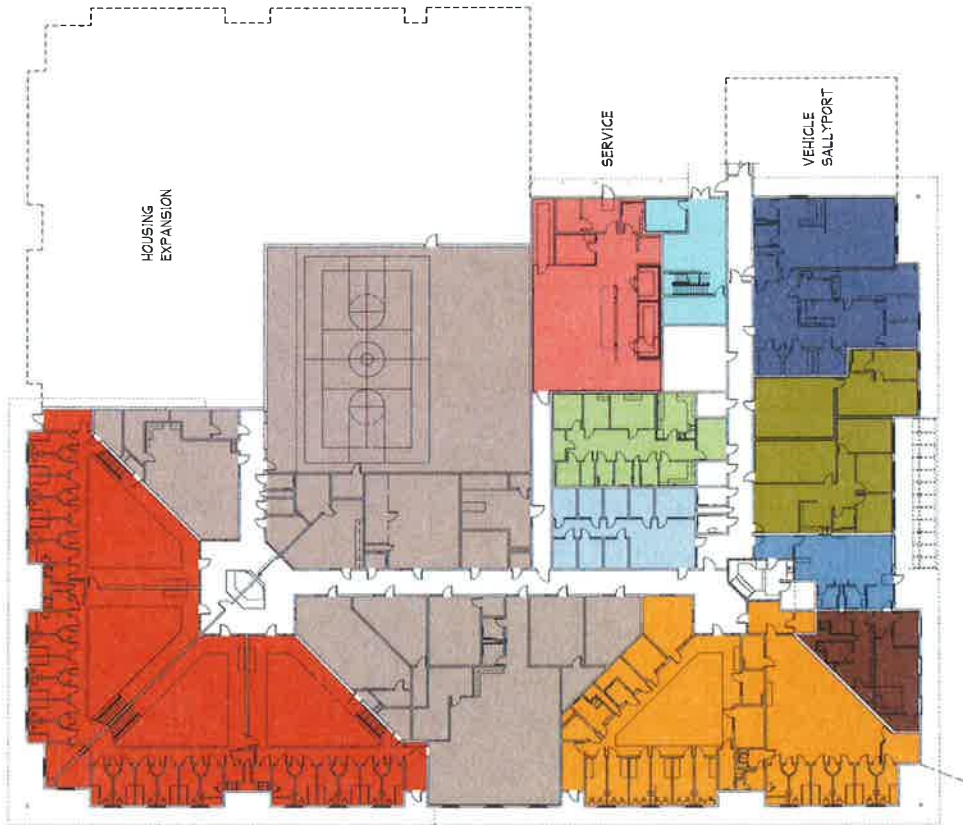
The proposed new jail would be designed to house approximately 96 inmates and would have a floor space of roughly 25,000 square feet, as well as an outdoor exercise area encompassing at least 600 square feet. Associated features would include employee and visitor parking, security fencing, dumpster enclosures, a perimeter access road, and landscaping. A conceptual site plan is provided in Figure 3; a conceptual floor plan for the jail is presented in Figure 4. As currently envisioned, the jail would consist of the following components:



TRINITY COUNTY PROPOSED SITE

Figure 3

Conceptual Site Plan



- GENERAL HOUSING
- PROGRAM & SUPPORT SERVICES
- SPECIAL HOUSING
- STAFF SUPPORT
- PUBLIC
- ADMINISTRATION
- INTAKE
- RECEIVING
- KITCHEN
- MEDICAL
- VISITING

TRINITY COUNTY PROGRAM ELEMENTS

Figure 4

Conceptual Floor Plan



Single-Occupancy Cells. A total of 16 beds would be provided in single-occupancy cells for maximum-security offenders. All cells would be "wet," i.e., include toilet facilities. Stainless steel combination fixtures would be used. A bed and a desk would be wall-mounted in each cell.

Double-Occupancy Cells. A total of 80 beds in 40 double-occupancy cells would be available for medium-security inmates. Adequate ADA cells would be provided. All cells would be "wet." Stainless steel combination fixtures would be used. Two beds and a desk would be wall-mounted in each cell.

Dayrooms. Dayrooms would be provided at the rate of thirty-five square feet per inmate and would contain anchored tables and seating to accommodate the maximum number of inmates allowed access to the dayroom at any given time in each housing unit. Access would be provided to toilets, washbasins, drinking fountains, and showers from the dayroom. Dining would occur in the dayroom of each housing unit. ADA accommodations would be provided as necessary.

Intake/Release/Processing. Designated areas would be provided for inmate intake, release, and processing. Holding cells, safety cells, sobering cells, showers for inmates, toilet facilities for staff and inmates, inmate property storage areas, medical triage rooms, processing areas, administrative office areas, and interview rooms would be provided. A weapons locker would be provided at the vehicular sally port. Staff would have unobstructed access to hot and cold running water and an eyewash station. Telephones would be added for inmate use.

Visiting. Contact, non-contact, and video visiting spaces would be provided. Video visiting would be the primary method of visitation.

Program Space. Four program rooms capable of accommodating 20 offenders and an instructor would be provided. Three of the program rooms would be located inside the secure perimeter to provide in-custody programs and one program room for out of custody programs would be located outside the secure perimeter.

Medical and Mental Health Services. Medical examination rooms would be provided for medical screening and routine medical care; secure pharmaceutical storage would be included. More advanced care would continue to be provided outside of the facility. Mental health professionals would evaluate inmates and provide mental health programs as necessary. Interview rooms and program space would be allocated for this purpose.

Outdoor Exercise. An enclosed, secure outdoor exercise area would be attached to each new housing unit. This area would be observable from within the housing unit and from central control. The area would be a secure area that is partially covered for use in inclement weather and have a clear height of at least fifteen feet. The open area of the roof structure would be covered with high-security mesh to prevent escape. Access would be provided to a toilet, wash basin, and drinking fountain. There would be at least one completely fenced outdoor exercise area of not less than 600 square feet for use by those inmates who have earned this privilege. This 600-square-foot Title 24 requirement could be met by constructing one or all of the secure, attached outdoor recreation areas at the housing units to meet this square footage requirement. Special care would be taken to eliminate opportunities for escape and the introduction of contraband. All exercise areas would be under direct visual observation by the central control room. Recreation areas would accommodate inmates with disabilities.

Attorney Interview Rooms. Selected non-contact visiting rooms would be configured with a secure and lockable paper pass to allow attorneys to consult confidentially with inmate clients. One interview room in the intake/release/processing area also would be configured with a secure paper pass and may be used for confidential meetings between attorneys and inmates.

Confidential Interview Rooms. Confidential interview rooms would be provided in the intake/release/processing area and near the new housing areas. The interview rooms would be used by custody, mental health, and health care staff as well as by attorneys and religious advisors and would not be monitored. Interview rooms would be available to both male and female inmates.

Central Control. Central control would monitor and operate all security perimeters. Additionally, central control would monitor each housing unit. Central control would have visual supervision of the housing units, the attached outdoor exercise areas, and the program spaces. Closed-circuit television would be used to assist in the control of the perimeter penetrations and unoccupied spaces that are covered with intrusion alarms. Closed-circuit television would be activated by intrusion alarms in unoccupied spaces. An escape hatch would be provided in the central control room to allow an officer to exit to the roof in the event of a natural disaster or disturbance in which security in adjacent areas is compromised.

Administration. Administrative areas would be provided for administrative and custody staff, along with staff toilet rooms, locker rooms, a break room, and briefing/meeting/training suite.

Staff Stations. The number and location of staff stations would be determined during final facility design. Care would be taken during final design to be certain that the facility does not necessitate more staff stations than required by "best practice." All staff stations would be ergonomically designed.

Staff Facilities. Male and female locker rooms would be provided with lockers for all staff as well as shower and toilet facilities. An adjacent training room also would be provided.

Laundry. A laundry would be provided. Industrial grade washers and dryers would be used. Commercial grade washers and dryers would be provided in the housing areas where female inmates would be assigned.

Sewage Pre-Treatment. Weaverville Sanitary District staff has noted that inmates have a history of intentionally clogging wastewater collection lines by feeding blankets, sheets, and other objects into the toilets. As requested by the District, grinders or other sewage pre-treatment devices acceptable to the District will be incorporated into the wastewater collection system for the new jail.

Food Service. A kitchen would be provided. Inmates would be fed in the dayrooms of their respective housing units. Sack lunches would be provided for inmates who are away from the facility for the day.

Public Areas. A public reception and video visiting areas would be provided to accommodate visitors while still maintaining the security of the facility. A complete entry control package would be included at the public entrance along with a locked storage space for visitors to secure their belongings before meeting with inmates. All public areas would be ADA compliant.

Maintenance Space. A maintenance work and storage area would be provided.

Storage. Institutional storage would be provided. Additionally, storage areas would be provided in the housing units and the intake/release/processing area. Inmate property storage would be provided and would include secure storage for inmate valuables.

Weapons Lockers. Weapons lockers for the use of law enforcement would be provided outside the intake/release/processing area (in the vehicle sally port) and in reception.

Perimeter Security. The walls of the facility would define the primary security perimeter.

D. Permits and Approvals

The discretionary approvals identified below will or may be needed prior to implementation of the proposed project. In addition to the following, Trinity County would be required to obtain coverage under the State's Construction General Permit through preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

- Consideration and adoption of a Mitigated Negative Declaration by Trinity County.
- Adoption of a Mitigation Monitoring and Reporting Program by Trinity County.
- Issuance of an Encroachment Permit by Caltrans allowing addition of a northbound left-turn lane on Highway 3 at its intersection with Tom Bell Road.
- Issuance of a Timber Harvest Permit (presumably a Conversion Exemption) by the California Department of Forestry and Fire Protection.
- Final determination of consistency with the Airport Land Use Compatibility Plan by the Trinity County Airport Land Use Commission.

II. ENVIRONMENTAL SETTING

General Plan Designation: The Trinity County General Plan Land Use Map designates the project site as Public Facilities. Surrounding lands are designated as Public Facilities, Open Space, and Rural Residential.

Zoning: The Trinity County Zoning Map classifies the project site as PF (Public Facilities). Jails are listed as a discretionary use allowed on lands with this zoning classification. Surrounding lands to the south and east are zoned as PF, lands to the northeast are zoned RR-2.5 (2.5-acre minimum parcel size), lands to the north are zoned OS (Open Space), and lands to the west are zoned RR-1 (Rural Residential 1-acre minimum parcel size).

