

JUNCTION CITY COMMUNITY PLAN

Adopted July 1987

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ADOPTED BY

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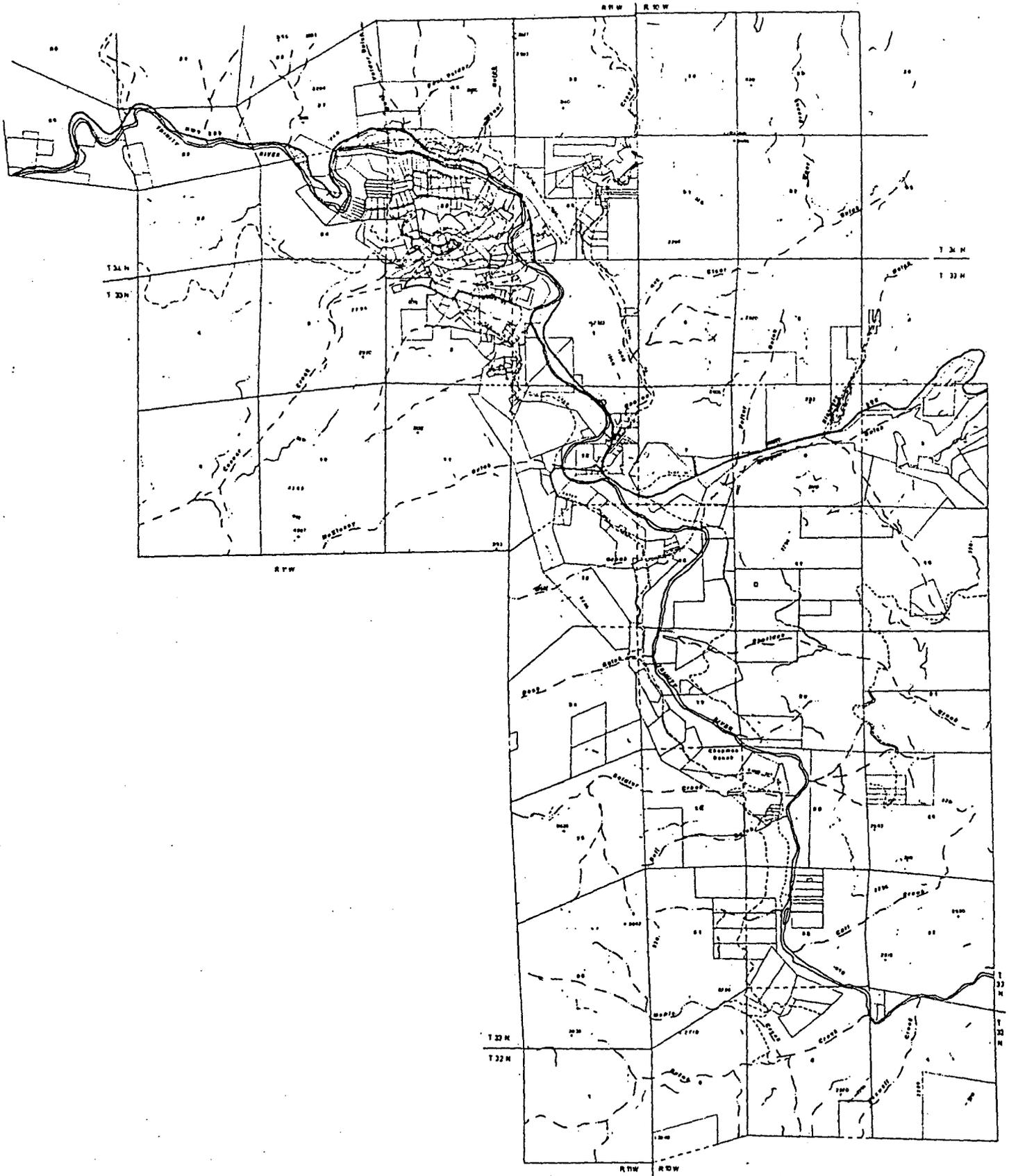
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JUNCTION CITY PLANNING AREA



CHAPTER 1 - INTRODUCTION

The Junction City Community Plan is the planning guideline for the future development of the Junction City Area. The Plan establishes a framework which will guide both private and public projects within the Plan Area while maintaining the area's high quality of life.

Process

The development of this Community Plan initially began as a larger effort to establish a Trinity River Plan. This initial approach addressed lands from just downstream of Grass Valley Creek to Helena. Early on in the planning process the Citizen's Advisory Committee determined that two distinct Plans should be developed; the Junction City and the Douglas City Community Plans. Many public workshops were held by the Advisory Committee to insure that the Plan reflects the needs and desires of the area's residents. Not only was the physical environment of special concern to the Committee, but also the regulatory environment which governs development. The Committee thought it important that future rules and regulations are kept to the minimum necessary to protect public health and safety. A series of technical background reports, or summary papers, were reviewed by the Committee to familiarize themselves with various aspects of the Community. Copies of these Summary Papers are available at the Planning Department. The comments and recommendations of the Committee were instrumental in the development of this Plan.

The Planning Area

The Junction City Plan incorporates goals and objectives which address both private and public lands within the Plan Area. This area consists of approximately 42 square miles or 27,000 acres centered around the Trinity River from Maxwell Creek to slightly downstream from Helena.

The Intent of the Plan

State law provides for the development of Community Plans which implement the County General Plan. This Plan is long-range and comprehensive, but is also intended to provide guidance towards solving today's problems. Some problems identified during the preparation of the Plan were resolved as they were identified. Other problems so identified require additional follow-up by various public agencies.

In the development of the Plan it is recognized that the Plan must be periodically reviewed and updated to insure that the Plan can adjust to changing circumstances. To this end, the Plan should be reviewed five years from the date of adoption.

Implementation

Upon adoption by the Board of Supervisors this document will be the County's statement of official policy in regards to private development within the Plan Area as well as be utilized to assist in the prioritization of County funded projects and staffing commitments. Chapter 11, Plan Implementation, lists various implementation measures, time frames, and responsible agencies necessary to implement many of the Plan's objectives over the next five years. The County will also use the Plan as the basis for reviewing and commenting on other public agencies' projects within and adjacent to the Plan Area.

If the County were to take no action to change existing trends, these are some of the changes which can be expected to occur in the Plan Area by the year 2000:

- Significant losses of wildlife habitat and visual qualities in the basin area.
- Increasing conflict between property owners and recreationalists utilizing the Trinity River.
- Increasing soil erosion due to activities on slide prone areas with resultant impacts on downstream land uses and fisheries.
- Gradual degradation of water quality in the Plan Area.
- Increasing conflict between bicyclists and motorized vehicles in various subareas of the Plan.
- Declining amount of community commercial uses in the Junction City townsite area due to lack of a designated expansion area.
- Additional residential and commercial development which, because of either higher densities or inappropriate locations, could conflict with existing lifestyles.

These changes could occur because:

- Without a clear commitment by the County to protect significant wildlife habitat areas or visual qualities it is likely that these resources will gradually be lost due to development pressures or out of ignorance.
- Without adoption of a River Access Plan the County will be required to require river access through private lands regardless of existing developments.

- Without the proposed zoning classifications or densities as reflected in the Zoning Map, there is a much greater likelihood of additional development on slide prone areas.
- Clear policies regarding maintaining water quality and quantity are necessary to reflect the importance of protecting water resources.

CHAPTER 2 - HOUSING & POPULATION

Shelter is a basic human need. The Junction City Community Plan addresses not only existing conditions, but also the various conditions that can influence the development and retention of housing.

Although nearly all of the housing stock within the Plan area consists of one dwelling unit per parcel, Junction City does have many unique neighborhoods and significant variations in construction types. One of the goals of the Plan is to recognize and preserve these neighborhood characteristics.

Housing Goals

The Junction City Community Plan emphasizes the following housing goals in addition to those goals and objectives stated in the 1985 Housing Element. The Plan's Housing Goals are:

1. To insure that future residential development receives adequate public services including, but not limited to: fire protection, police protection, and all weather access.
2. To provide for a variety of housing types and costs while maintaining the stability of existing neighborhoods.
3. To conserve and improve existing housing stock within the Plan Area.

Existing Housing Conditions and Trends

According to the 1986 Land Use Survey conducted by the Planning Department there are 294 housing units within the Plan Area. The Plan Area has virtually no multiple family units, primarily due to the lack of community sewer and water systems. The following table indicates the composition of the Housing Stock both for Junction City and Trinity County as a whole.

	Trinity County		Junction City	
	Units	% of Total	Units	% of Total
Single Family	6280	88.9	282	95.9
Duplex	190	2.7	11	3.8
Triplex or Quadplex	162	2.3	1	0.0
Five or more	431	6.1	--	---
Total	<u>7063</u>	<u>100.0</u>	<u>294</u>	<u>100.0</u>

Approximately 26% of the existing housing stock (outside of mobile home parks) consists of mobile homes and 70% of frame construction. However, the existing trend, as evidenced by building permits, indicates a move towards slightly (28%) more mobile homes as a percentage of the total housing stock. The Community Plan provides for both retention of existing neighborhood characteristics as well as additional mobile homes by providing mobile home overlays on 608 acres of the total 2,451 acres of residential lands. Outside of these designated areas mobile homes will continue to require use permits.

Future Housing Needs

The time frame for projecting future housing needs is five years. As estimated by the Department of Finance, Trinity County should experience an increase of 1,896 people over the next five years (1986-1991), of which 90 are expected to reside in the Junction City area.

The following table represents the projected housing needs of the Plan area for the next five years:

Projected Housing Needs
1986-1990

1.	Housing Units needed to accommodate projected population.	34
2.	Housing Units needed to accommodate seasonal use only of future housing stock.	5
3.	Housing Units needed to accommodate average housing vacancy.	2
Total		41

Population

As of 1986 there was an estimated 654 persons, or 4.7% of the total County population residing within the Plan Area. If no additional land divisions or use permits for second dwelling units were approved in the Junction City area, the existing parcels could accommodate an increase of 148 dwelling units with a resultant population increase of 367 persons. Based upon implementation of this Plan, it is projected that the Junction City Community Plan Area could contain as many as 1,838 persons at buildout. Given existing trends, buildout should not occur for several decades.

Based upon the 1980 U.S. Census, the Junction City area has the following population characteristics:

- A higher proportion of people over the age of 65 years as well as a higher proportion of households with families with children than in both the County and State.
- Median income levels less than both the average for the rest of the County and State.
- An ethnic composition consisting predominantly of Caucasians.

The Plan projects an annual growth rate of 2.45% per year for the next 15 years. However, the Community Plan is developed in such a way that a higher growth rate can be accommodated without adverse impacts. Growth in the community will continue to be monitored so that various Plan implementation measures can be adjusted in response to growth rates. The projected population, as a total and by age distribution, is presented in the following table:

JUNCTION CITY COMMUNITY PLAN AREA POPULATION PROJECTIONS*

Age Group	1986	1991	1996	2001
0-4	50	54	59	63
5-9	49	59	61	67
10-14	48	54	65	68
15-19	39	54	52	71
20-24	52	38	59	49
25-39	154	183	183	207
40-59	144	186	245	285
60-69	65	74	70	79
70-79	39	48	58	61
80+	13	19	28	35
Total	<u>654</u>	<u>744</u>	<u>845</u>	<u>960</u>

*Based on: 1986 Department of Finance Population Projections
 1983 Department of Finance Population Projections
 for California Counties 1980-2020 with
 Age/Sex Detail
 2.45% annual growth rate
 2.66 persons per dwelling unit

CHAPTER 3 - TRANSPORTATION

The transportation element of the Community Plan is intended to coordinate the existing and planned transportation and circulation system with planned land uses.