Surrounding Land Uses: The Trinity County Juvenile Detention Facility is immediately south of the project site. A mobile home park is present about a half-mile southwest of the site, along Five Cent Gulch Road. Lands to the west and north of the project site support undeveloped timberlands managed by the Shasta-Trinity National Forest, as well as a few rural residences. Weaverville Airport and Highway 3 are just east of the project site, followed by residential uses. Residences are also present to the northeast, along East Weaver Creek Road. A total of approximately 350 residences are present within one mile of the site.

Topography: The project site ranges in elevation from approximately 2,330 to 2,390 feet above sea level. The eastern portion of the site slopes gently to the south, while the western portion of the site drops sharply to the west to Five Cent Gulch.

Soils: According to the Natural Resources Conservation Service, on-site soils consist primarily of the Musserhill-Weaverville complex, 15 to 30 percent slopes. The northwestern portion of the site contains Musserhill-gravelly loam, 15 to 30 percent slopes. Small amounts of urban land-xeralfs complex, 5 to 30 percent slopes, are present along the west-central site boundary and in the planned emergency access route north of the airport runway.

Habitat: The project site historically supported a mixed hardwood-conifer forest. Roughly the southeastern two-thirds of the site has been cleared and now supports a disturbed, non-native annual grassland interspersed with sapling trees. Characteristic species in the grassland include downy brome, bulbous bluegrass, yellow star-thistle, and young conifers. The forested portion of the site includes black oak, ponderosa pine, Douglas-fir, incense cedar, and Oregon white oak with a moderate understory of manzanitas and skunkbush. Wildlife species use annual grassland habitats for foraging but often require some other habitat characteristic such as trees, rocky outcrops, cliffs, or ponds for shelter and cover. Common species that are found breeding in annual grasslands include a variety of ground-nesting avian species as well as small animals such as lizards, snakes, gophers, ground squirrels, and voles. Wildlife using the forested habitat may include black bear, black-tailed deer, coyote, gray squirrels, raptors and other birds, and many other species.

Water Features: No wetlands or other waters are present on the subject parcel. However, Five Cent Gulch located immediately west of the northwestern corner of the parcel, and a riparian scrub wetland is present immediately east of the northeastern corner of the parcel. No work is proposed in either of these waters.

Documentation

ENPLAN. Field evaluation. August 2014.

Trinity County. 1990. Trinity County General Plan Land Use Map. Document on file at Trinity County Planning Department.

- Trinity County. 1990. Trinity County Zoning Map. Document on file at Trinity County Planning Department.
- U.S. Geological Survey. 1982. Weaverville and Rush Creek Lakes, Calif. 7.5-minute Quadrangles.
- U.S. Department of Agriculture, Natural Resources Conservation Service. Accessed July 2014. <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Last updated December 6, 2013.

III. ENVIRONMENTAL CHECKLIST FORM

A. Environmental Factors Potentially Affected

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

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

B. Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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



Signature

Frank Lynch

Name

March 11, 2015

Date

Principal Planner

Title

C. Evaluation of Environmental Impacts

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- | | | |
|---------------------------------------|-----------------------------------|--------------------------------------|
| ■ Aesthetics | ■ Greenhouse Gas Emissions | ■ Population and Housing |
| ■ Agricultural and Forestry Resources | ■ Hazards and Hazardous Materials | ■ Public Services |
| ■ Air Quality | ■ Hydrology and Water Quality | ■ Recreation |
| ■ Biological Resources | ■ Land Use and Planning | ■ Transportation/Circulation |
| ■ Cultural Resources | ■ Mineral Resources | ■ Utilities and Service Systems |
| ■ Geology and Soils | ■ Noise | ■ Mandatory Findings of Significance |

The environmental analysis in this section is patterned after the Initial Study Checklist recommended in the State CEQA Guidelines. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the project. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less-Than-Significant Impact.** The project will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Potentially Significant Impact Unless Mitigation Incorporated.** The project will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The project will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

1. AESTHETICS. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

a, c.

The project currently consists of a grassland/forested area, with surrounding uses including the Trinity County Juvenile Hall, Weaverville Airport, and rural residential uses. Viewers of the proposed facility would include people employed in the vicinity, airport users, and a few local residents. The proposed jail facility would also be somewhat visible to viewers driving northeast on Highway 3 between Squires Road and Airport Road, a distance of approximately 0.45 miles. The jail facility would appear as a mid-ground to background feature from Highway 3, being 1,000 to 3,000 feet distant from the highway and behind other urban uses.

The project site is not located in a sensitive viewshed. Project implementation would result in conversion of the site from a grassland/forest to an urban environment. The resulting visual character of the site would be consistent with that of the surrounding area, which includes the juvenile hall, airport hangars, and other structures of moderate to large visual mass. The proposed project would not have a substantial adverse effect on a scenic vista, nor would it result in substantial degradation of the existing visual character and quality of the site and its surroundings. Potential visual impacts resulting from the project implementation would be less than significant.

b.

There are no officially designated State Scenic Highways in Trinity County; thus, project implementation would not damage scenic resources within a designated State Scenic Highway. Highway 3 is designated as National Scenic Byway by the U.S. Forest Service and is eligible for designation as State Scenic Highway. As discussed above, project implementation would not have a significant adverse effect on views from Highway 3.

d.

Exterior lighting proposed as part of the project is expected include both building- and pole-mounted fixtures illuminating the parking areas, sidewalks, building entrances, and the outdoor recreation yard; additional security lighting may be provided as well. The potential for glare could be increased by window surfaces, and exterior materials/coatings. The lighting intensity and potential for glare are expected to be similar to that of the juvenile hall, and should not be substantial. Nonetheless, given the proximity of the airport and rural residences, review of final project plans is warranted to ensure that lighting of adjoining lands and the nighttime sky is minimal. Implementation of Mitigation Measure (MM) 1.1 below, would reduce potential impacts to less than significant.

Mitigation

MM 1.1. All lighting associated with the jail shall be directed downward and be shielded to minimize off-site illumination. Final project plans shall be submitted to the Trinity County Planning Department and Trinity County Airport Land Use Commission for review, and must be approved prior to project implementation.

Documentation

California Department of Transportation. Scenic Highway Program. Eligible and Officially Designated Routes.

Accessed August 2014. <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm>

ENPLAN. Field evaluation. August 2014.

United States Department of Agriculture, Forest Service. Shasta-Trinity National Forest. Scenic Driving. Accessed September 2014. <http://www.fs.usda.gov/activity/stnf/recreation/scenicdrivinginfo>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. AGRICULTURAL AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.
Trinity County is not currently included in the Farmland Mapping and Monitoring Program survey area, and mapping data is not available. However, field observations and review of zoning designations for the site and surrounding areas confirm that the site and surrounding lands are not used or zoned for commercial agricultural use. Accordingly, no farmland would be converted to a non-agricultural use as a result of project implementation.

b, e.
No lands in or adjacent to the project corridor are used for commercial agricultural production, zoned for agricultural use, or subject to a Williamson Act contract. Therefore, the proposed project would not directly or indirectly affect farmland or agricultural uses.

c, d.

The project site is zoned as PF (Public Facilities); surrounding lands are zoned as PF, OS (Open Space), RR-1 (Rural Residential 2.5-acre minimum parcel size) and RR-2.5 (2.5-acre minimum parcel size). The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. However, the project site does support commercial timber species such as ponderosa pine and Douglas-fir, and thus may be classified as "timberland" by the California Department of Forestry and Fire Protection (CAL FIRE). Approximately 6.3 acres of timberland are currently present on the project site. Most or all of this land would be converted to non-forest use as a result of project implementation. This impact is not considered significant because most of the trees that would be removed are broadleaf species (black oak and Oregon white oak) with minimal commercial value, the on-site conifers are generally quite small, the parcel is not zoned for timber production, and timber production would not be compatible with airport safety requirements (although most trees have already been removed from on-site lands within 500 feet of the runway centerline). Conversion of timberlands to a non-forest use is subject to permit approval by CAL FIRE; it is anticipated that issuance of a Conversion Exemption by CAL FIRE would provide compliance with the California Forest Practice Rules.

Mitigation

None necessary

Documentation

ENPLAN. Field evaluation. August 2014.

State of California, Department of Conservation. Farmland Mapping and Monitoring Program. 2012. Trinity County Important Farmland. <http://maps.conservation.ca.gov/ciff/ciff.html> Map published June 2012, accessed July 2014.

Trinity County. 1990. Trinity County Zoning Map. Document on file at Trinity County Planning Department.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. **AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a-d.

Project implementation would result in short-term construction emissions and long-term operational emissions. The North Coast Unified Air Quality Management District (NCUAQMD) requires implementation of Best Available Control Technology (BACT) if emission rates for stationary sources exceed thresholds defined under Rules and Regulations, Rule 110. The BACT significance thresholds applicable to operation of the proposed jail are shown in Table 1. Other pollutants subject to BACT thresholds are not expected to be of concern for the proposed project (i.e., sulfuric acid mists, lead, hydrogen sulfide, fluorides, reduced sulfur compounds, and total reduced sulfur compounds).

Under the Federal and State Clean Air Acts, various sources of air pollution, including criteria pollutants are subject to ambient air quality standards. To date, national ambient air quality standards (NAAQS) have been established for seven criteria pollutants: sulfur dioxide (SO₂), carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sub 10-micron particulate matter (PM₁₀), sub 2.5-micron particulate matter (PM_{2.5}), and lead (Pb). Criteria pollutants are those that have been demonstrated historically to be widespread and have a potential for adverse health impacts. The State of California has also established ambient air quality standards (CAAQS) that further limit the allowable concentrations of certain criteria pollutants. In the case of Trinity County, all criteria pollutants are in compliance (considered attainment or unclassified) for all federal and State ambient air quality standards.

An air emissions modeling program (CalEEMod 2013.2.2) was employed to estimate emissions resulting from project construction and facility operations. As shown in Table 2, construction emissions would not exceed the significance thresholds established by the NCUAQMD. Therefore, implementation of standard construction practices as defined by the NCUAQMD, such as fugitive dust suppression, would provide appropriate air quality controls during project construction.