The Transportation Goals and Objectives stated in this Chapter are intended to specifically apply those goals and objectives, as well as policies, stated in the County wide Transportation Element to the Junction City Plan Area.

In general, circulation refers to the system of roads, bikeways, and paths, whereas transportation refers to the method of transport such as auto, bus, bicycle, or by foot. The Plan emphasizes a general circulation and transportation system which depends on the continued utilization of automobiles as the main mode of transportation while addressing the needs for bicycle lanes on selected roads in the Plan Area.

Transportation Goals

The transportation goals for the Junction City Community Plan are:

1. To provide a roadway system which effectively, efficiently, and safely serves transportation needs.
2. To increase bicycle, pedestrian, and equestrian travel and safety by developing and maintaining a safe and convenient system of bicycle routes, trails and pedestrian walkways.
3. To coordinate the transportation and circulation system with planned land uses.
4. To provide for specialized transit needs of the community.

Existing Conditions and Trends

1. Circulation

The primary access in and out of the community is Highway 299. Major County roads serving the area include Canyon Creek Road, Red Hill Road, Dutch Creek Road, and Sky Ranch Road.

Locals - the primary purpose of local roads is to provide access to adjacent properties. Typically these roads serve a limited number of residences. Most County roads in the Plan Area are local roads.

Exhibit TR-3 lists both the Public and Private Roads in the Plan Area as well as their individual road classifications.

The Community Plan proposes a variety of land uses and densities throughout the Plan Area. Growth will occur even without the adoption of a Community Plan. However, the purpose of a Community Plan is to coordinate the growth of a community so that the necessary facilities and roadways match the needs of the community. Exhibit TR-1 shows the projected traffic counts on the various arterials at time of community buildout. These projected traffic counts are instrumental in prioritization of County Roads and pedestrian/bicycle improvement funds.

Recommended Goals and Objectives

The following restated Goals and related Objectives propose to coordinate the existing and planned transportation and circulation system with planned land uses.

Goal #1:

To provide a roadway system which effectively, efficiently, and safely serves transportation needs.

The Junction City area, in general, has an extensive system of paved and well-maintained public roadways. Upon review of the existing public roadway system the Public Works Department has identified the following desirable improvement projects consistent with this goal.

Objectives:

Improve the safety characteristics of identified roadways based upon average daily traffic and public safety requirements, specifically:

- Improve safety conditions along the southerly five miles of Canyon Creek Road and plan for the improvement of safety conditions along the remaining length of Canyon Creek Road.
- Improve safety conditions along Power House Road.
- Review and possibly reconstruct the intersection of Red Hill Road and Conner Creek.

During August of 1986, the Public Works Department conducted traffic counts at various locations throughout the Plan Area. The results of these counts are depicted on Exhibit TR-1.

As of 1986, the overall circulation system was sufficient to meet community needs except for those roadways identified under Goal #1. After adoption of the Plan the Department of Public Works will utilize the objectives stated under this goal for future roadway projects.

An area of concern identified by the Advisory Committee is bicycle safety along Red Hill Road up to Highway 299, to the Junction City Park site and beyond. This area currently experiences high pedestrian/bicyclist use. As the community grows vehicular traffic will increase as will pedestrian/bicyclist use. To avoid potential safety problems, the Plan proposes an extensive bikeway system roughly paralleling these heavily utilized streets. The overall system is as depicted on Exhibit TR-2.

2. Transit

The Junction City core area is currently served by a twice-a-day bus service from Eureka to Redding. The County, through the County Transportation Commission is currently exploring the possibility of developing a commuter service connecting the Downriver area with Weaverville.

3. Roadways

All public roads within the Community Plan are designated as arterials, collectors, or locals. These designations have a bearing on the design speed, degree of improvement, and amount or type of traffic carried by each road. The main function of each roadway category is:

Arterials - mainly serves through traffic, into and out of the Community Plan area. The primary purpose of an arterial road is to carry traffic long distances with a minimum of disruption. Access to adjacent properties is considered to be a secondary function. Highway 299 is the only designated arterial in the Plan Area.

Collector - mainly serves smaller areas within the community. The purpose of a collector road is to convey traffic from local roads or traffic generators, such as business areas or schools, to arterials. Portions of Red Hill Road and Canyon Creek Road are designated collectors.

- Improve safety conditions along Dutch Creek Road in regards to increased road width and installation of shoulders.
- Encourage the installation of center lane at the new Junction City park site and at Dutch Creek Road turn pockets on Highway 299 in Junction City.

Goal #2:

To increase bicycle, pedestrian, and equestrian travel and safety by developing and maintaining a safe and convenient system of bicycle routes, trails, and pedestrian walkways.

As previously mentioned, the Red Hill Road area to the intersection of Highway 299 and from there to the Junction City Park Site is projected to experience a high degree of bicycle uses as the Community grows. The Community Plan proposes to meet this need and need for future pedestrian and equestrian needs by incorporating the following objectives:

Objectives:

- Encourage Caltrans to improve and widen shoulders on Highway 299 during annual or routine maintenance to accommodate bicycle traffic.
- Support the development of improved bicycle paths connecting the old Junction City Townsite area with the Junction City Park area, the new County Park on Sky Ranch Road, with extension through Dutch Creek Road and along Red Hill Road.
- Obtain easements for existing locally or regionally significant trails at the time of land division and/or development.

These objectives are reflected in the attached Junction City Bicycle Master Plan.

Goal #3:

To coordinate the transportation and circulation system with planned land uses.

As the community grows, so will the amount of traffic utilizing the area's roadway system. The Projected Traffic Volumes Map depicts the estimated traffic volumes for the roadways at buildout of the Community Plan. The proposed circulation system as reflected in the Circulation Map provides for this projected growth and was formulated based upon the following objectives.

Objectives:

- Concentrate heavy traffic generators on major roads.
- Develop roadway systems which are compatible with the areas they serve.
- Development of a comprehensive traffic signage program.
- Coordination of public agency development of river access points and trails with the circulation systems.

Goal 4:

To provide for specialized transit needs of the community.

Specialized transit needs incorporate such items as public transit, school bus routes, and emergency aviation needs. Emergency aviation needs are provided for, based upon the location of the accident, and are therefore handled on a case-by-case basis by the Junction City Fire Protection District. The Plan intends to provide for other specialized needs through the following objectives.

Objectives:

- Prioritize road maintenance and improvement programs and coordinate with future bus routes and major fire access roads.
- Monitor the need for public transit service to the area, and if warranted, provide for such service.

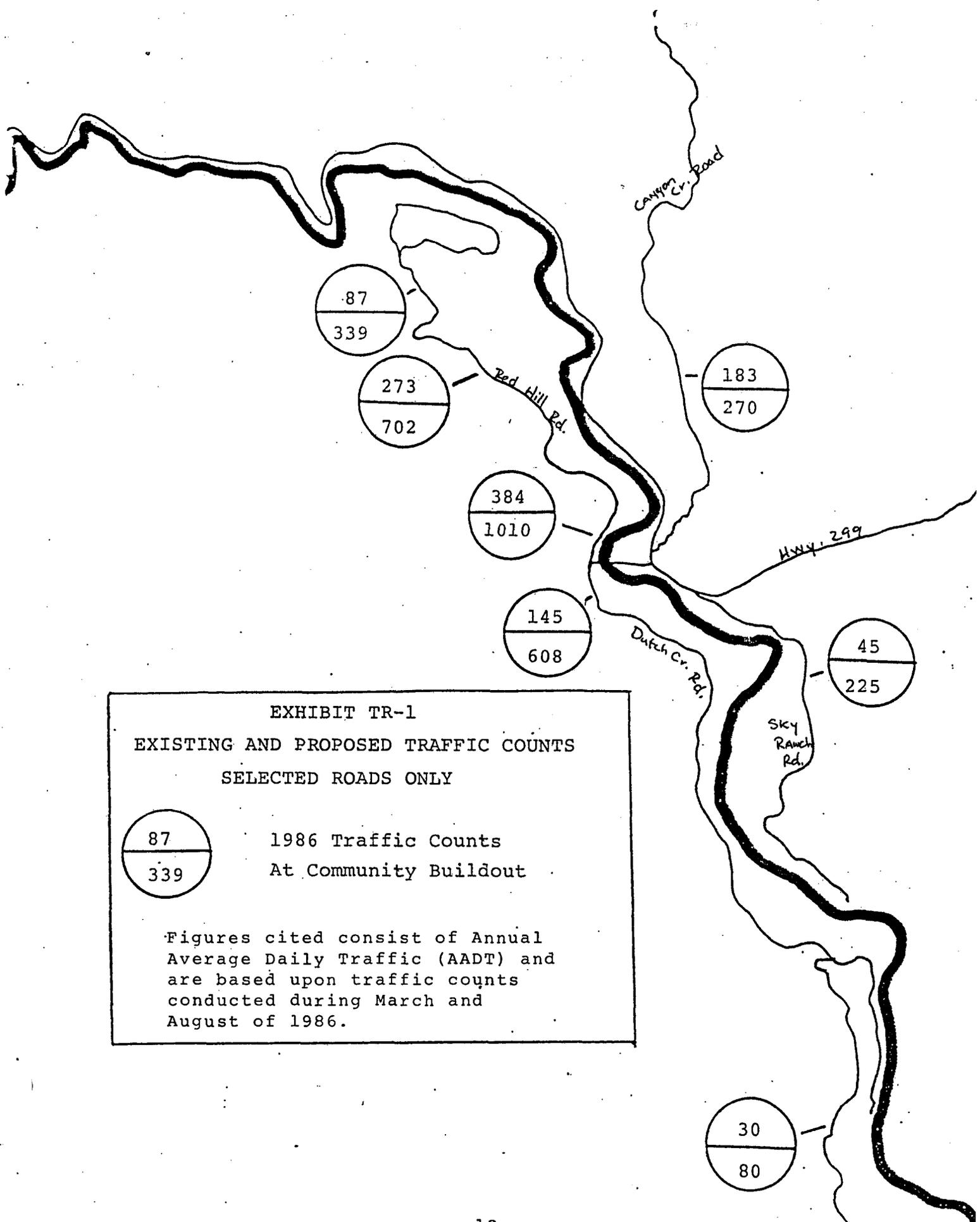
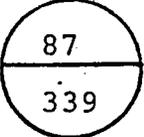


EXHIBIT TR-1
EXISTING AND PROPOSED TRAFFIC COUNTS
SELECTED ROADS ONLY

	<p>1986 Traffic Counts At Community Buildout</p>
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Figures cited consist of Annual Average Daily Traffic (AADT) and are based upon traffic counts conducted during March and August of 1986.