Table 1
Best Available Control Technology (BACT) Significance Thresholds

Pollutant	Significance Thresholds	
	Daily (pounds/day)	Annual (tons/year)
Carbon Monoxide (CO)	500	100
Nitrogen Oxides (NO _x)	50	40
Reactive Organic Gases (ROG)	50	40
Sulfur Oxides (SO _x)*	80	40
Particulate Matter (PM ₁₀)	80	15
Particulate Matter (PM _{2.5})	50	10

*Comprised primarily of sulfur dioxide, with lesser sulfur-based compounds
Source: NCUAQMD Rules and Regulations, Rule 110

Table 2
Estimated Construction Emissions (tons/year)

CO	NO _x	ROG	SO ₂	PM ₁₀	PM _{2.5}
3.83	4.05	1.09	0.0054	0.40	0.29

As shown in Table 3, facility operation would result in an increase in air emissions on an on-going basis. However, as with construction emissions, long-term operational emissions would not exceed the thresholds established by the NCUAQMD.

Table 3
Estimated Operational Emissions (tons/year)

CO	NO _x	ROG	SO ₂	PM ₁₀	PM _{2.5}
1.26	0.28	0.81	0.0015	0.098	0.03

To minimize potential impacts to air quality, the project would be constructed in accordance with guidelines established by NCUAQMD and the California Air Resources Board (CARB). A basic requirement for projects occurring in the NCUAQMD is dust control. Dust control measures that would be implemented as part of the project proposal may include: covering, watering, and treating excavated, graded, or stockpiled areas; managing dust during material transport; and street sweeping. Further, in accordance with CARB regulations, additional measures to minimize impacts to air quality may include: maintaining all construction equipment in proper tune according to manufacturer's specifications, using diesel construction equipment meeting the California Air Resources Board's (CARB's) 1996 or newer certification standard for off-road heavy-duty diesel engines, registering in the CARB Diesel Off-road On-line Reporting System program, and registering certain portable equipment in the Portable Equipment Registration Program or directly with the NCUAQMD. With resulting construction and operational emissions below the significance levels established by the NCUAQMD, implementation of dust control measures, and compliance with CARB regulations, impacts to air quality would be less than significant.

e.

The proposed project may result in the release of diesel fumes, paint fumes, or other potentially objectionable odors, particularly during project construction. Overall, the potential for odor generation is minimal. The nearest residential areas are located over 500 feet from the jail site. Given this separation and the low potential for odor generation, the potential for area residents to be affected by objectionable odors is less than significant.

Mitigation

None necessary

Documentation

California Air Resources Board, State PM₁₀ Designations, 2013.

http://www.arb.ca.gov/desig/adm/2013/state_pm10.pdf

NCUAQMD, General Air Quality Information for the North Coast Air Basin.

<http://ncuaqmd.org/index.php?page=air.quality>

NCUAQMD Rule and Regulations, Rule 110 - New Source Review (NSR) And Prevention of Significant Deterioration (PSD), Section 5.1 - BACT (pages 8-9).

<http://www.ncuaqmd.org/files/rules/req%201/New%20Rule%20110.pdf>

NCUAQMD, Rule 430 – Fugitive Dust Emissions

<http://www.arb.ca.gov/drdb/ncu/suphtml/r1-4-430.htm>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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4. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

Special-Status Plant Species

A botanical survey of the site was conducted by ENPLAN biologists on August 8, 2014. The study covered the subject parcel as well as off-site lands that may potentially be used to provide access to the jail. Prior to conducting the fieldwork, U.S. Fish and Wildlife Service and California Natural Diversity Data Base records were reviewed to determine if any designated critical habitats or special-status species had previously been reported on the site or in the vicinity (Appendix A). The records showed that no critical habitat for federally listed plant species has been designated in or adjacent to the study area and no special-status plant species have been previously reported on the site. However, as described in Appendix A, five special-status species have been reported within five miles of the project site: Dudley's rush, English Peak greenbrier, Heckner's lewisia, Klamath Mountain catchfly, and porcupine sedge. Several individuals of Dudley's rush were observed in a wetland area north of the Weaverville Airport security fencing, but would not be adversely affected by the project as currently proposed. The greenbrier and lewisii would have been identifiable at the time of the field survey, but were not observed. Porcupine sedge is restricted to very wet areas, would not be present on the subject parcel, and is unlikely to be present in the nearby wetland where Dudley's rush was observed. The catchfly would not have been identifiable at the time of the field survey. A follow-up botanical field survey is recommended in the spring (May/June), when the catchfly and other special-status species potentially occurring in the broader area would be identifiable. Implementation of Mitigation Measure 4.1 would avoid or offset any loss of special-status plants due to project implementation.

Special-Status Wildlife Species

A general wildlife survey of the site was conducted by ENPLAN biologists on August 8, 2014. The study covered the subject parcel as well as off-site lands that may potentially be used to provide access to the jail. Prior to conducting the fieldwork, U.S. Fish and Wildlife Service and California Natural Diversity Data Base records were reviewed to determine if any designated critical habitats or special-status species had previously been reported on the site or in the vicinity (Appendix A). The records showed that no designated critical habitat is present in or adjacent to the study area and no special-status wildlife species have been previously reported on the site. However, as described in Appendix A, ten special-status wildlife species have been reported within five miles of the project site. Although no special-status animal species were observed within the study area, the site has a low potential to be utilized by one of these species, the pallid bat, and listed salmonids could potentially utilize Five Cent Gulch at certain times of the year, when sufficient flow is present. The loss of habitat associated with project implementation is not considered a significant impact on the pallid bat due to the abundance of suitable habitat elsewhere in the project vicinity. Implementation of standard erosion control and spill prevention measures combined with a 50-foot setback from Five Cent Gulch would ensure that anadromous salmonids are not indirectly affected by project implementation. Erosion control and spill prevention measures will be prescribed in the Storm Water Pollution Prevention Plan to be prepared for the project. Stream setback requirements are specified in Mitigation Measure 4.2.

b-c.

Three drainage features occur on or adjacent to the study site: Five Cent Gulch, Tom Bell's Ditch, and a poorly developed wetland at the north end of the airport security fencing. Five Cent Gulch is immediately adjacent to the northwesterly site boundary and flows in a southerly to south-southwesterly direction. Five Cent Gulch is tributary to East Weaver Creek, Weaver Creek, and ultimately the Trinity River. Tom Bell's Ditch, located west of Five Cent Gulch, and within the site boundary, is an abandoned mining ditch that has been breached in a number of places, creating erosional cuts. The southern reaches of the ditch have been previously eradicated. The ditch does not support wetland or riparian vegetation, does not provide a hydrological connection to other waters, and as such is not a water subject to the jurisdiction of the U.S. Army Corps of Engineers. The wetland flows to the south when water is present and enters the airport property, where it appears to percolate or disperse to upland areas.

Project implementation would not directly affect Five Cent Gulch. As called for in Mitigation Measure 4.2, to ensure that the stream, its aquatic life, and associated riparian habitat are not indirectly affected, a minimum 50-foot development setback from the stream bank would be maintained. Given the physical and biological conditions of Tom Bell's Ditch and its lack of jurisdictional status, no mitigation measures are needed to offset effects on the ditch. The off-site wetland, which is expected to be subject to U.S. Army Corps of Engineers jurisdiction, would not be affected by project implementation. Although the emergency access road for the jail would have to cross the wetland, the crossing would be confined to an existing road corridor at the north end of the runway; no additional fill of the wetland would be required for implementation of the proposed project.

d.

Numerous native resident and migratory fish and wildlife species inhabit Trinity County. Most notable among the migratory species are anadromous salmonids and black-tailed deer. No suitable habitat for anadromous salmonids occurs on the project site, but anadromous salmonids could potentially utilize the adjacent reach of Five Cent Gulch when suitable flows are present. Indirect effects on salmonids can be avoided through compliance with the erosion control and spill prevention standards to be prescribed in the Storm Water Pollution Prevention Plan to be prepared for the project. The black-tailed deer is not designated as a special-status species by the CDFW, but is of concern to the CDFW. Review of the *Weaverville Community Plan* found that the project site and surrounding lands are designated as winter range for the Weaverville deer herd. The proposed development would reduce the amount of habitat available as deer winter range. This impact can be reduced to a less-than-significant level by locating the new development as close as possible to existing development, minimizing vegetation removal, and by avoiding work in the Five Cent Gulch corridor, as called for in Mitigation Measure 4.3.

The federal Migratory Bird Treaty Act and related international treaties and domestic laws provide protection for migratory birds. The Migratory Bird Treaty Act established that all migratory birds and their parts (including eggs, nests, and feathers) are fully protected. The Migratory Bird Treaty Act is the domestic law that affirms, or implements, the United States' commitment to four international conventions (with Canada, Japan, Mexico, and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that are

common to each country (i.e., they occur in each country at some point during their annual life cycle). The U.S. Fish and Wildlife Service is the federal agency primarily responsible for protection of migratory birds.

Migratory birds have a moderate potential to nest on the study site. To comply with the requirements of the Migratory Bird Treaty Act, vegetation removal and/or construction activities should occur outside of the nesting season, if possible. In the local area, most birds nest between March 1 and July 31. Accordingly, the potential for adversely affecting nesting birds can be greatly minimized by removing vegetation either before March 1 or after July 31. If this is not possible, a nesting survey should be conducted within one week prior to the start of construction. If active nests are found, work would need to be postponed in the vicinity of the nests until after the young have fledged. Further, to prevent nest abandonment and mortality of chicks and eggs, vegetation removal and construction activities in the vicinity would need to be terminated or restricted, as described in Mitigation Measure 4.4.

e.

The proposed project is consistent with existing General Plan land use designations and zoning classifications, and will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f.

No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans are applicable to the project area/proposal.

Mitigation

MM 4.1. A follow-up botanical field survey shall be conducted in the spring (May/June), when the catchfly and other special-status species potentially occurring in the broader area would be identifiable. In the unlikely event that special-status plant species are present, final design of the jail shall avoid the plant population(s) and a suitable buffer zone(s) to the extent practicable. If avoidance is not feasible, loss of the special-status plants shall be offset through creation of suitable habitat at a minimum 3:1 ratio. A detailed mitigation plan shall be submitted to the Trinity County Planning Department and California Department of Fish and Wildlife for review and approval. The plan shall identify the mitigation site, methods to be employed to create offsetting special-status plant habitat, success criteria, monitoring requirements, remedial measures, and/or other pertinent data to ensure successful replacement of the affected plant populations. Mitigation shall be undertaken concurrently with or in advance of the start of project construction.

MM 4.2. To ensure that the Five Cent Gulch, its aquatic life, and associated riparian habitat are not indirectly affected by project implementation, a minimum 50-foot setback from the eastern stream bank shall be maintained in which no development activities, vegetation removal, or other habitat modification shall be undertaken.

MM 4.3. Final design of the jail facility shall incorporate the following measures to minimize impacts on deer winter range:

- The proposed facility shall be located as close to the existing juvenile hall as feasible.
- To the extent possible, parking for the jail facility shall be located in Airport Compatibility Zones B2 or C to help consolidate the disturbance footprint.
- Vegetation removal along the western side of the parcel shall be minimized to reduce effects on the Five Cent Gulch corridor (and no vegetation removal or other habitat modification shall be allowed within 50 feet of the stream, as prescribed in MM 4.2).

MM 4.4. To ensure that active nests of special-status birds and migratory birds are not disturbed, vegetation removal shall be avoided during the nesting season (generally March 1 to July 31), to the extent possible. If vegetation removal must occur during the nesting season, a focused survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the project site. The survey shall be conducted by a qualified biologist no more than seven days prior to the beginning of construction. If nesting birds are found, the nest shall not be removed until after the young have fledged. Further, to prevent nest abandonment and mortality of chicks and eggs, no construction shall occur within 500 feet of an active nest until the young have fledged, unless a smaller buffer zone is authorized by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service (the size of the construction buffer zone may vary depending on the species of nesting birds present).

Documentation

Amy Henderson, Environmental Scientist – Interior Conservation Planning, California Department of Fish and Wildlife, Northern Region, personal communication, September 2014.

Baldwin, B. G., D. H. Goldman, D. J. Keil, R. Patterson, T. J. Rosatti, and D. H. Wilken, editors. 2012. *The Jepson Manual: Vascular Plants of California*, Second Edition. University of California Press, Berkeley.

California Natural Diversity Database. July 2014.

ENPLAN. Field evaluation. August 2014.

Trinity County Department of Transportation and Planning. 1990. *Weaverville Community Plan*. Amended and updated per Board resolutions and amendment – December 16, 1997.

<http://docs.trinitycounty.org/Departments/Planning/Community%20Plans/Weaverville%20Community%20Plan.pdf>

U.S. Fish and Wildlife Service. Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in the Weaverville U.S.G.S. 7.5-Minute Quad. Accessed July 15, 2014.

http://www.fws.gov/sacramento/es_species/Lists/es_species-lists_quad-finder_quicklist.cfm?ID=647C.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. CULTURAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion

a, b, d.

A cultural resources field survey addressing the project site and surrounding lands was completed in 1988 and 1989 by Bureau of Land Management staff. At that time three historic sites were formally recorded, and water conveyance ditches and mine tailings were noted. With the possible exception of one ditch, none of these features were located on the subject parcel. In 1999 and 2000, when Trinity County sought to acquire the subject parcel and surrounding lands, Bureau of Land Management requested that additional cultural resources evaluation be conducted. This primarily involved archival research and recording or re-recording the previously noted features; no additional archaeological field inventory work was required. However, during the site recordation effort, the consulting archaeologist noted a number of other features that warranted evaluation and recordation. The final report, completed in 2000, identified only one feature on the current project site: Tom Bell's Ditch. The ditch originates at Sutherland Reservoir and extends along the east side of Five Cent Gulch. A 1,500-foot-long segment of the ditch was recorded. The southern end of the ditch had previously been destroyed, and the ditch was considered ineligible for inclusion on the National Register of Historic Places.

ENPLAN archaeologists conducted a preliminary screening of the study site on August 12, 2014. Tom Bell's Ditch was observed, along with a number of previously unrecorded historical resources. These resources included two historic can dumps, a building foundation, and an array of historic isolates. The current observations, in conjunction with the results of the prior surveys, indicate that it is very unlikely that any on-site cultural resources are eligible for listing on the National Register of Historic Places or the California Register of Historic Resources. Nonetheless, as called for in Mitigation Measure 5.1, once project funding has been secured, a supplemental study will be undertaken to further evaluate and record these features.

Due to past disturbances on the site, including those associated with mining and land clearing, there is a moderate potential for subsurface cultural resources to be encountered during project construction. Implementation of the actions described in Mitigation Measure 5.2 would ensure that project construction would not adversely affect newly discovered, Register-eligible, subsurface cultural resources.

c.

According to the *Geologic Map of the Weaverville 15' Quadrangle, Trinity County California*, the proposed jail would be sited on high-level surficial deposits of Quaternary age. This formation consists of unconsolidated deposits of alluvial sand and gravel that are generally remnants of high-level terraces and not necessarily related to present-day streams. This geologic unit is not reported to contain paleontological deposits.

Mitigation

MM 5.1. Prior to final siting of the proposed jail and associated improvements, a supplemental cultural resources study of the project site shall be conducted. The report shall include evaluation and recordation of all historic resources potentially affected by project implementation. In the unlikely event that resources eligible for listing on the National Register of Historic Places or the California Register of Historic Resources are identified, project plans shall be modified to avoid the resource or a data recovery program shall be prepared and implemented by a qualified archaeologist.

MM 5.2. If any cultural resources (i.e., human bone or burnt animal bone, midden soils, projectile points, humanly-modified lithics, historic artifacts, etc.) are encountered during any phase of construction, all earth-disturbing work shall stop within 100 feet of the find until a qualified archaeologist can make an assessment of the discovery and recommend/implement mitigation measures as necessary. If human remains are encountered, the County Coroner shall be contacted (California Health and Safety Code 7050.5). If the remains are recognized as Native American, measures described in California Public Resources Code Section 5097.9 shall be implemented.

Documentation

- Coyote & Fox Enterprises. 2000. *A Cultural Resources Inventory on 132 Acres of Bureau of Land Management Lots Surrounding the Weaverville Airport (T33N, R9W, Portions of Sections 5, 6, & 7), Trinity County, California*. Report #3221 on file with the Northeastern Information Center/California Historical Resources Information System, California State University, Chico, California.
- ENPLAN. Field survey. 2014.
- Irwin, W.P. 2009. *Geologic Map of the Weaverville 15' Quadrangle, Trinity County California*. U.S. Department of the Interior, U.S. Geological Survey, Scientific Investigations Map 3095. Accessed October 2014 at <http://pubs.usgs.gov/sim/3095/sim3095-map.pdf>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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6. GEOLOGY AND SOILS. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| 1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2) Strong seismic ground-shaking? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.
The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1) Rupture of a known earthquake fault:
According to the Alquist-Priolo Earthquake Fault Zone Map for Trinity County, there are no known Alquist-Priolo Special Study Zones in the project vicinity. The nearest Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state, occur to the west in Humboldt County and to the east in Shasta and Siskiyou counties. Review of the *Weaverville Community Plan* found that three earthquake faults have been mapped in the Weaverville area. The nearest earthquake fault occurs approximately two miles west of the project site, and is located between Democrat Gulch and Weaver Creek. By designing the new jail facility to meet current building codes, the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from the rupture of a known earthquake fault is expected to be less than significant.

2, 3) Strong seismic ground-shaking or seismic-related ground failure, including liquefaction:
According to the *Weaverville Community Plan*, earthquakes have been felt in the Weaverville area. Earthquakes centered in Trinity County generally have originated deep very underground and have not exceeded IV on the Modified Mercalli Scale. Earthquakes that have originated in Humboldt County or off the coast have been felt in the Weaverville area. Damage from these earthquakes has generally been limited to cracked walls and fallen

chimneys. The *Weaverville Community Plan* states that potential secondary effects of a maximum expected earthquake could include landsliding, differential settling, and other forms of ground failure. The report also states that expansion of public facilities near inactive faults would require seismic investigations. Implementation of Mitigation Measure 6.1 will ensure that strong seismic ground-shaking or seismic-related ground failure, including liquefaction, are less than significant.

Liquefaction is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. This phenomenon is most likely to occur in alluvial (geologically recent, unconsolidated sediments) and stream-channel deposits, especially when the groundwater table is high. The *Weaverville Community Plan* states that liquefaction of soil is not considered potentially significant in the Weaverville area.

4) Landslides:

Review of the *Weaverville Community Plan* found that 11 inactive landslides have been mapped in the Weaverville area. The nearest inactive landslide occurs approximately a half-mile to the east of the project site. Historic mining in and along Five Cent Gulch has likely contributed to loose, unconsolidated soils that are susceptible movement. Moderately steep hillsides along nearby Five Cent Gulch are also susceptible to landslides. The project site is relative flay and most vegetation was removed sometime between 2005 and 2009. The *Weaverville Community Plan* identifies vegetation removal as a factor that influences soil stability, and the potential for landslides to occur on sites where vegetation has been removed increases as slope steepens. Potential effects from landslides on the project side or in the project vicinity are expected to be less than significant.

b.

Soils within the study corridor are mapped as Musserhill-Weaverville complex, 15 to 30 percent slopes; Musserhill gravelly loam, 30 to 50 percent slopes; and urban land-xerals complex, 5 to 30 percent slopes. The Musserhill-Weaverville complex consists of 45 percent Musserhill gravelly loam and 35 percent Weaverville clay loam. According to the *Soil Survey of Trinity County, California, Weaverville Area*, (Natural Resources Conservation Service, no date), the two soils occur as areas so intricately intermingled that it is not practical to map them separately. The on-site soils are summarized in Table 4.

**Table 4
Soil Types and Characteristics**

Soil Name	Soil Type	Slope (%)	Erosion Hazard	Permeability	Drainage	Runoff Rate
Musserhill gravelly loam, 30 to 50% slopes	Gravelly loam	15-30	Severe	Moderately slow	Well drained	Moderate
Musserhill-Weaverville Complex, 15 to 30% slopes	Clay loam	15-30	Moderate	Moderately slow	Well drained	Moderate
Urban land-Xerals Complex, 5 to 30% slopes	Clay loam	5-30	Not rated	Not rated	Not rated	Not rated

Best management practices for erosion and sediment control would be implemented during project construction, as required by the Construction General Permit Order issued by the Regional Water Quality Control Board. The order requires preparation and implementation of a Storm Water Pollution Prevention Plan for all projects that disturb one or more acres of soil. Measures that may be implemented to minimize erosion include limiting construction to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediments from discharging off-site; and revegetating temporarily disturbed sites upon completion of construction. Because best management practices for erosion and sediment control would be implemented in accordance with existing requirements, the potential for soil erosion or loss of topsoil would be less than significant.

c.