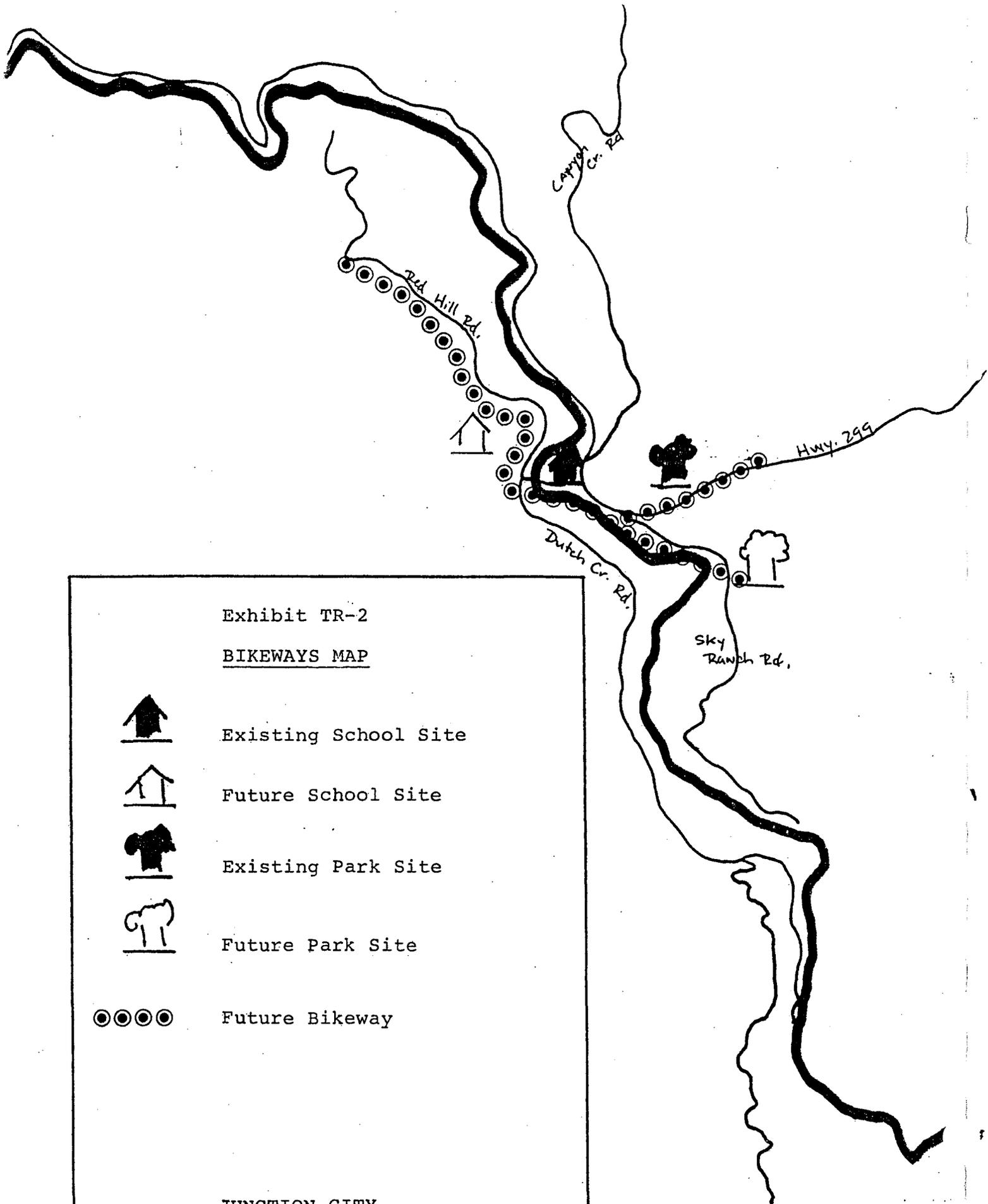


Exhibit TR-2

BIKEWAYS MAP



Existing School Site



Future School Site



Existing Park Site



Future Park Site



Future Bikeway

JUNCTION CITY

JUNCTION CITY PUBLIC AND PRIVATE ROAD CLASSIFICATIONS

Road Name	County	From	To	Current Rd/Proposed Category Class.	Corres.Rd. Cat. Per Sub.Ord.
Highway 299	N/A	Entire Length		A	
Canyon Cr. Rd.	401	SH299	NF Bdry	L/C	4
Rifle Range Rd.	410	SH299	End	L	5
Slattery Glch. Rd.	411	SH299	End	L	1
Sky Ranch Road	412	SH299	End	L	4/3
Dutch Cr. Rd.	413	SH299	Red Hill Rd.	L/C	5
Dutch Cr. Rd.	413	Red Hill Rd.	NF Bdry	L	4
Dutch Cr. Rd.	413	NF Bdry	End	L	3
Evans Bar Rd.	414	Dutch Cr.Rd	End	L	3/2
Red Hill Road	415	Dutch Cr.Rd.	End	L/C	5
Junc.Cty,Dump Rd.	416	SH299	End	L	4
Valdor Road	419	Power Hs.Rd.	SH299	L	1
Power Hs. Rd.	420	Canyon Cr.Rd.	SH299	L	1
North Fork Rd.	421	SH299	Helena	L	5
Cemetery Rd. (Helena)	422	SH299	End	L	4
Senger Road	440	Red Hill Rd.	End	L	4
Connor Cr. Rd.	449	Red Hill Rd.	End	L	4/1
Gilzean Road	450	SH299	End	L	1
Hocker Meadow Rd.	464	Connor Cr.Rd.	End	L	4/2
Upper Road	467	Power Hs.Rd.	End	L	1
Lower Road	468	Power Hs.Rd.	End	L	1
McGillivray Ranch Road	477	Hocker Meadow Rd.	End	L/C	4
Wintu Pass Rd.	478	Chimariko Rd.	End	L	4
Chimariko Road	479	End	End	L	4
Sandy Flat Road	Pvt.	Dutch Cr.Rd.	End	N/A	1
Blue Jay Road	Pvt.	Dutch Cr.Rd.	Evans Bar Rd.	N/A	1
Acorn Road	Pvt.	SH299	End	N/A	1
Highland Road	Pvt.	SH299	End	N/A	1
Cemetery Road	Pvt.	Sky Rnch.Rd.	End	N/A	1
Circle Road	Pvt.	SKy Rnch.Rd.	Sky Rnch.Rd.	N/A	1
Castle Road	Pvt.	SH299	LaGrange Quarry	N/A	2
Caprine Road	Pvt.	Canyon Cr.Rd.	End	N/A	1
Dawson Road	Pvt.	Canyon Cr.Rd.	End	N/A	1
Spruce Road	Pvt.	Red Hill Rd.	End	N/A	1
River Acres	Pvt.	Wintu Pass Road	End	N/A	1
Park Lane	Pvt.	Lake Road	Bear Sp.Rd.	N/A	3
Bartlett Road	Pvt.	Lake Road	End	N/A	1
Lake Road	Pvt.	Wintu Pass Road	Hocker Meadow Rd.	N/A	3
El Rocko Rd.	Pvt.	Senger Rd.	Quail Rd.	N/A	2
Quail Road	Pvt.	Senger Rd.	End	N/A	2
Guinea Road	Pvt.	Red Hill Rd.	End	N/A	1
Montezuma Rd.	Pvt.	Red Hill Rd.	End	N/A	1
Hummingbird Rd.	Pvt.	Mont. Rd.	End	N/A	1
Hocker Road	Pvt.	Red Hill Rd.	Senger Rd.	N/A	2
Manzanita Rd.	Pvt.	Dutch Cr.Rd.		N/A	1
Bear Springs	Pvt.	Winton Pass Road	River Rd. Acres	N/A	1

CHAPTER 4 - PUBLIC SERVICES AND FACILITIES

The Public Services and Facilities Element of the Community Plan is needed in order to coordinate public facilities with future growth. The Plan must therefore address the demand and availability of water, as well as community-oriented services, such as fire and police protection, schools, libraries, and parks.

The Junction City Community Plan emphasizes the need for basic public services to all areas within the Plan. However, most of the public facilities, such as schools and parks, are proposed to be located within the community core area which provides a central location for public and private facilities which serve the area.

Public Services and Facilities Goals

The Plan's Public Services and Facilities Goals are:

1. To maintain, as a priority, the existing level of public services within areas of the Community already served.
2. To provide a minimum level of public services to all developed areas of the community.
3. To expand or increase the level of services within the Plan Area.

Existing Conditions and Trends

Most public services within the Plan Area are provided by local governmental units, such as the Junction City Fire Protection District and the Junction City School District.

1. Junction City Fire Protection District

The Junction City Fire Protection District (JCFPD) area consists of 139 square miles centered around Junction City. However, the 1985 LAFCo Sphere of Influence Report indicates that the realistic service area is approximately 18 square miles. There are no unserved populated areas within the Plan Area.

This District operates two fire stations, one in Cooper's Bar and one on Canyon Creek and a third under construction in central Junction City. The District has four fire engines with appurtenant rescue equipment. The volunteer district has thirteen volunteer firefighters. JCFPD can only provide fire or other, emergency related, services.

Reorganization of this District into a Community Services District or a Public Utility District would enable this District to provide other services desired by community residents.

Recognizing the inability of the County to provide extended services to all County residents, as well as the strong desire for local control, the Board of Supervisors and the Local Agency Formation Commission (LAFCo) have generally been supportive of the creation of multipurpose Districts. The Community Plan therefore encourages the reorganization of the Junction City Fire Protection District into a multipurpose district. Potential services the District could consider offering are presented in following subsections.

2. Junction City School Needs

The Junction City Plan Area currently has a student population (K-12) of 99. Approximately 80 of these students attend Junction City Elementary School and 19 attend Trinity High School in Weaverville.

The Junction City Elementary School is at capacity at its existing facilities on Dutch Creek Road. The District is currently exploring the possibility of acquiring land for a new facility. Construction of the new school facility could start as soon as 1989 should a new site be found.

Trinity High School is currently approaching design capacity. The Superintendent of Schools has indicated that a building project should be considered in order to accommodate additional growth.

3. Individual or Household Sewage Disposal Systems

The ability of the land to accommodate on-site sewage disposal systems varies considerably throughout the Plan Area.

Problem sites generally have one or more of the following constraints: high groundwater, steep slopes, shallow soils, or high clay content soils. Of continuing concern to the Health Department is development within floodplain areas or on extensively mined areas.

Previously created lots within floodplain areas are often constrained by lack of soils (in mined areas), high groundwater, and insufficient area to allow for proper sanitary setbacks from watercourses. Identified problem areas are portions of the Old Junction City Townsite, and the Red Hill Road area near Highway 299 in Section 35.

Previously created lots in extensively mined areas also have septic development constraints. These areas have generally been mined to bedrock; therefore, there are insufficient soils to allow for adequate percolation. Identified problem areas consist of the portions of Dutch Creek Road, Red Hill Road and Sky Ranch Road.

Of special concern is the lack of sanitary facilities on mining operations within the Plan Area. The Plan recommends that additional enforcement by public agencies be undertaken to resolve this problem.

Due to varied soil characteristics throughout the Plan Area each potential homesite must be evaluated on an individual basis for its ability to accommodate on-site septic systems.

4. Solid Waste Disposal

The Junction City area has a solid waste transfer station near the Junction City Park site north of Highway 299. During the development of the Plan, general dissatisfaction was expressed regarding the operation of this facility. On January 1, 1987 the Board of Supervisors initiated a pilot program designed to develop alternative ways of operating the ten transfer sites throughout the County. Once this six month program is completed it is anticipated that the most efficient system will be utilized to improve conditions at the Junction City transfer site.

5. Library Services

Aside from the Elementary School Library, the nearest public library service is located in Weaverville. Due to the dispersed nature of population in the area and the relatively close proximity of Weaverville, it is not expected that a permanent library facility will be located in the Plan area. The Plan endorses the concept of the County providing a bookmobile or similar library service to the area.

6. Water

Only an estimated 45 households rely upon community or mutual water systems. The continued reliance upon individual wells and surface water is expected to continue with future development, currently, most residents are dependent upon surface water supplies for household use.

Within the Plan Area surface water is more frequently utilized for domestic purposes than is deep well water. Development of surface water tends to be less expensive than development of wells. Additionally, concentrations of minerals including iron, magnesium and calcium have been reputed in well water in portions of the Plan Area. Finally, competition between adjacent wells can decrease water availability.

Future growth, and land uses in general, must take into consideration the availability of surface and ground water not only for development purposes, but also for wildlife and other beneficial uses. In addition, the Plan must incorporate provisions to protect existing water quality.

Because of the reliance on individual sewage disposal systems, as well as the importance of protecting water quality, densities within the Plan Area must remain fairly low. The Health Department has specifically indicated that portion of the Junction City Townsite west of Highway 299 as being severely restricted for future development due to high groundwater and poor soils.

The Plan proposes to direct homesite development to those areas which have soils generally capable of accommodating development without adverse impacts. Regardless of the general soil characteristics of a given area, site-specific soils information will continue to be necessary for all properties in the Plan Area.