According to the Natural Resources Conservation Service, soils on the project site are susceptible to slumping, and disturbing the soil increases this hazard. Natural Resources Conservation Service data show that if the soils in the study area are used for home site development, the primary concerns are the moderate hazard of erosion, the slope, a moderate shrink-swell potential, and the moderately slow permeability. Because of the potential for mass movement of the on-site soils, the proper design of road drainage systems, proper placement of culverts, and the careful location of buildings and roads is necessary to avoid the need for deep cuts and fills. By incorporating these design features,

the potential for the project to result in landslides, lateral spreading, subsidence, liquefaction and/or collapse would be less than significant.

d.

Expansive soils contain higher levels of clay and present hazards for development since they expand and shrink depending on water content. Natural Resources Conservation Service data show that soils in the study area have some potential for soil expansion/contraction, but that any such limitations can be overcome or minimized through proper planning, design, and/or construction. No substantial risks to life or property are anticipated.

e.

The proposed project occurs within the service area of the Weaverville Sanitary District and will be connected to the District's wastewater collection and treatment system. As such, the project would not require the use of septic tanks or alternative wastewater disposal systems.

Mitigation

MM 6.1. A geotechnical study shall be completed prior to final project design. Recommendations of the study shall be incorporated into the project design to ensure that building code requirements are met and that people and structures are not exposed to significant geologic or soils hazards.

Documentation

State of California, Department of Conservation. "California Geological Survey—Alquist-Priolo Earthquake Fault Zone Maps." Accessed July 2014. www.quake.ca.gov/gmaps/ap/ap_maps.htm

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<http://docs.trinitycounty.org/Departments/Planning/Community%20Plans/Weaverville%20Community%20Plan.pdf>

U.S. Department of Agriculture, Natural Resources Conservation Service. Accessed July 2014.

<http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Last updated December 6, 2013.

_____. No date. Soil Survey of Trinity County, California, Weaverville Area.

http://www.nrcs.usda.gov/Internet/FSE_MANUSCRIPTS/california/trinityCA1998/trinityCA1998.pdf

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. GREENHOUSE GAS EMISSIONS. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

The proposed project would result in short-term construction emissions and long-term operational emissions, including greenhouse gas emissions. The North Coast Unified Air Quality Management District (NCUAQMD) has not adopted thresholds of significance for greenhouse gases. However, for the purpose of CEQA review, the NCUAQMD is focused on carbon dioxide (CO₂) emissions, for which it recommends the use of 100,000 tons/year as the threshold for significance; CO₂ is one of the most abundant greenhouse gases. As described in Section III.C.3. Air Quality, construction and operational emissions were estimated using CalEEMod air emissions modeling program. The resulting CO₂ emissions for construction and facility operations were estimated at 469 and 211 tons/year, respectively. Based on this information, greenhouse gas emissions resulting from project construction and facility operations would be less than significant.

b.

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation

None necessary

Documentation

North Coast Unified Air Quality Management District. Jason Davis, Planning and Permitting Division Manager, pers. comm.

d.

Review of the State’s EnviroStor and GeoTracker databases showed that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. However, Weaverville Airport, located adjacent to the site, is identified as a leaking underground storage tank site. The contaminant of concern is gasoline. Cleanup at the site has been completed and the case was closed on December 9, 2009.

e, f.

Weaverville Airport is located immediately east of the project site. Land uses near the airport are regulated to ensure that hazards to aviation are not created. The restrictions are based on “compatibility zones;” compatibility zones applicable to the proposed project are shown on Figure 5. Of the study parcel and adjacent off-site improvement areas, ±0.1 acre is in Airport Compatibility Zone A, ±2.2 acres are within Zone B2, ±2.4 acres are in Zone C, and the remaining ±7.9 acres are in Zone D. Land use restrictions applicable to each Compatibility Zone are noted in Table 5.

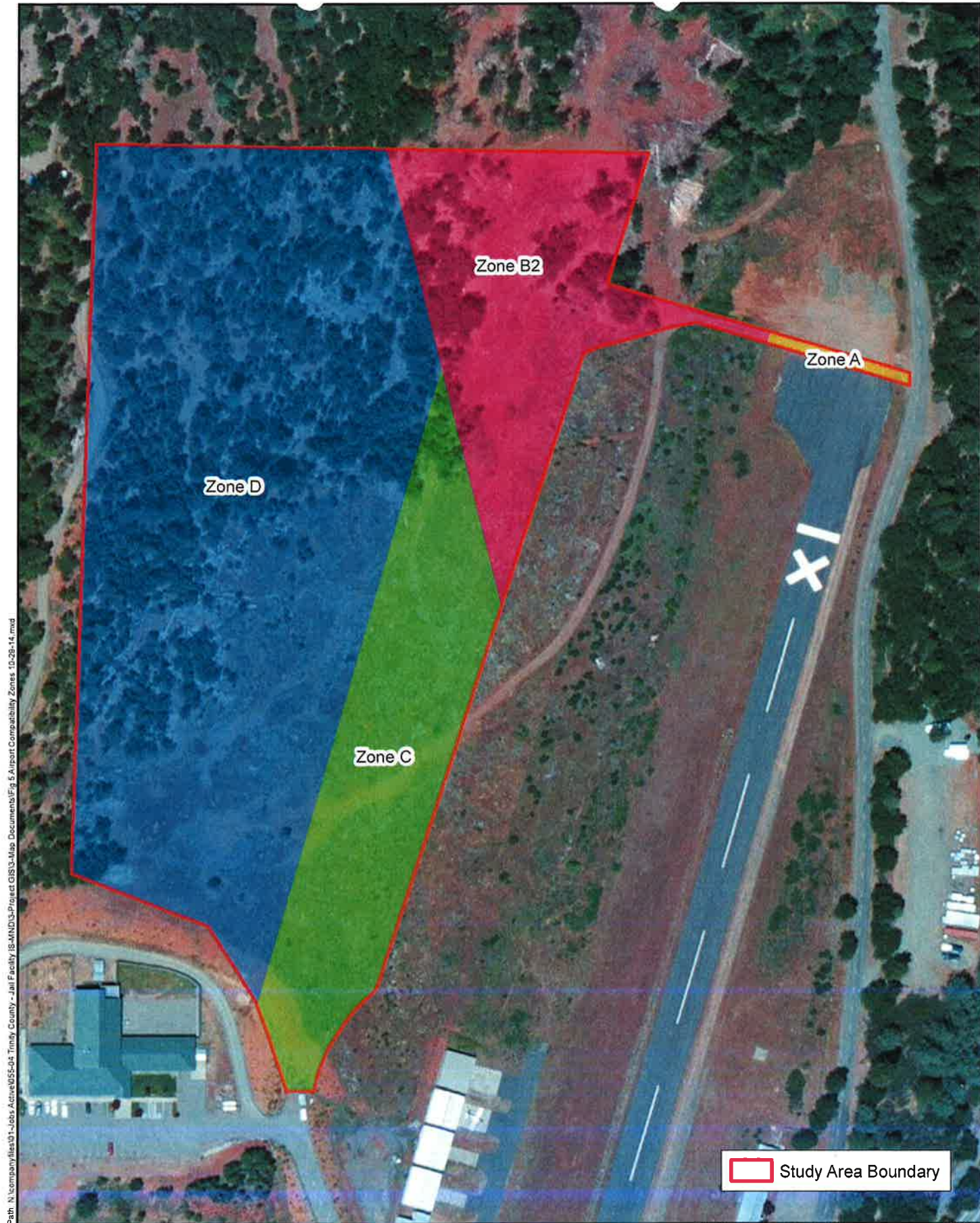
**Table 5
Land Use Restrictions by Airport Compatibility Zone**

Compatibility Zone	Prohibited Uses ⁴	Other Development Conditions ⁵
A	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Storage of hazardous materials • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Aviation easement dedication
B2	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses • Hazards to flight⁹ • Bldgs with >2 above-ground habitable floors 	<ul style="list-style-type: none"> • Aviation easement dedication • Locate structures maximum distance from extended runway centerline • Maximum of 45db CNEL in residential and office buildings¹¹ • Airspace review required for objects >70 feet tall¹²
C	<ul style="list-style-type: none"> • Children’s schools, day care centers, libraries • Hospitals, nursing homes • Noise-sensitive outdoor nonresidential use¹⁶ • Critical community infrastructure facilities¹³ • Above-ground bulk storage of hazardous materials¹⁰ • Hazards to flight⁹ • Bldgs with >2 above-ground habitable floors 	<ul style="list-style-type: none"> • Aviation easement dedication • Locate structures maximum distance from extended runway centerline • Maximum of 45db CNEL in residential and office buildings¹¹ • Airspace review required for objects >35 feet tall¹²
D	<ul style="list-style-type: none"> • Noise-sensitive outdoor nonresidential use¹⁶ • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Deed notice required • Airspace review required for objects >70 feet tall¹⁴ • Children’s schools, hospitals, nursing home discouraged

Footnotes

- ⁴ The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ⁵ Airport proximity and the existence of aircraft overflights should be disclosed as part of all real estate transactions involving property within an Airport Influence Area. Easement dedication and deed notice requirements apply only to new development.
- ⁹ Hazards to flight include physical, visual, and electric forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is prohibited. See policies in Policy 8.5 “Airspace Protection Compatibility” and 8.7 “Wildlife Compatibility”.
- ¹¹ See the supporting compatibility policy on interior noise, Policy 8.2.5 “Interior Noise Levels.”
- ¹² Objects up to the specified height are permitted. However the FAA may require marking and lighting of certain objects. See Policy 8.5.2 “ALUC Review of Height of Proposed Objects.”
- ¹³ Critical community facilities including power plants, electrical substations, and public communications facilities. See Policy 8.4.10(d).
- ¹⁴ This height criteria is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See policies in 8.3 “Height Compatibility.”
- ¹⁶ Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

Source: Trinity County ALUCP, Table 2-3



Path: N:\company\files\01\Jobs\Active\055-04 Trnly County - Jail Facility IS-MND\GIS\Project GIS\Map Documents\Fig 5 Airport Compatibility Zones 10-28-14.mxd

All depictions are approximate. Not a survey product. 10.29.14



Figure 5
Airport Compatibility Zones

The jail building would be located entirely within Zone D; appurtenant uses such as vehicle parking, landscaping, and security fencing could be located in other zones. The Airport Land Use Commission (ALUC) has reviewed the conceptual project plans and determined that the proposal appears compatible with the Airport Land Use Plan; subsequent review of the final project design by the ALUC will be undertaken to confirm compatibility. Strict compliance with the conditions of the Airport Land Use Plan and the current building codes will ensure that potential safety hazards for people residing or working in the project area will be less than significant.

g.