7. Drainage

Aside from floodplain areas and the north end of the Red Hill Road area, the topography of the Plan Area is generally sufficient to properly drain development sites with only minor modification being necessary.

To address the Red Hill Road area the Plan incorporates an implementation measure calling for both Public Works and Planning to review this area for both drainage and road improvements necessary to accommodate future growth.

Recommended Goals and Objectives

The following goals and objectives are intended to provide for the future service needs of the community. Most of the stated objectives will require subsequent actions by the affected service providers.

Goal #1:

Maintain, as a priority, the existing level of public services and improvements within areas of the community already served.

Objectives:

- Insure that new development does not reduce the level of existing services.
- Evaluate the existing and future drainage and road improvement needs of the northern Red Hill Road area on an area wide basis and develop a County policy to define the degree of County contribution to provide identified improvements.
- Coordinate snow plowing and winter maintenance activities with the needs of the Junction City Fire Protection District to insure continuous access to the area's fire stations.

These objectives will necessitate that future development be closely monitored to determine if services have been able to keep pace with development activity.

Goal #2:

Provide a minimum level of public services to all developed areas of the community.

Not only is it important to continue existing services, but it is also important to extend such services to unserved residential areas of the community. The Plan proposes the following objectives consistent with this goal.

Objective:

- Assist in the development of fire station(s) or other public facilities within the Plan Area.
- Encourage the Health Department, Bureau of Land Management and Forest Services to cooperatively resolve existing sanitary problems on mining claims.

Goal #3:

Expand or increase the level of services within the Plan Area.

Although the following objectives emphasize fire protection services, this goal is also applicable to other public services.

Realization of this goal will necessitate close cooperation between the Fire Protection Services District and County Government. To assist in achievement of this goal, the Plan incorporates the following objectives.

Objectives:

- Continue to explore possibilities of augmenting fire protection services within the Community Plan Area.
- Insure that new or significantly modified mutual or community water systems incorporate fire protection features.
- Improve the operation of the Junction City Transfer Station Site.
- Encourage the reorganization of the Junction City Fire Protection District into a multipurpose district.
- Encourage the creation of a County wide Fire Marshall position to coordinate and provide assistance to the various local fire protection agencies.

CHAPTER 5 - ECONOMIC DEVELOPMENT

The purpose of this element of the Community Plan is to identify existing economic activities and related characteristics within the Plan Area as well as to identify potentials for economic growth.

The primary focus of this element is to provide for economic growth which is compatible with the desires of the community.

Economic Development Goals

This element incorporates the following goals for the Junction City Plan:

1. To recognize and encourage, as a priority, small business activities in the Plan Area.
2. To provide expansion areas for existing and future businesses.
3. To encourage recreation development as a viable section of the local economy.
4. To ensure resource production lands continue to be utilized for such purposes.

Existing Conditions and Trends

Existing economic activities within the Plan Area can be classified into three broad categories: community-oriented commercial facilities, recreation-oriented commercial facilities, and resource base activities.

Community-oriented commercial facilities are those uses which are generally dependent upon local residents for their livelihood. Historically, the Junction City Townsite area has provided most of the community-oriented commercial services to area residents. Due to severe development constraints, lack of modernization, and proximity to Weaverville this area has become less competitive. To provide for future commercial development the Plan has designated a commercial expansion area adjacent to the Junction City Park.

Recreational-oriented commercial facilities are those that are primarily dependent upon seasonal or weekend trade. Lands adjacent to Highway 299 generally accommodate the recreation-oriented commercial facilities.

Resource base activities consist of timber harvesting and mining.

Employment activities within the Plan Area are based upon these existing sectors as well as employment opportunities available in Weaverville.

The Plan proposes one new action intended to provide additional employment opportunities within the Plan area. This action consists of developing a historic tourism center at the Old Helena Townsite.

Recommended Goals and Objectives

The following restated goals and related plan objectives were formulated to encourage economic growth and employment activities consistent with the characteristics of the community:

Goal #1:

To recognize and encourage, as a priority, the small business activities found in the Plan Area.

The Plan Area, like much of Trinity County, is highly dependent on individual, rather than large employment centers, for employment opportunities. The Community Plan recognizes the need to encourage small business activities and proposes to assist in providing for such opportunities by the following objectives.

Objectives:

- Encourage the development of a single County development permit processing center.
- Encourage home-run business activities which do not significantly impact adjacent residences.
- Insure that State, Federal, or County projects provide every opportunity for small local contractors to favorably compete for contracts with large contractors.

Goal #2:

To encourage recreation development as a viable sector of the local economy.

Recreational activities draw a large number of people to the Plan Area and the recreation industry plays an important role in the local economy. The Community Plan intends to encourage such activities by the following objectives.

Objectives:

- Encourage recreation development within the Helena Historical District area.
- Develop and service publicly owned access areas to meet the needs of visitors.
- Encourage private commercial recreation development over public recreation development.

Goal #3:

To provide expansion areas for existing and future businesses.

The Plan recognizes the desire in maintaining existing business while still allowing for competition by adoption of the following objectives:

Objectives:

- Designate a commercial expansion area near the Junction City Park site.
- Maintain a surplus of commercially zoned acreage within the Plan Area.

Goal #4:

To ensure that resource production lands continue to be utilized for such purposes.

Resource dependent activities such as timber harvesting and mineral extraction play an important role in the local and County economy. Although processing activities have increasingly become more centralized outside of the community it is still important that the Plan encourage such activities. The Plan proposes to encourage these activities by the following objectives.

Objectives:

- Encourage timber harvesting activities on the basis of sustained yield to insure continued employment.
- Protect resource areas from encroachment by incompatible uses.
- Encourage the siting of wood processing facilities or similar improvements which promote or provide for further processing of wood products within the County.

CHAPTER 6 - PARKS AND RECREATION

The Recreation Element of the Junction City Community Plan is intended to guide the development or retention of recreation facilities and opportunities within the Plan Area.

Natural resources, such as the Trinity River, Canyon Creek, and the Alps Wilderness provide for most recreational activities within or near the Plan Area. Two community park sites, when completed, should provide sufficient areas for organized recreation activities.

Parks and Recreation Goals

The Junction City Community Plan incorporates the following Park and Recreation goals:

1. To insure that recreational use of the Trinity River does not result in degradation of this valuable resource.
2. To provide for access to the Trinity River in a manner which recognizes and respects the rights of existing developments.
3. To coordinate the development of community recreation facilities with the needs of the area's residents.

Existing Conditions and Trends

1. Trinity River Access

The Trinity River is both a federally and state-designated Wild and Scenic River. The federal and state intent in designating the Trinity as a Wild and Scenic River was to protect and preserve the Trinity in its free-flowing state, together with the immediate environment, for the benefit and enjoyment of the people.

The special status of the Trinity, as well as its being listed as a public waterway, entails that additional consideration be given towards ensuring public access to the Trinity River.

Within the Community Plan area there are approximately 16.5 miles of river frontage. Public lands account for 64 percent of the lands bordering the river, whereas, private lands account for 36 percent of these lands.

Access to the Trinity River as proposed by the Plan relies primarily upon utilization of these public lands. This is because a substantial portion of the private lands are already developed in some fashion and therefore the likelihood of obtaining access through these lands is remote. In addition, the potential for conflict between recreationalists and land owners is high on developed lands. In some instances, public access to private lands is not provided so as to protect fragile environmental areas. Even considering these factors, the Community Plan provides for public access along 70 percent of the river frontage.

The Federal Bureau of Land Management administers most of the publicly owned parcels adjacent to the Trinity River. As part of its land management responsibilities, the Bureau of Land Management has adopted a Recreation Management Plan for the Trinity River from Old Lewiston Bridge to Helena. The Junction City Community Plan incorporates those elements of the Bureau's plan lying within the Plan Area. In addition, the Community Plan addresses the utilization of other publicly held properties as well.

The Trinity River Access Plan is intended to provide for access to and along the river as well as insure that the necessary sanitary facilities are developed in conjunction with major access points. The following definitions apply to the Access Plan:

Campgrounds. These major access points are high usage areas where ample off-street parking is to be provided as is sanitary and garbage collection facilities.

Day Use Areas. These lesser used access points are areas where off-street parking is generally limited and where the anticipated level of usage warrants a lower level of services.

Access Trails. Access trails are defined as foot paths lying immediately adjacent to the river.

2. Community Recreation Sites

The Junction City area has two County owned park sites; the Junction City Park on Highway 299 and an as yet unnamed park site on Sky Ranch Road.

The multiple purpose park site on Highway 299 should be sufficient in size to accommodate the needs of the Community as it grows. Existing development of this park site has been organized and performed by the Junction City Improvement Association which has utilized State Park Grants for funding purposes. Without the efforts of the Association, development of this park site would not have been possible.

Once completion of this park site is accomplished, a long term maintenance and improvement plan should be decided upon.

Recommended Goals and Objectives

The following restated Goals and related Objectives formed the basis for future recreation developments in the Plan Area. Goal #1 and its objectives will be implemented by adoption of this document, whereas the remaining goals and objectives require subsequent actions.

Goal #1:

To provide for access to the Trinity River in a manner which recognizes and respects the rights of existing developments.

The objectives consistent with this goal are:

Objectives:

- Develop a River Access Plan which relies predominately upon public lands for access to and along the Trinity River.
- Insure that future access areas or sites are designed and located so as to avoid potential conflicts with private development.

Goal #2:

To insure that recreational use of the Trinity River does not result in degradation of this valuable resource.

Objectives incorporated into the Plan consistent with this goal are:

Objectives:

- Require that development and maintenance of sanitary services at river access points.
- Continue to monitor recreational use of the river to insure that additional use or access does not result in degradation of the river environment.

- Discourage the development of additional public access roads within roadless areas of the river corridor and encourage, as an alternative, the development of foot trails for access purposes, as a means to retain the existing characteristics of these areas.
- Utilize the Bureau of Land Management's quarter mile corridor boundary on the Trinity River to review projects for their potential impact on recreational use of the Trinity River.

Goal #3:

The Plan proposes no new community parks. However, the Plan recognizes the need to continue development of the existing parks as well as insure that the new development is reviewed for potential impacts by the following objectives:

Objectives:

- Develop a long term maintenance and improvement plan for the Junction City park site.
- Develop a specific improvement plan to protect the recently acquired Oak Grove park site on Sky Ranch Road.
- Monitor new development for impact on recreational facilities.

Goal #4:

To provide for the special needs of senior citizens.

Objective:

- Encourage the development of a senior citizen's center at the appropriate time to serve the meal service and social needs of senior citizens living in the Plan Area.

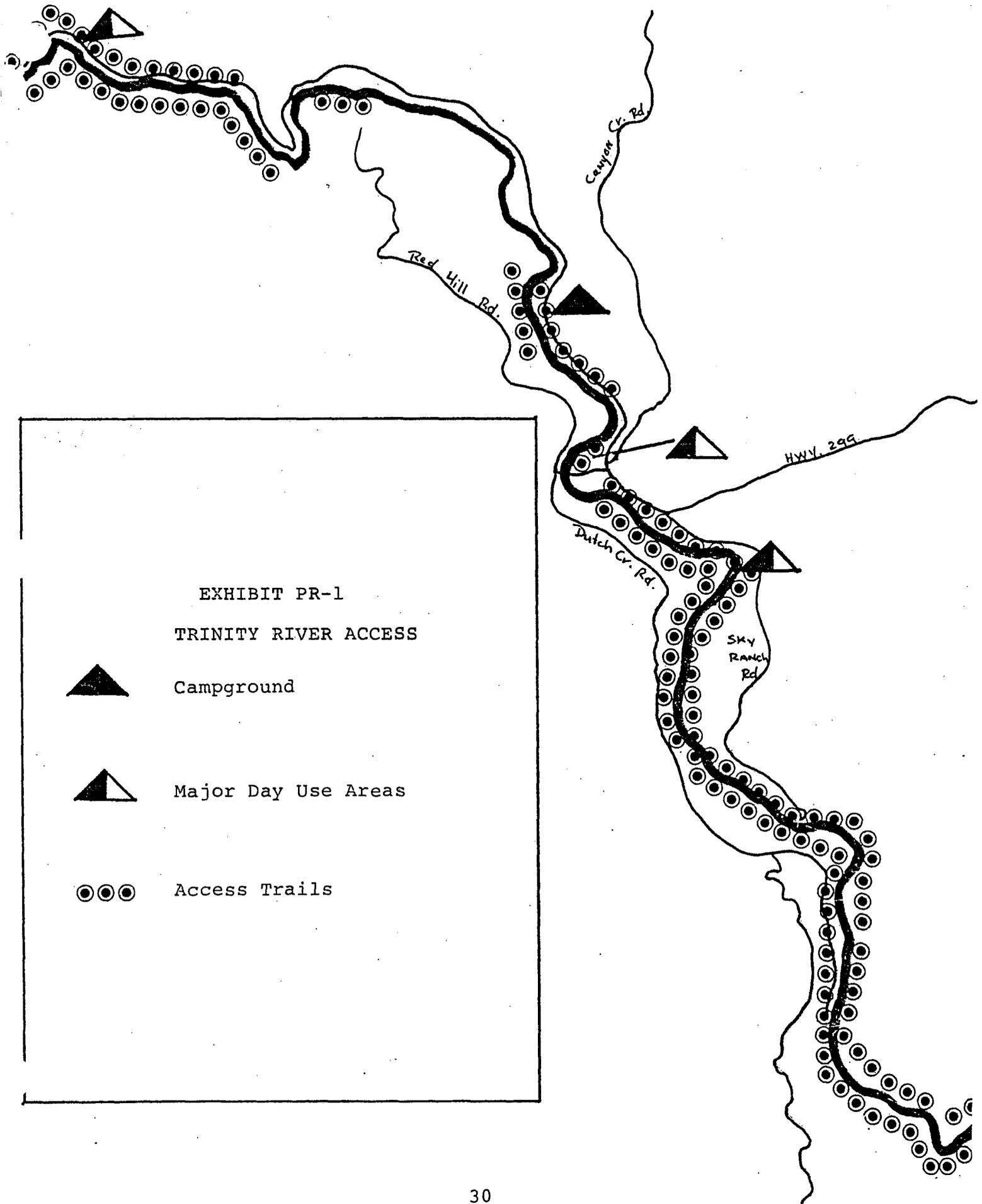


EXHIBIT PR-1
 TRINITY RIVER ACCESS

▲ Campground

◄ Major Day Use Areas

○○○ Access Trails

CHAPTER 7 - NATURAL RESOURCES

The purpose of this element of the Community Plan is to identify and protect the various natural resources found throughout the Plan Area. The natural environment and the resources derived from it constitute the primary attraction to the Junction City Area. Historically, Trinity County has been economically dependent upon resource production activities, such as mineral extraction and timber harvesting. In the recent past, this focus on the natural environment has expanded to include wildlife habitat protection and recreation development. Rational use of natural resources requires a basic understanding of the variety of such resources. The Community Plan's Goals and Objectives are intended to set forth a balance between resource usage and protection.

Natural Resource Goals

The Community Plan incorporates the following natural resource goals:

1. Maintain and enhance the high quality of the area's natural resources.
2. Preserve and maintain open space areas for a variety of wildlife uses.
3. Protect and improve fish habitat within the Plan Area.
4. Retain the quiet, unobtrusive nature of development, aside from areas adjacent to Highway 299.
5. Encourage the continued use of resource lands for resource production purposes.

Existing Conditions and Trends

The Plan Area encompasses 42 square miles, or roughly 27,000 acres. It is bisected by the Trinity River which generally runs south to north. The highest point in the Plan is approximately 5,650 feet, the lowest point is approximately 1,500 feet along the Trinity River.

The Plan Area lies within the central metamorphic belt of the Klamath Mountains Geologic Province, which is characterized by flat-topped ridges and glaciated peaks rising to 9,000 feet. The terrain is highly dissected and mountainous with ridge crests reaching 5,000 - 6,000. Slopes tend to be steep (60-90 percent).

All drainages in the Plan Area empty into the Trinity River which is regulated by Trinity and Lewiston Dams upstream.

These dams have significantly altered the biological character of the river.

The climate of the Plan Area is considered mediterranean, that is, hot and dry in the summer and cool and wet in the winter. Average temperatures are: July, 73 degrees, and 37.5 degrees in January. The recorded high temperature in the Plan Area is 110 degrees and the lowest temperature is 3 degrees. The average annual precipitation along the river is approximately 37.5 inches. It generally snows every year in the Plan Area but accumulation is strongly dependent on elevation.

PLANTS AND WILDLIFE

Flora

The area within the Plan consists of mixed conifer forests, woodlands/brushfields, grasslands, riparian zones, and disturbed/developed areas.

Mixed conifer forests consist of Douglas-fir, Ponderosa pine, sugar pine, white fir, incense cedar, red fir, western white pine, and mountain hemlock in the overstory and pacific madrone, California black oak and other species in the understory. The combination of species depends on factors such as elevation, slope, aspect, soil type, disturbance, etc. The mixed conifer forest tends to be the dominant vegetation type in the Plan Area.

Oak woodlands/brushfields, which tend to occur on drier rocky sites and southern slopes, contain Oregon white oak, digger pine, knobcone pine, canyon live oak, greenleaf manzanita, whiteleaf manzanita, buckbrush ceanothus, deerbrush, and many other species. Oak stands and brushfields are the second most common vegetation group in the area, but total acreage in these vegetation types was not determined. These areas tend to have little commercial timber and development on them is limited to gentler slopes.

Riparian zones occur as long narrow strips along the Trinity River, its tributaries and wet areas. This strip is characterized by thickets of white alder, bigleaf maple, willow species, cottonwood, dogwood rushes, sedges and others. Riparian vegetation accounts for approximately 4 percent of the area within the Plan. The river and its tributaries cover another 4 percent. The dense thickets and tangle of willow and alder serve as a visual "buffer" between river users and landowners. Because of the limited riparian habitat, the visual buffer it provides and its inordinate wildlife value (to be discussed), riparian protection is deemed particularly important.

Several areas in the Plan Area have been strongly modified by man's activity, i.e., roads, buildings, gardens, landscaping, mining, etc. These areas tend to be in and around established areas and along the river itself.

Significant Habitat Areas in the Plan Area

The rare Heckner's Lewisia (Lewisia cotyledon var. Heckneri) is known to have occurred along the Trinity River in the Plan Area. Development in or around populations of these plants will have to provide for habitat protection.

There are approximately 950 acres of riparian habitat in the area. This vegetation generally occurs within the 100 year floodplain of the river and its tributaries. These areas provide cover, nesting areas, and food for a wide variety of wildlife, play an important role in maintaining water temperatures in streams, filter sediment and are integral in maintaining water quality. Riparian vegetation is disproportionately important compared to its availability.

Wildlife

The diverse vegetation of the area provides habitat for a variety of wildlife species. Maintaining suitable habitat for wildlife is identified as important by the Department of Fish and Game. Additionally, the BLM and Forest Service recognize several species as sensitive (for management purposes) and considers effects on these species prior to development on Federal land.

Mammals

Among the mammals of the Plan area are: black bear, Columbia black-tailed deer, beaver, racoon, sierra red fox, gray fox, river otter, fisher, weasel, ring-tailed cat, coyote, bobcat, mountain lion, striped and spotted skunks, porcupine, brush rabbit, black-tailed hare, Townsend chimpunk, California ground squirrel, gray squirrel, harvest mouse, white-footed mouse, meadow vole, pocket gopher, wood rat, and various others.

Sensitive or management indicator species in the Plan area include: gray squirrel, black bear, mountain lion and fisher. Most of these species tend to avoid developed areas, where most future growth could occur. Large parcels in currently undeveloped areas of deer winter range will also benefit these species.

Critical Deer Winter Range

Approximately 20,000 acres of the Plan Area includes critical deer winter range for a portion of the Weaverville herd. Critical deer winter range is that portion of a winter range that deer are dependent upon during severe winter weather. 17,000 acres of winter range was inundated with the construction of Trinity and Lewiston dams. This loss of habitat resulted in the decline of 5,000 to 6,000 deer from the Weaverville herd. The remaining winter range has been more heavily utilized resulting in a reduction in the quality of that range. The California Department of Fish and Game feels that comparatively lower late winter body condition of deer in the Weaverville herd is at least

partially a result of reductions in deer winter range. Maintenance of deer winter ranges becomes more important as additional losses of range occur.

Several studies indicate that residential development, even at relatively low densities further contributes to reduction of winter range for migrating deer. These studies have found that such development decreases area used for foraging. Up to an 88 percent decrease in deer use within 75 feet of a house can occur. Deer use increases as one moves away from the house, reaching normal use 445 feet from the structure. One CDF&G study found that a home affected deer use for 17 acres around it.

Studies in Yuba County found habitat reduction and barriers to migration associated with development. To mitigate impacts, they recommended 10 measures for proposed developments in winter range including: clustering of homesites, 40 acre minimum parcel sizes for corridor areas, habitat improvements and extensive setbacks from creeks, wildlife corridors and critical habitat areas.

All of the studies point out that actual decline in use varies, depending on such factors as: type and amount of cover, roaming dogs, fences, gardens, etc. Deer can also be expected to use areas around homes during poor years.

A 1974 BLM resource analysis report detailed the effect reduced range has had on the Weaverville herd:

"All key winter ranges are seriously depleted. Extreme plant hedging, lack of plant reproduction, decrease in total plant numbers, excessive localized use of low value plants (e.g., Yerba Santa), soils damage, very low deer productivity, and moderate to high annual deer mortality (primarily young deer) are direct reflections of the depressed state of range conditions. These key winter ranges are the limiting factor in the population dynamics" of the herd. (BLM, 1974)

In 1974, the BLM estimated that there was approximately 51,000 acres of "key" winter range for the Weaverville herd. California Department of Fish and Game (1986) has designated approximately 20,000 acres within the Plan Area as critical winter habitat. Recovery and rehabilitation of flooded range is impossible but, maintenance and rehabilitation of existing winter range is desirable. Burning of some brushfields on public land, within the Plan Area, could be done to improve deer habitat.

Protection of critical winter range, within the scope of the Community Plan is achieved by recognizing its importance and maintaining it. This can be done by maintaining larger minimum parcel sizes in heavily used winter range, by leaving river and creek riparian vegetation, and by implementing site specific considerations such as setbacks, fencing, etc.

Birds

Among the birds of the area are the southern bald eagle, golden eagle, osprey, Cooper's hawk, red-tailed hawk, belted king fisher, great horned owl, California quail, mountain quail, blue grouse, band-tailed pigeon, mourning dove, turkey, turkey vulture, dark-eyed junco, wood duck, common merganser, mallard, American coot, California gull and others.

Species identified as being of special concern are the golden eagle, osprey, great blue heron, wood duck, blue grouse, mountain quail, band-tailed pigeon, turkey, and pileated woodpecker. The osprey and wood duck rely on riparian habitat. The osprey perches in these areas while hunting fish. The wood duck nests in cavities in willows, alders, or manmade boxes. The blue grouse and mountain quail occur on the "edge" of forest stands and in fields of oak or brush. Timber harvesting or other disturbance can improve habitat for these game birds. Protection of sensitive species nest sites are required by the U.S. Forest Service, California Department of Forestry and CDF&G. The bald eagle is the only endangered species in the Plan Area. The eagle uses perch trees along the river to fish. No nests are known to occur in the Plan Area.