The project does not involve a use or activity that could interfere with emergency-response or emergency-evacuation plans for the area.

h.

The proposed jail would be located in a rural area. According to data maintained by CAL FIRE, the project site is within both High and Very High Fire Hazard Severity Zones. Given that vegetation to the north, south, and east have been previously cleared, and that site development is expected to provide for defensible space from forested land to the west, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation

None necessary

Documentation

CAL FIRE. 2007. Trinity County: Fire Hazard Severity Zones in SRA. Accessed July 2014.

http://frap.fire.ca.gov/webdata/maps/trinity/fhszs_map.53.pdf

Department of Toxic Substances Control. EnviroStor. Accessed July 2014.

https://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640,480&mt=m&findaddress=True&city=weaverville,%20ca&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true

State of California, State Water Resources Control Board. GeoTracker. Accessed July 2014.

<http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=lonnie+pool+airport>

Trinity County. April 10, 2014. Determination of Consistency with Airport Land Use Plan – Proposed New Jail Facility.

<http://www.trinitycounty.org/modules/showdocument.aspx?documentid=1281>

_____. November 12, 2009. Trinity County Airport Land Use Compatibility Plan.

<http://www.trinitycounty.org/modules/showdocument.aspx?documentid=177> Accessed July 2014.

_____. 1990. *Weaverville Community Plan*.

<http://docs.trinitycounty.org/Departments/Planning/Community%20Plans/Weaverville%20Community%20Plan.pdf>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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9. HYDROLOGY AND WATER QUALITY. Would the project:

a. Violate any water quality standards or waste-discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood-hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a.

The proposed project has the potential to temporarily degrade water quality due to increased erosion during project construction. As previously described, best management practices for erosion and sediment control would be implemented. Therefore, no significant impacts with respect to erosion are expected as a result of project construction or operation.

b.

Domestic water service for the new jail would be provided by the Weaverville Community Services District. The District obtains its water supply from surface sources. Project implementation would therefore not deplete groundwater supplies. The project would result in minor overcovering of ground surfaces which could potentially reduce groundwater recharge. However, soils on the site have moderately slow permeability and most runoff would exit the site as surface flow. Effects on groundwater recharge would be less than significant.

c.

Project implementation would not alter existing drainage patterns, alter the course of a stream or river, or result in substantial erosion or siltation on- or off-site. As previously described, best management practices for erosion and sediment control would be implemented through the Storm Water Pollution Prevention Plan to be prepared for the project. Therefore, no significant impacts with respect to drainage patterns, erosion, or siltation are expected as a result of project construction or operation.

d.

Project implementation would not alter existing drainage patterns, alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. In keeping with State Water Resources Control Board requirements, increased runoff resulting from proposed impervious surfaces (e.g., rooftops and parking lots) would be offset by ensuring that post-construction peak runoff does not exceed the pre-construction peak runoff volume. This could be achieved by directing runoff to landscaped areas, using vegetated swales for detention of peak flows, or other measures. By managing post-construction peak flow rates, the potential for downstream flooding would be less-than-significant.

e.

The proposed project would not exceed the capacity of existing and planned stormwater drainage systems. Minor amounts of erosion could occur during project construction, and, in the long term, the road would collect oil drips and other contaminants associated with vehicle use, which would ultimately enter the stormwater drainage system. However, the project would not constitute a substantial additional source of polluted runoff.

f.

Project implementation could potentially degrade water quality through increased erosion and sedimentation or through the release of petroleum products, paints, or other potentially hazardous materials used during construction. The proposed use of best management practices for erosion control and spill prevention, combined with compliance with existing requirements governing the transport, use, and disposal of fuels and other potentially hazardous materials that may be used during construction, would reduce the potential for water quality degradation to an insignificant level.

g, h, i.

The project area is not within a 100-year flood hazard area or otherwise subject to flooding; the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding.

j.

The project site is located within the interior of California where there is no threat of a tsunami. Although Trinity and Lewiston Lakes could experience seiches as a result of very strong ground-shaking, these water bodies are approximately 6 and 7 miles respectively, from the project area; therefore, there is no risk for inundation of the project site resulting from seiches. The proposed site is located near the top of the local ridge system, causing the potential for mudflows to be less-than significant. With respect to the potential for mudflows associated with the overtopping of Trinity or Lewiston Lakes, these features are separated from the project site by multiple ridges and therefore would not pose a risk to the proposed project. The project area is located in an area whereas inundation by seiche, tsunami, or mudflow would not pose a risk to the project.

Mitigation

None necessary

Documentation

Federal Emergency Management Agency (FEMA). FEMA's National Flood Hazard Layer (Official). Accessed September 2014.

<http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30>

Trinity County General Plan – Safety Element. Draft. October 2013.

<http://www.trinitycounty.org/modules/showdocument.aspx?documentid=938>

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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10. LAND USE AND PLANNING. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a.**
The proposed jail site is in an area designated for public facilities, with the Weaverville Airport to the east, National Forest lands to the north, and Five Cent Gulch to the west. The new jail would be connected to the community to the south, via Tom Bell Road. No established access routes would be eliminated or impeded. Therefore, project implementation would not physically divide an established community.
- b.**
The Trinity County zoning map designates the project site for construction of a public facility; jail construction is allowed as a discretionary use under this zoning classification. The project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.
- c.**
Review of the California Regional Conservation Plans Map found no habitat conservation plans or natural community conservation plans that include the project area.

Mitigation

None necessary

Documentation

State of California, Department of Fish and Wildlife. 2014. California Regional Conservation Plans Map. Accessed July 2014. <http://www.dfg.ca.gov/habcon/nccp/>
Trinity County. 1990. Trinity County Zoning Map. Document on file at Trinity County Planning Department.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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11. MINERAL RESOURCES. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b.

Neither the *Weaverville Community Plan* or *Mines and Mineral Resources of Trinity County California*, identify any active mining claims or important mineral resources in the immediate project vicinity. Although small-scale gold mining has historically been conducted in the vicinity, project implementation is not expected to result in the loss of availability of important mineral resources.

Mitigation

None necessary

Documentation

State of California, Department of Conservation. 1965. *Mines and Mineral Resources of Trinity County California*.

<https://archive.org/stream/minesandmineral04obri#page/n3/mode/2up>

Trinity County. 1990. *Weaverville Community Plan*.

<http://docs.trinitycounty.org/Departments/Planning/Community%20Plans/Weaverville%20Community%20Plan.pdf>

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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12. NOISE. Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, c, d, e, f.

Project implementation has the potential to increase noise levels in the short term during project construction and in the long term due to project operation. In addition, inmates and employees of the new jail could be subject to elevated noise levels due to the proximity of the jail to the Weaverville Airport, which is a public-use facility.

With respect to short-term noise level increases, construction activities typically generate maximum noise levels of about 85 decibels (dBA) at a distance of 50 feet. Noise from construction activities generally attenuates at a rate of 6 dBA per doubling of distance; at this attenuation rate, an 85 dBA noise would drop to 65 dBA at a distance of 500 feet. The nearest residence is over 600 feet from the jail site; maximum noise levels at this location would generally be less than 65 dBA. However, construction noise levels at and near the project area would fluctuate, depending on the number and type of construction equipment operating at any given time. Typical sound levels and relative loudness for various types of noise environments are described in Table 6.

Trinity County does not have any policies or standards regarding construction-related noise levels. However, the Trinity County General Plan Noise Element notes that the most significant effects of noise on people are annoyance, sleep disturbance, and long-term health impacts. The Noise Element shows that less than 15 percent of the population would be “highly annoyed” by noise levels of 65 dBA. With construction activities confined to daytime hours, sleep disturbance would not be of concern. To avoid long-term health effects, the U.S. Environmental Protection Agency recommends a 24-hour average noise level of 75 dBA or less; project construction activities would generate noise levels substantially less than this threshold. Due to the temporary nature of construction and the moderate noise levels to which local residents would be exposed, construction-related noise levels are considered less than significant.

Noise levels generated during operation of the new jail would be consistent with levels generated by the juvenile facility immediately to the south, which is generally very quiet. No complaints regarding noise levels at the juvenile facility

have been received by the County. Operational noise levels at the new jail are likewise expected to be less than significant.

With respect to aviation-related noise, the project site is located immediately west of the Weaverville Airport, which is a day-use facility only. The site is within Compatibility Zone D of the Airport Influence Area. Land uses in this zone are typically not affected by high noise levels; direct and cumulative noise exposure from aircraft is expected to be less than significant. The Noise Element shows that noise levels on the site due to aviation uses currently average less than 55 dB and are expected to remain below this level into the future. By constructing the new facility according to current building codes, potential noise hazards for people residing or working in the project area would be less than significant.

**Table 6
Examples of A-Weighted Sound Levels and Relative Loudness**

Sound Source	Sound Level (dBA)	Relative Loudness (approximate)
Jet aircraft, 100 feet	130	128
Rock music with amplifier	120	64
Thunder, snowmobile (operator)	110	32
Boiler shop, power mower	100	16
Orchestral crescendo at 25 feet, noisy kitchen	90	8
Busy street	80	4
Interior of department store	70	2
Ordinary conversation, 3 feet away	60	1
Quiet automobile at low speed	50	1/2
Average office	40	1/4
City residence	30	1/8
Quiet country residence	20	1/16
Rustle of leaves	10	1/32
Threshold of hearing	0	1/64

Source: Trinity County General Plan Noise Element

b.

The proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels. Initial project construction would consist of excavating, trenching, and concrete activities. Once the site is prepared, the project will primarily consist of building construction. Building construction would primarily utilize welders, air tools, and associated equipment (e.g., compressors, generator, etc.). Work would not involve the use of explosives, pile driving, or other intensive construction techniques that could generate significant groundborne noise or vibration.