The band-tailed pigeon overwinters in oak and madrone trees. Turkeys and pileated woodpeckers live in the mixed-conifer forests. The turkey also occurs in the open brush and oak. The pileated woodpecker is dependent on an adequate supply of dead conifer snags rich with carpenter ants for its survival. The golden eagle prefers the solitude of remote canyons and is rarely seen.

Fish

The Trinity River and its tributaries are famous for their fish runs. Fishing for salmon and steelhead in the river and creeks provides recreation for local citizens as well as an economic boost to local business. The river system supports a variety of fish species including King and Silver Salmon, Steelhead Trout and Rainbow Trout. Canyon Creek and North Fork support spring and fall runs of Chinook Salmon, and summer and fall runs of Steelhead Trout.

The fisheries of the area has declined over the past 30 years due to the damming of the river, poor logging practices and impacts associated with other types of development. Efforts to restore the fisheries are being made. Projects of the Trinity River Restoration Program will be attempting to trap or remove sediment that currently impacts spawning areas for anadromous fish in the river, increase pools and riffles, and other projects. In addition, improved forest practice rules minimize logging impacts.

TIMBER MANAGEMENT

Timber management and logging are the most common land-uses within the Plan Area. A total of 13,220 acres (49 percent) of the Plan Area is managed primarily for timber production (See Table I). Another 2,000 acres of private land within the Plan Area is suitable for timber production.

TABLE I.

TIMBER LAND IN THE TRINITY RIVER PLAN AREA

<u>Owner</u>	<u>Management</u>	<u>Acres</u>	<u>% Plan Area</u>
U.S.F.S. *			
	Management Modified for Wildlife	3,900	14.4
	Intensive Timber Management	3,500	13.0
BLM			
	Intensive Timber Management	2,200	8.1
Private			
	Timber Preserve Zone (TPZ)	3,620	13.4
Total Land Devoted to Timber Production Uses		13,220	48.9

* Based on the Preferred Alternative of the Shasta-Trinity National Forest Land and Resource Management Plan.

During 1985-86, Timber Harvest Plans (THP) were submitted to log 1,000 acres of private land by the shelterwood, selection and alternate methods. Another 400 acres are scheduled to be harvested on Forest Service land during the next five years primarily by clearcutting, while 750 acres are scheduled to be selectively cut on BLM land during the same period.

On private lands, maintaining large parcels of suitable land to allow for continued timber management is important.

MINERALS

Historically, mining has played a major role in the development and economy of the Trinity River Plan Area. The first Caucasians to come to Trinity County were miners, and mining continues to be a source of income for some individuals, depending on market conditions. Gold mining and sand and gravel extraction are the primary mining activities in the Plan Area.

The large acreage of BLM administered lands and the presence of placer and lode gold deposits is directly related to the large number of mining claims in the Junction City area.

According to BLM records, 400 mining claims are present in the Junction City Plan Area. Most gold mining consists of placer mining by dredging, although some high bar placer and hard rock lode mining occurs.

Sand, gravel, and shale extraction for road and other construction activities occurs at several sites in the Plan Area. The LaGrange Mine, the largest hydraulic gold mine in the world is now a sand and gravel extraction site.

Potential problems associated with mining operations are stream turbidity, visual, dust and noise impacts as well as improper sanitary disposal problems where year round occupancy occurs. These problems assume greater importance when adjacent to residential areas.

WATER RESOURCES

The Trinity River is the most heavily utilized water source in the Plan Area. It is utilized not only for domestic or household consumption purposes but also for recreation, fish and wildlife purposes. Both the quantity and quality of water are extremely important to these water consumers.

Residents adjacent to the river and its tributaries often utilize the river as a source for both household and agricultural purposes. Other areas within the Plan Area are generally dependent on springs, wells, and lesser creeks for water sources.

The decline of fisheries in the watershed has been largely caused by the upstream construction of Trinity Dam and, to a lesser extent, logging, road building, and land development.

In addition to Trinity Dam, small scale hydroelectric projects proposed within the Plan Area have the potential to impact natural resources. Exhibit NR-1 shows the location of proposed hydroelectric developments within and adjacent to the Plan Area. To insure that such proposals do not adversely impact natural resources or other developments in the area, the Plan proposes that each project be evaluated for consistency with the Land Use Element's hydroelectric policy.

Protection and enhancement of water resources in the Plan Area will become increasingly important as population increases and resource dependent activities intensify.

ENVIRONMENTAL CONSTRAINTS

Air Quality

Current commercial use and vehicle traffic does not significantly affect the overall air quality of the area. Certain activities, such as forest fires, slash burning, fire wood burning, driving on dirt roads, or rock crushing, cause temporary declines in air quality.

Noise

Noise impacts in the Plan Area tend to be concentrated along Highway 299. Additional sources of noise include rock and gravel operations, mining, logging, wood cutting, etc., but these tend to be localized in nature and short term.

Any development or industry has the potential to increase noise levels. All projects will be reviewed for both noise and air quality impacts prior to development. Mitigations such as vegetation barriers, structure location etc., can be incorporated into project plans, if necessary.

Glare

Because of the rural nature of the Plan Area, glare, if a problem at all, tends to be localized. Glare is a "harsh uncomfortable light that hurts the eyes." The primary sources of glare are sun reflection, car headlights, metal roof tops and home and commercial business lighting. Little can be done about the sun or headlight glare.

Future growth will add insignificant amounts of glare to the overall Plan Area. Potential significant sources of localized glare include industrial development (that would require night lighting), metal roofs and sign and street lighting. Design features or building locations may minimize industrial lighting and metal roof impacts.

Recommended Goals and Objectives

The following goals and related plan objectives were developed to both protect and promote the wise use of natural resources within the Plan Area.

Goal #1:

To preserve and maintain open space areas for a variety of wildlife uses.

One of the major attractions of the Plan Area is the variety and abundance of wildlife throughout the Community. In order to maintain this wildlife, consideration must be given towards habitat retention. The Community Plan intends to strive towards this goal by adoption of the following objectives.

Objectives:

- Protect floodplain areas from intensive development which could lead to adverse impacts on wildlife.
- Review future development to insure protection of significant habitat areas (other than critical winter range).
- Achieve a balance between development and maintenance of open space for critical deer winter range.
- Encourage the utilization of alternative land development techniques, such as clustering of development, so as to provide for both development and habitat protection.
- Preserve and protect special habitat areas, such as mineral springs for general wildlife usage, and snag areas along the Trinity River for Bald Eagles and other raptors.
- Encourage acquisition of special habitat areas, such as mineral springs, by public agencies.

Goal #2:

Maintain, and enhance, the high quality of the area's natural resources.

The Junction City area is dependent upon the rational utilization of its natural resources both for employment opportunities and as in the case of water, residential consumption. Degradation of these resources in one particular area could have significant adverse impacts on other lands and uses. Therefore, it is imperative that the high quality of these resources be maintained and enhanced where possible. The Plan proposes to accomplish this goal by incorporating the following objectives.

Objectives:

- Insure that future homesite development is consistent with the capability of the area's soils to accommodate on-site sewage disposal.
- Insure that future development does not result in over utilization of the area's surface or ground waters.
- Continue, and support, the County's policy prohibiting the use of herbicides or pesticides as a land management tool.

- Insure that increases in recreational uses of the Trinity River do not result in its degradation.
- Encourage rehabilitation efforts of old brushfields aimed at increasing deer winter forage opportunities throughout the Plan Area.
- Insure that future hydroelectric development is consistent with the Board of Supervisor's Resolution No. 98-85.

Goal #3:

To protect and improve fish habitat within the Plan Area.

The Trinity River and its tributaries constitute a significant fisheries resource for both the County and the north state. The Plan proposes to protect and enhance fisheries through implementation of the following objectives.

Objectives:

- Encourage the development and implementation of comprehensive resource improvement plans for major tributaries of the Plan Area.
- Encourage the development of fishery restoration projects in conformance with the Trinity River Restoration Project within the Plan Area.

Goal #4:

Encourage the siting of commercial, industrial, or similar noise producing or tolerant activities adjacent to Highway 299.

The Plan proposes to address this goal through implementation of the following objectives.

Objectives:

- Review and condition future development proposals to reduce any adverse noise impacts.
- Review and condition future development proposals to reduce any adverse glare impacts.

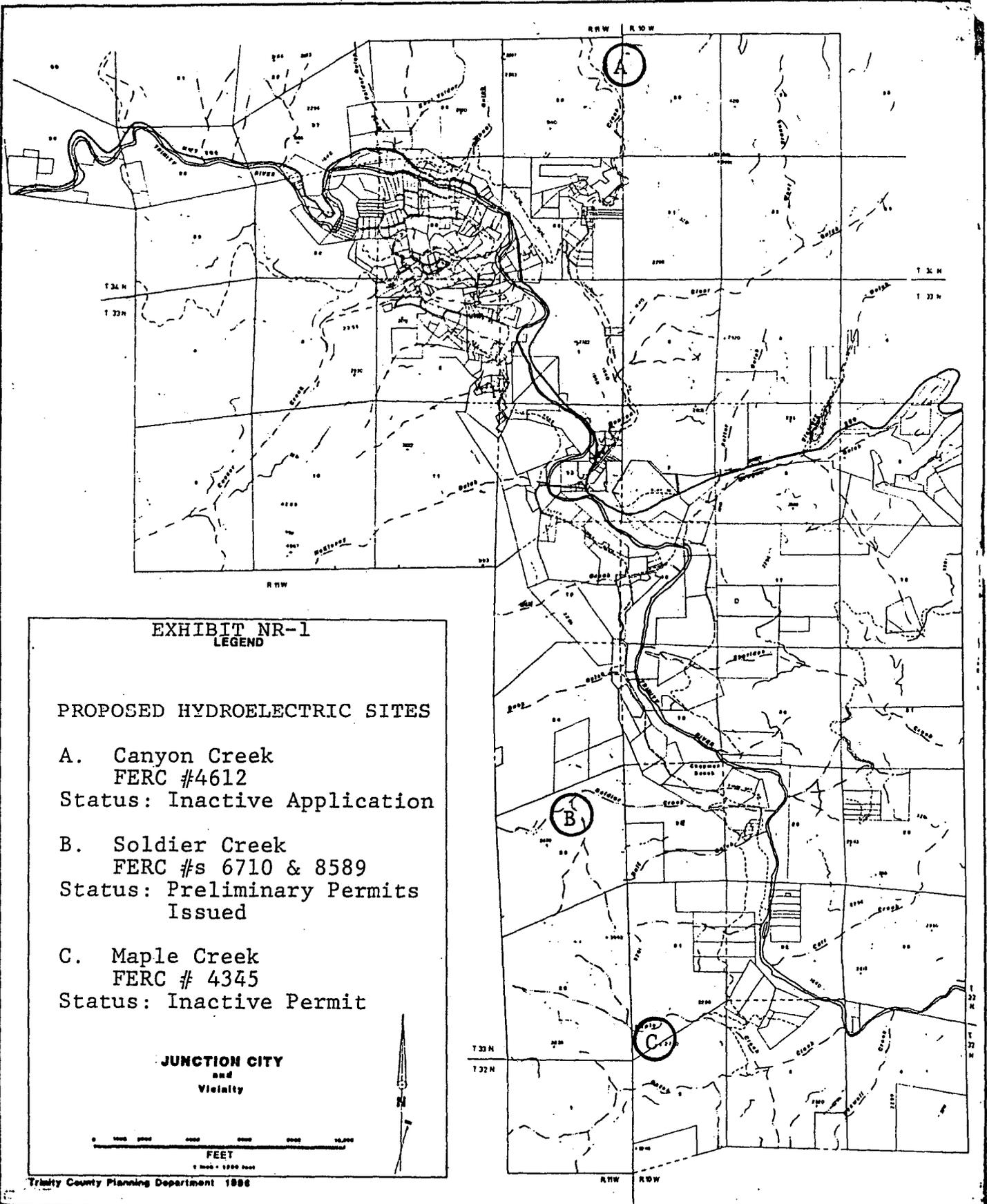
Goal #5:

Encourage the continued use of resource lands for resource production purposes.

The sound management and utilization of resource lands is important for sustained economic growth in Trinity County as well as the Plan Area. The following objectives are intended to insure that resource lands continue to be used for resource productive purposes.

Objectives:

- Encourage management activities on resource lands which insure their continued productivity especially the utilization of uneven age silvicultural practices.
- Encourage the sound use of mineral resources, especially sand and gravel operations, which also reduce sedimentation of the Trinity River.
- Discourage the division of existing parcels in resource areas to less than 80 acres.
- Encourage the use of Specific Unit Developments on large acreage lands which are capable of accommodating both limited residential uses and resource production to ensure future resource uses on these lands.

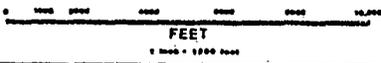


**EXHIBIT NR-1
LEGEND**

PROPOSED HYDROELECTRIC SITES

- A. Canyon Creek
FERC #4612
Status: Inactive Application
- B. Soldier Creek
FERC #s 6710 & 8589
Status: Preliminary Permits
Issued
- C. Maple Creek
FERC # 4345
Status: Inactive Permit

**JUNCTION CITY
and
Vicinity**



Trinity County Planning Department 1986



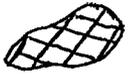
T 34 N
T 33 N

R 11 W

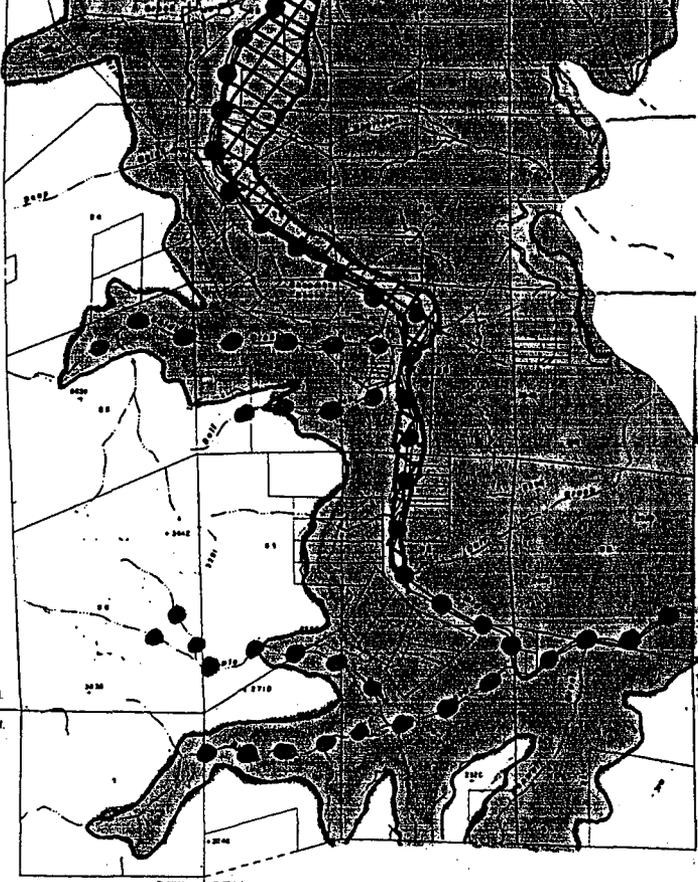
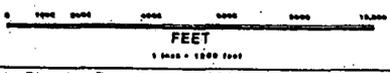
LEGEND

EXHIBIT NR-2

SIGNIFICANT HABITAT AREAS

-  Critical Deer Winter Range
-  Significant Riparian Areas
-  Salmon and Steelhead
-  Mineral Springs

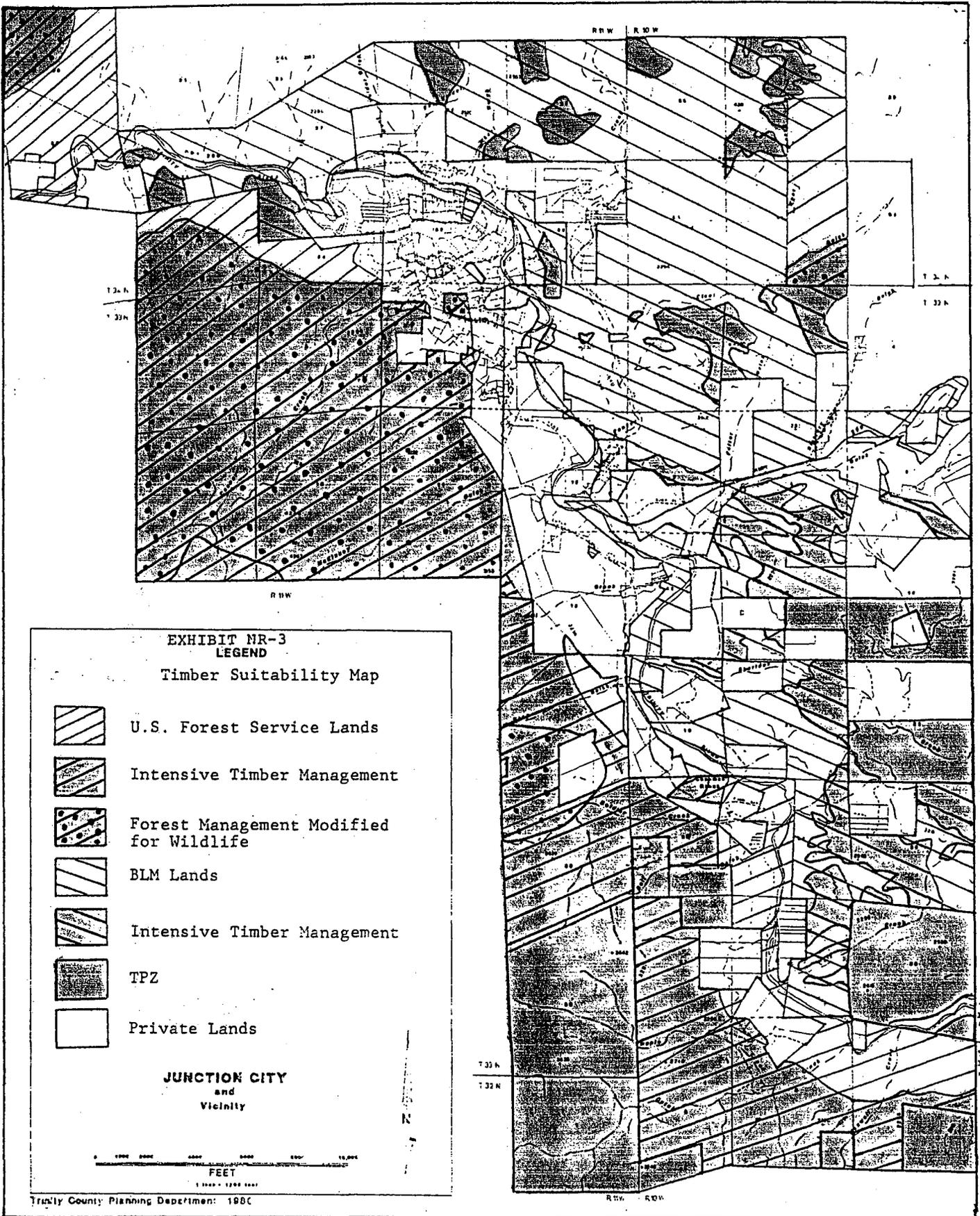
Source: California Department of Fish & Game (1986)
JUNCTION CITY
and
Vicinity

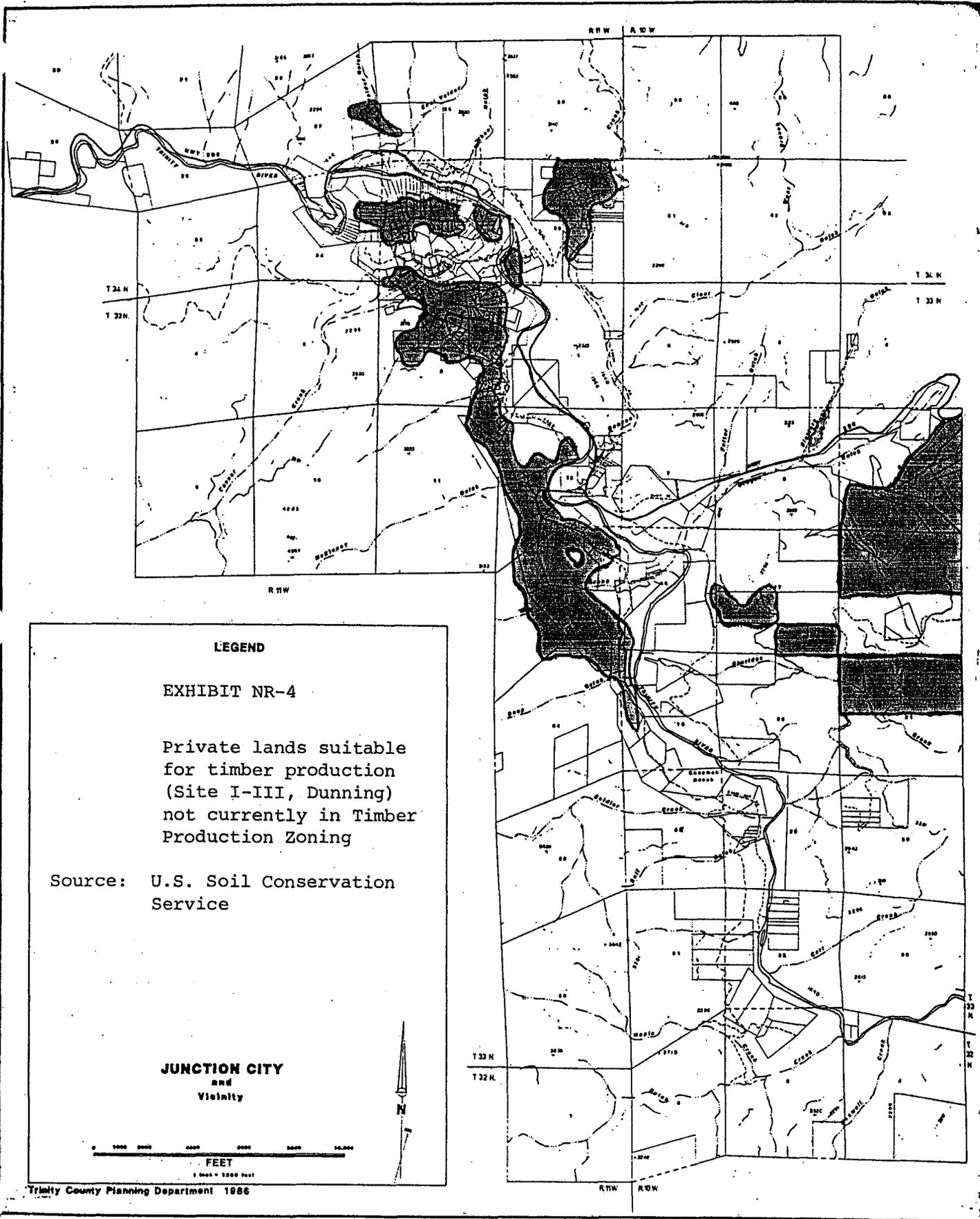


T 33 N
T 32 N

R 11 W R 12 W

Trinity County Planning Department 1986





LEGEND

EXHIBIT NR-4

Private lands suitable
for timber production
(Site I-III, Dunning)
not currently in Timber
Production Zoning

Source: U.S. Soil Conservation
Service

**JUNCTION CITY
and
Vicinity**

0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10,000
FEET
1:50,000 = 12500 Feet



Trinity County Planning Department 1986

CHAPTER 8 - HAZARDS

This element of the Community Plan primarily addresses those aspects of the natural environment that are hazardous to human health and safety. These hazards must be considered when planning the location and extent of both private and public developments.