Mitigation

None necessary

Documentation

Trinity County. 2003. Trinity County General Plan Noise Element.

http://docs.trinitycounty.org/Departments/Planning/General_Plan%5CTrinityGenPlan.html

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. POPULATION AND HOUSING. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a.

Construction of the new jail would not directly or indirectly induce substantial population growth in the area. Although construction-related jobs may be temporarily created, most are expected to be filled by existing Trinity County residents. Due to the short-term nature of the jobs, project construction is not likely to attract new residents to the area. A few permanent jobs could be created due to the expanded capacity of the new jail and need for additional staffing. These jobs could be filled by out-of-the area residents. The existing housing stock in the Weaverville area is more than adequate to serve any new residents that may be attracted to the area. Although roads and infrastructure will be extended from the juvenile hall access road to the jail site, these extensions would not facilitate future growth in the surrounding area. The potential for population growth is expected to be less than significant.

b, c.

Project implementation would not remove any existing housing, displace any people, or necessitate the construction of additional housing.

Mitigation

None necessary

Documentation

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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14. PUBLIC SERVICES.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. i.

Fire protection service for the new jail would be provided by the Weaverville Fire Department. According to Fire Chief Scott Alvord, the Department has sufficient resources available to provide the needed fire protection service. Both the Weaverville Fire Department and the State Fire Marshal would be responsible for review of plans for the new jail. It is likely that a new fire hydrant will be required in close proximity to the building. Review will also address building access, defensible space, sprinklers and other fire safety measures. Given the established plan review process and the Fire Department's capabilities, no adverse effects with respect to fire protection are anticipated as a result of the proposed project.

a. ii.

Police protection in the project area is provided by the Trinity County Sheriff's Department. Project implementation would have a beneficial effect on police protection in that it would provide needed space for inmate detention, instruction/programming, medical and mental health services, interview rooms, staff support, and other jail functions; would reduce improve safety of inmates and staff; would reduce maintenance and staffing costs through improved efficiencies.

iii-v.

The project would not result in a measurable increase in the County's population, and would therefore not adversely affect schools, parks, or other public facilities.

Mitigation

None necessary

Documentation

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.
 Weaverville Community Services District. Wes Scribner, General Manager, pers. comm.
 Weaverville Fire Department. Scott Alvord, Fire Chief, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. RECREATION. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b.

The proposed project does not include the provision of any new public recreational facilities nor would it adversely affect any existing recreational facilities.

Mitigation

None necessary

Documentation

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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16. TRANSPORTATION AND CIRCULATION. Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b.

Access to the jail site is provided by State Route 3 and Tom Bell Road. State Route 3 in the vicinity of Tom Bell Road is designated as a Class II two-lane highway, has a posted 50 mile-per-hour speed limit, and currently has a Level-of-Service designation of LOS C¹. Peak-hour traffic volumes on State Route 3 north and south of Tom Bell Road range from 260 to 340 vehicles per hour (2013 data). The existing Average Annual Daily Traffic (AADT) volume on State Route 3 in the vicinity of Tom Bell Road is about 4,000 vehicles; the projected 2040 AADT is 4,590 vehicles. Both shoulders of State Route 3 are striped and signed as bike lanes. Tom Bell Road is a local two-lane street that provides access to Trinity County Juvenile Hall, certain Trinity County offices, the County's solid waste transfer station, and hangars at the Weaverville Airport.

Short-term increases in traffic volume would occur during jail construction, but would not be significant. In the long-term, jail operations would result in an incremental increase in traffic volumes. Generally speaking, of most concern from a traffic standpoint is the potential for increased congestion during the morning and evening peak hours, when background traffic volumes are highest. Available data show that the volume of traffic generated by prisons is minimal; trip generation is estimated at 0.05 trips per bed during the morning peak hour and at 0.1 trips per bed during

¹ Level of Service C is in the range of stable traffic flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.

the evening peak hour (K. Anderson, pers. comm.). For the proposed 96-bed facility, this translates to an addition of 5 to 10 trips during the morning and evening peak hours, respectively. Although this increase is not significant in itself, the State Route 3/Tom Bell Road intersection already experiences a number of northbound left turns onto Tom Bell Road. These turns can delay traffic on State Route 3 and increase the potential for accidents. The Trinity County Department of Public Works is currently working with the Caltrans Office of Local Assistance to design and fund construction of a northbound left-turn lane on State Route 3 at this intersection (R. Tippett, pers. comm.). Due to cumulative traffic volumes at this intersection, construction of the left-turn lane is required as a condition of the jail project.

c.

The proposed project does not involve any aviation-related uses, would not result in a change in air traffic patterns, and, as determined through preliminary review by the Trinity County Airport Land Use Commission, would not result in substantial aviation-related safety risks.

d.

The proposed project would not introduce incompatible traffic types on local roads as a result of project operation. With construction of a northbound left-turn lane on State Route 3 at Tom Bell Road, the potential for traffic hazards/accidents would decrease.

e.

The proposed project would not adversely affect emergency access to/from existing facilities in the site vicinity. A secondary access route to the proposed jail would be provided to ensure that emergency access is available. Secondary/emergency access would be provided via an existing unimproved road to the northeast that ties into Airport Road.

f.

Trinity County staff have confirmed that jail construction and operation would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (F. Lynch, pers. comm.).

Mitigation

MM 16.1. Trinity County shall construct a northbound left-turn lane on State Route 3 at its intersection with Tom Bell Road. The intersection design shall be determined in conjunction with Caltrans.

Documentation

Fehr & Peers. 2011. Trinity County Regional Transportation Plan. Accessed September 2013 at <http://www.trinitytransportation.org/pg/Transportation-Planning-Documents.php>.

K.D. Anderson Transportation Consultants. Ken Anderson, pers. comm.

State of California Department of Transportation, Division of Traffic Operations. n.d. 2013 Traffic Volumes of the California State Highway System. Accessed September 2014. <http://www.traffic-counts.dot.ca.gov/>.

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.

Trinity County Department of Transportation. Richard Tippett, Director, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Result in a determination by the wastewater treatment provider 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b, d, e.

Wastewater collection, treatment, and disposal service for the project site is provided by the Weaverville Sanitary District. The District maintains a six- to eight-inch diameter wastewater line to serve the juvenile detention facility. This line would be extended from Tom Bell Road near the juvenile detention facility entrance to the new jail. Jim Cloud, Weaverville Sanitary District General Manager, has confirmed that the District has adequate wastewater collection, treatment, and disposal capacity to serve the proposed jail without the need for new construction or expansion of existing facilities. District staff noted that inmates have a history of intentionally clogging wastewater collection lines by feeding blankets, sheets, and other objects into the toilets. As requested by the District, grinders or other sewage pre-treatment devices acceptable to the District will be incorporated into the wastewater collection system for the new jail. The proposed project would not exceed wastewater treatment requirements of the California Regional Water Quality Control Board, North Coast Region.

Water service for the proposed jail would be provided by the Weaverville Community Services District. A six-inch diameter water line is present along Tom Bell Road and serves the juvenile detention facility. A water line stub and a fire hydrant are present at the location where the jail access road would be extended north to the new facility. Wes Scribner, the Weaverville Community Services District General Manager, has confirmed that the District currently has sufficient water supply, treatment capability, and distribution mains available to serve a new jail at the proposed site, and can also provide the needed fire flow pressures and volumes. The project would not require or result in the construction of new water system facilities or expansion of existing facilities.

c.

The proposed project would entail construction of new storm water drainage facilities serving the proposed project. The storm drain system would outfall to Five Cent Gulch to the west. As previously described (Section 9, Hydrology and Water Quality), storm-water flow would be metered out of the project site and would not exceed peak pre-construction flows. With storm-water discharges not exceeding peak pre-construction flows, impacts resulting from storm drain system construction would be less than significant.

f.

Construction of the proposed project may result in a minimal amount of debris requiring disposal at a landfill. This one-time impact is not expected to significantly affect the capacity of local landfills.

g.

The proposed project would comply with all applicable statutes and regulations as they relate to solid waste.

Mitigation

None necessary

Documentation

Trinity County Planning Department. Frank Lynch, Principal Planner, pers. comm.

Weaverville Community Services District. Wes Scribner, General Manager, pers. comm.

Weaverville Sanitary District. Jim Cloud, General Manager, pers. comm.

Issues (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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18. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| <p>a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>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)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a.

As documented in this Initial Study, project implementation could result in increased night lighting and/or glare in the vicinity of the Weaverville Airport, possible effects on special-status plant species, potential encroachment on Five Cent Gulch and its associated riparian zone, minor loss of deer winter range, increased soil erosion and water quality degradation, disturbance of nesting migratory birds, possible loss or disturbance of a seasonal wetland, disturbance of surface and subsurface cultural resources, increased traffic levels, and possible exposure of inmates and staff to geologic hazards. Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in the Initial Study. Because Trinity County will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment.

b.

Based on the discussion and findings in all Sections above, there is no evidence to suggest that the project would have impacts that are cumulatively considerable.

c.

As discussed herein, the project does not have characteristics that could cause substantial adverse effects on human beings, either directly or indirectly.

IV. LIST OF PREPARERS OF THIS DOCUMENT

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APPENDIX A.

- U.S. Fish and Wildlife Service Federal Endangered and Threatened Species list for the Weaverville Quadrangle
- California Natural Diversity Data Base RareFind Report Summary
- Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Report Date: July 15, 2014

Listed Species

Fish

Oncorhynchus kisutch

coho salmon, So OR/No CA (T) (NMFS)

Birds

Strix occidentalis caurina

Critical habitat, northern spotted owl (X)

northern spotted owl (T)

Candidate Species

Mammals

Martes pennanti

fisher (C)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Rarefind (CNDDDB) Report Summary (July 2014 Data)

Trinity County Jail

Listed Element	Quadrangle ¹						Status ²
	DE	RU	TR	WE	JU	LE	
Animals							
Foothill yellow-legged frog				•		•	SSSC
Oregon snowshoe hare				•			SSSC
Fisher		•		•			FC, SC, SSSC
Pacific marten		•					None
Pacific tailed frog		•					SSSC
Pallid bat						•	SSSC
Klamath/Trinity River Chinook salmon spring-run				•		•	SSSC
Western pond turtle				•		•	SSSC
Plants							
Dudley's rush				•			2B.3
English Peak greenbrier		•	•				1B.3
Heckner's lewisia		•			•		None
Klamath Mountain catchfly		•	•				1B.2
Porcupine sedge			•			•	2B.1

Highlighting denotes the quadrangle in which the project site is located. No special-status species or special-status natural communities have been reported in the study area.

¹Quadrangle Code

DE = Dedrick
RU = Rush Creek Lakes

TR = Trinity Dam
JU = Junction City

WE = Weaverville
LE = Lewiston

²Status Codes

Federal

FE = Federally Listed – Endangered
FT = Federally Listed – Threatened
FC = Federal Candidate Species
FP = Federal Proposed Species
FD = Federally Delisted
FSC = Federal Species of Concern

State

SFP = State Fully Protected
SR = State Rare
SE = State Listed – Endangered
ST = State Listed – Threatened
SC = State Candidate
SD = State Delisted
SSSC = State Species of Special Concern

Rare Plant Rank

List 1A = Presumed extirpated in California and either rare or extinct elsewhere
List 1B = Rare or Endangered in California and elsewhere
List 2A = Presumed extirpated in California, but more common elsewhere
List 2B = Rare or Endangered in California, but more common elsewhere
List 3 = Plants for which we need more information - Review list (generally not considered special-status, unless unusual circumstances warrant)
List 4 = Plants of limited distribution - Watch list (generally not considered special-status, unless unusual circumstances warrant)

Threat Ranks

0.1 = Seriously Threatened in California
0.2 = Fairly Threatened in California
0.3 = Not Very Threatened in California

Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Species	Habitat Requirements	Potential to Occur on the Project Site
Wildlife		
<p>Foothill yellow-legged frog <i>Rana boylei</i></p>	<p>Foothill yellow-legged frogs are typically found in shallow, partly-shaded, perennial streams in areas with riffles and rocky substrates. This frog needs at least some cobble-sized substrate for egg-laying. Foothill yellow-legged frogs generally prefer low- to moderate-gradient streams, especially for breeding and egg-laying, although juvenile and adult frogs may utilize moderate- to steep-gradient streams during summer and early fall.</p>	<p>No suitable habitat for the foothill yellow-legged frog occurs on the project site. The foothill yellow-legged frog would thus not be present.</p>
<p>Pacific tailed frog <i>Ascaphus truei</i></p>	<p>Pacific tailed frogs inhabit perennial streams of low temperature. Such streams generally occur in late seral stage forests dominated by Douglas-fir, redwood, Sitka spruce, and ponderosa pine.</p>	<p>No suitable habitat for the Pacific tailed frog occurs on the project site. The Pacific tailed frog would thus not be present.</p>
<p>Western pond turtle <i>Emys marmorata</i></p>	<p>The western pond turtle associates with permanent or nearly permanent water in a variety of habitats. This turtle is typically found in quiet water environments. Pond turtles require basking sites such as partially submerged logs, rocks, or open mud banks, and suitable (sandy banks or grassy open fields) upland habitat for egg-laying. Nesting and courtship occur during spring. Nests are generally constructed within 500 feet of a waterbody, but some nests have been found up to 1,200 feet away. Pond turtles leave aquatic sites in the fall and overwinter in uplands nearby. Pond turtles return to aquatic sites in spring.</p>	<p>No suitable habitat for the western pond turtle occurs on the project site. The western pond turtle would thus not be present.</p>

Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Species	Habitat Requirements	Potential to Occur on the Project Site
<p>Klamath/Trinity River Chinook salmon spring-run <i>Oncorhynchus tshawytscha</i></p>	<p>Adults enter the Klamath and Trinity rivers between March and May. Upon entering fresh water, spring-run are sexually immature and must hold in cold-water habitats through summer to mature. Typically, adults utilize the main stems of the Klamath and Trinity rivers, and mid- to high-elevation tributaries that provide sufficient flow, water temperature, cover, and pool depth to allow over-summering. Spawning occurs between August and October. After hatching, juveniles migrate downstream to the ocean as soon as the following spring, or may postpone the downstream migration until the following fall.</p>	<p>No suitable habitat for the Klamath/Trinity River Chinook salmon spring-run occurs on the project site. The species would thus not be present.</p>
<p>Southern Oregon/ Northern California coho salmon <i>Oncorhynchus kisutch</i></p>	<p>In California, coho salmon are found in many of the short, coastal drainages from the Oregon border south to Monterey Bay. In the larger coastal drainages, coho salmon are found primarily in the lower sections. Spawning migrations begin after heavy, late autumn or winter rains encourage the returning adults to leave the ocean and move upstream. Spawning occurs in gravel/pebble substrate in cold, well-oxygenated water.</p>	<p>No suitable habitat for the Southern Oregon/ Northern California coho salmon occurs on the project site. The species would thus not be present.</p>
<p>Oregon snowshoe hare <i>Lepus americanus klamathensis</i></p>	<p>Oregon snowshoe hares inhabit alder and willow thickets and young conifer stands in upper montane coniferous forests and subalpine coniferous forests.</p>	<p>No upper montane coniferous forests or subalpine coniferous forests occur on the project site. The Oregon snowshoe hare was not observed during the wildlife survey and is not expected to be present.</p>

Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Species	Habitat Requirements	Potential to Occur on the Project Site
<p>Fisher <i>Martes pennanti</i></p>	<p>Fishers primarily inhabit mixed conifer forests dominated by Douglas-fir, although they also are encountered frequently in higher elevation fir and pine forests, and mixed evergreen/broadleaf forests. Suitable habitat for fishers consists of large areas of mature, dense forest stands with snags and greater than 50 percent canopy closure. Fishers den in cavities in large trees, snags, logs, rocky areas, or shelters provided by slash or brush piles. Fishers are very sensitive to human activities; den sites are most often found in areas with no human disturbance.</p>	<p>Although a mixed evergreen/broadleaf forest extends onto a portion of the project site, it does not support large, mature trees and snags. Further, the project site is located adjacent to an airport and a juvenile hall facility and historically been subject to moderate to high levels of human activity. Fishers are not expected to den on the project site.</p>
<p>Pacific marten <i>Martes caurina</i></p>	<p>Pacific martens inhabit a variety of old-growth, mixed evergreen coniferous forests with more than 40 percent canopy closure in the Coast Range, Klamath Mountains, Cascades, and Sierra Nevada. The species' elevation range extends from coastal coniferous forests to subalpine coniferous forests. Pacific martens den in cavities within trees and snags, and are very sensitive to human disturbance.</p>	<p>Although the on-site forest has more than 40 percent canopy closure, it has been previously logged and does not provide old-growth habitat. Further, the project site is located adjacent to an airport and a juvenile hall facility and historically been subject to moderate to high levels of human activity. Pacific martens are not expected to den on the project site.</p>
<p>Pallid bat <i>Antrozous pallidus</i></p>	<p>Pallid bats inhabit grasslands, shrublands, woodlands, and forests, but are most common in open, dry habitats. Day roosts include caves, rock crevices, mines, and occasionally trees and buildings. Buildings are often used for night roosting. The breeding period is October through February, and pups are born between April and July.</p>	<p>Trees on the project site provide potentially suitable roosting habitat for the pallid bat. Although the pallid bat was not observed during the wildlife survey, the species has a moderate potential to utilize the project site for foraging and roosting.</p>

Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Species	Habitat Requirements	Potential to Occur on the Project Site
Northern spotted owl <i>Strix occidentalis caurina</i>	Northern spotted owls inhabit dense, old-growth, multi-layered mixed conifer, redwood, and Douglas-fir forests from sea level to approximately 7,600 feet in elevation. Northern spotted owls typically nest in tree cavities, the broken tops of trees, or in snags. The nesting season is March through June.	Northern spotted owls have been observed approximately two miles northeast of the study area (the nearest designated critical habitat for the northern spotted owl is also approximately two miles northeast of the study area). However, dense, old-growth multi-layered forest does not occur on or adjacent to the project site. The northern spotted owl is unlikely to nest on or adjacent to the project site.
Plants		
Dudley's rush <i>Juncus dudleyi</i>	Dudley's rush occurs in moist areas within lower montane coniferous forests. The species is found between 1,400 and 6,600 feet in elevation. The flowering period is July and August.	Although no suitable habitat for Dudley's rush is present on the project site, a riparian scrub wetland is present just north of the Weaverville Airport security fencing. Dudley's rush was observed in this wetland.
English Peak greenbrier <i>Smilax jamesii</i>	English Peak greenbrier occurs along streams and lake margins, between 1,900 and 8,200 feet in elevation. The flowering period is May through July.	Marginally suitable habitat for English Peak greenbrier is present on the project site. Although the species would not have been in flower at the time of the field survey, it would have been recognizable on the basis of vegetative characteristics. English Peak greenbrier was not observed during the botanical survey and is not expected to be present.
Heckner's lewisia <i>Lewisia cotyledon var. heckneri</i>	Heckner's lewisia occurs in rocky areas within lower montane coniferous forests in the Klamath Mountains. The species is reported between 700 and 6,900 feet in elevation. The flowering period is May through July.	No suitable habitat for Heckner's lewisia is present on the project site. Heckner's lewisia would have been recognizable on the basis of vegetative characteristics. The species was not observed during the botanical survey and is not expected to be present.

Evaluation of the Potential for Special-Status Species to Occur in the Project Area

Species	Habitat Requirements	Potential to Occur on the Project Site
<p>Klamath Mountain catchfly <i>Silene salmonacea</i></p>	<p>Klamath Mountain catchfly occurs on serpentine or iron-rich soils in lower montane coniferous forest, often in openings. The species is reported between 2,500 and 4,500 feet in elevation. The flowering period is May through July.</p>	<p>Potentially suitable habitat for Klamath Mountain catchfly is present on the project site. The Klamath Mountain catchfly would not have been identifiable at the time the botanical survey was conducted.</p>
<p>Porcupine sedge <i>Carex hystericina</i></p>	<p>Porcupine sedge occurs in marshes, swamps, and along streams. The species is reported between 2,000 and 3,000 feet in elevation. The flowering period is May and June.</p>	<p>No suitable habitat for porcupine sedge is present on the project site. Although a wetland is present north of the Weaverville Airport security fencing, it is a transitional feature that supports a number of upland species. The wetland does not appear to be sufficiently wet to support porcupine sedge (an obligate wetland species). Porcupine sedge was not observed during the botanical survey and is not expected to be present.</p>