The main emphasis of this element is to direct development away from hazardous areas.

Goals of the Hazardous Element

The goals of this element of the Plan are:

1. To protect public and private developments from flood hazards.
2. To provide an adequate level of fire protection services to resource lands.
3. To discourage development on unstable slopes or soils.

Existing Conditions and Trends

1. Flood Hazards

The knowledge of flood hazard potential is important in land use planning. Portions of the Junction City Plan Area have historically been inundated, however, the construction of Trinity and Lewiston Dams has reduced impacts to some degree. Even with dam regulation, however, a major flood did occur in 1964 and lessor but severe flooding also occurred in 1974, and minor flooding as recent as 1983 and 1986.

Lewiston Dam upriver releases a minimum of 300 cubic feet of water per second (cfs). During a "normal" year, 340,000 acre feet of water are released into the Trinity River. Discharges greater than the 300 cfs minimum usually are done in conjunction with fisheries requirements. Excess flood waters are released to maintain the integrity of the dams and can be significant during major storm events, ie: 1974. Several major streams between the dam and the Plan Area contribute significant amounts of water to the river system.

It is the storm release flows that pose significant flood concern. During the storm of 1974 (December), peak releases from Lewiston Dam were 14,500 cfs. By

comparison, maximum releases during the storm of 1986 (February) were 6,000 cfs. Historic pre-dam peak flows in the Plan Area were 40,300 cfs in 1940 and 72,000 cfs in 1955.

The Trinity Dam operating criteria call for controlled release of a maximum of 7,000 cfs from Trinity to Lewiston Lake. 3,300 cfs of that may be diverted to Carr Power plant. The remainder is discharged into the Trinity River. Flows greater than 7,000 cfs from Trinity Lake are discharged uncontrolled through the "glory hole" spillway. A total of 30,000 cfs can be released through the spillway without over topping Trinity dam.

A major storm, when Trinity Lake is full (Standard Project Flood), could result in a peak discharge of 61,000 cfs into Lewiston Reservoir. At this discharge rate, the Lewiston Dam would be over topped by about 6.5 feet of water.

Numerous creeks, gulches intermittent and ephemeral creeks in the Plan area, add significantly to river flows. The 1964 flood for example resulted from waters accumulated below Lewiston Dam as releases from the dam were only 200 cfs during the flood event.

To minimize impacts of flooding, all new development is generally prohibited within the 100 year storm flood plain. However, existing structures are located in this flood plain. In a 100 year flood, many areas would be isolated and the downtown area of Junction City could suffer major damage (see Exhibit H-1).

The local Office of Emergency Services (OES) is responsible for planning and implementing relief services in the event of a natural disaster. OES has an emergency flood notification warning list that has been activated several times in the last 10 years. In addition, the Bureau of Reclamation has Emergency Guidelines for the Trinity Dam.

2. Fire Hazards

Fire represents a constant threat to property, structure and lives. The California Department of Forestry (CDF) has identified all of the Junction City Plan Area as being a high fire hazard area. The rural nature of the Junction City Plan Area and limited fire station locations can result in delayed response, particularly in winter.

Fire protection within or adjacent to the Plan Area is provided by the Junction City Fire Protection District (JCFPD), California Department of Forestry (CDF) and the United States Forest Service (USFS), as well as the Office of Emergency Services (OES). JCFPD maintains four fire engines, two fire stations, and is constructing an additional, and is the primary fire protection agency for structural fires. Both the USFS and CDF are the primary fire protection agencies for wildland fires.

USFS maintains a fire station on Dutch Creek Road near Highway 299 whereas the nearest CDF station is in Weaverville. JCFPD fire stations are located on Red Hill Road in the Coopers Bar Area and on Canyon Creek Road north of the Plan Area.

3. Seismic

Several inactive faults have been identified in the Plan Area by the California Division of Mines and Geology. The Plan Area has been classified by the Division of Mines and Geology as a zone of "low severity" for earthquake hazards.

Historically, effects of a small number of earthquakes have been felt in the Plan Area. Fallen chimneys, cracked walls, windows, and plaster were the extent of the damage, with no known injuries or deaths. The epicenters of most of these seismic events are assumed to be on the Pacific Coast or in Humboldt County. (No epicenters have been recorded in the Plan Area.)

The Seismic Safety Element of the General Plan tends to be in agreement with these conclusions. Exhibit H-2 indicates known faults in the Plan Area.

4. Landslide

Identification of slide-prone areas and careful planning to avoid aggravation of landslides can significantly reduce impacts to the human and natural environment. As indicated in Exhibit H-3, the Plan Area has many landslide problem areas.

Most of the slides shown on the maps are classified as "inactive". However, that status could, in some instances, change to "active" if construction of roads, removal of vegetation, alteration of drainage, excavation, earthquakes, or flooding trigger mass movement.

The most common landslide problem in the Plan Area is associated with roads. Steep cut banks and alteration of drainage often leads to slippage, debris slides, and dry ravel.

Large-scale placer mining operations in the Junction City area have created some instability problems, particularly in the Dutch Creek Road area. Dutch Creek Road has a number of areas subject to dry ravel and small debris slides. Although not in the Plan Area, Highway 299 at Oregon Summit is a highly unstable area, requiring constant road maintenance. This problem is undoubtedly related to the massive excavations of the LaGrange Mine in the last century. Additionally, several faults converge at Oregon Summit.

Flooding and rain saturated soils can lead to landslides. Floods erode the toe of unstable areas and cause slippage. Rain saturated soils can "lubricate" unstable areas, leading to slippage. The same principle of "lubrication" applies to alteration of drainage, from road and building construction. Placement of sewage disposal systems at the head of slide areas can also "lubricate" unstable slopes, leading to slippage.

Recommended Goals and Objectives

The following goals and objectives were formulated to protect both private and public investments in structures and related improvement from hazards.

Goal #1:

To protect public and private developments from flood hazards.

The potential for flooding, historically, has been the worst natural hazard within the Plan area. To minimize the potential of future flooding all new development is generally prohibited within the 100 year floodplain of any stream.

The Community Plan incorporates the following objectives to protect development from flood hazards.

Objectives:

- Insure that future developments do not create flood hazards either to themselves or to downstream developments.
- Incorporate Flood Hazard Zoning on those areas of the Plan subject to flooding.

Goal #2:

To provide an adequate level of fire protection services to resource lands.

The Plan Area has a significant amount of lands devoted to timber production. The applicable objectives consistent with this goal are compatible with those previously stated in Chapter 4 - Public Services and Facilities. The primary difference is that these objectives emphasize fire protection to resource lands.

Objectives:

- Retain California Department of Forestry and U.S. Forest Service Fire Stations which serve the area.
- Encourage the continued cooperation of fire service providers servicing the area.
- Encourage the creation of a county wide Fire Marshall position to coordinate and provide assistance to the various local fire protection agencies.

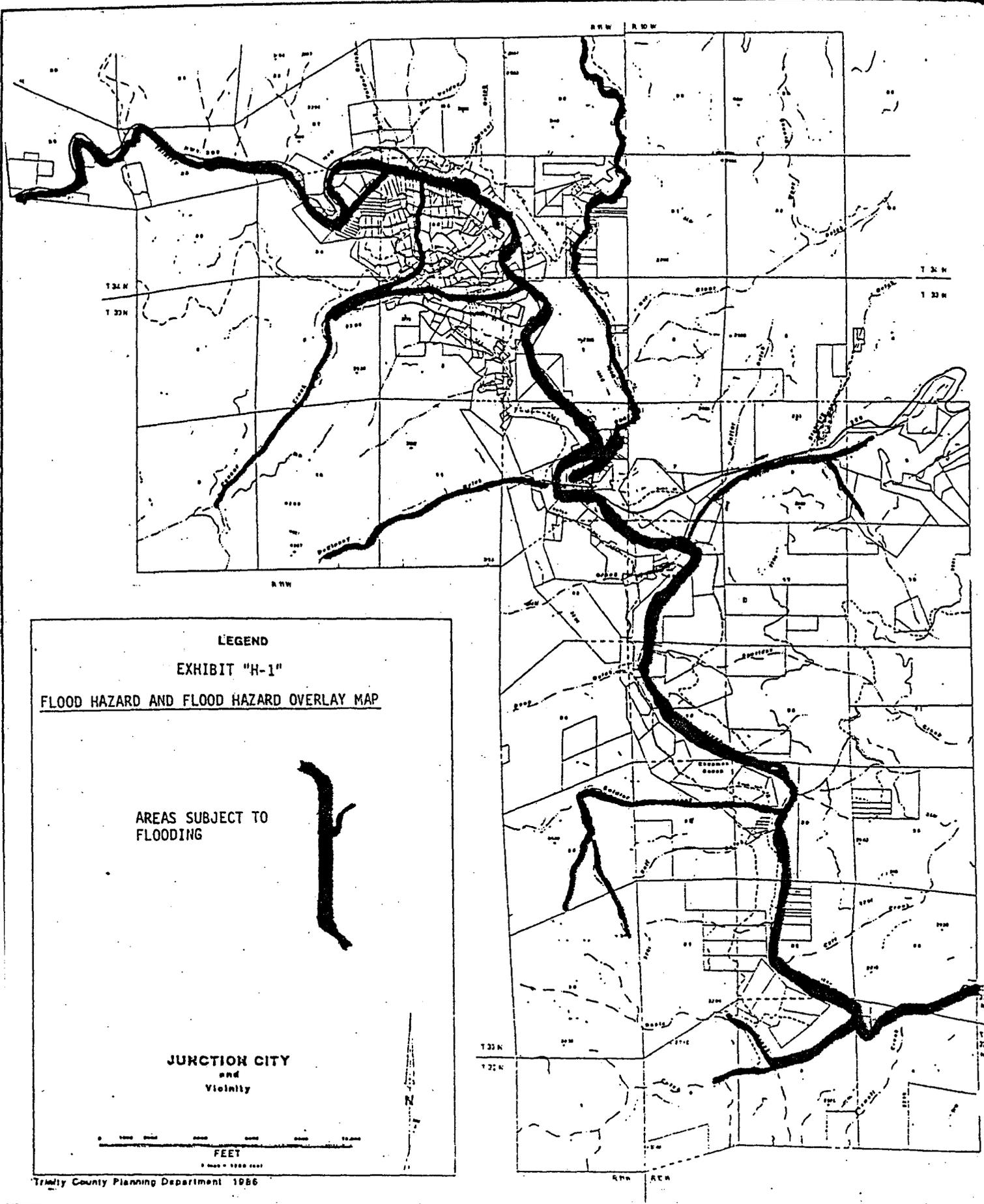
Goal #3:

To deter development away from unstable slopes or soils.

Development activities on unstable slopes or soils can lead to adverse impacts both on-site and off-site. Development actions that cause environmental damage generally require extensive and costly follow up corrective actions. The Plan, by identifying these problem areas, proposes to discourage development activities in these hazardous areas. This goal is intended to be accomplished by the adoption of the following objectives.

Objectives:

- Discourage development activities on fault zones and landslide areas.
- Insure that existing development activities in unstable areas are monitored and stabilized.
- Coordinate review of private and public developments with the U.S. Soil Conservation Service.
- Discourage clearcutting activities on identified old slide areas.



LEGEND

EXHIBIT "H-1"

FLOOD HAZARD AND FLOOD HAZARD OVERLAY MAP

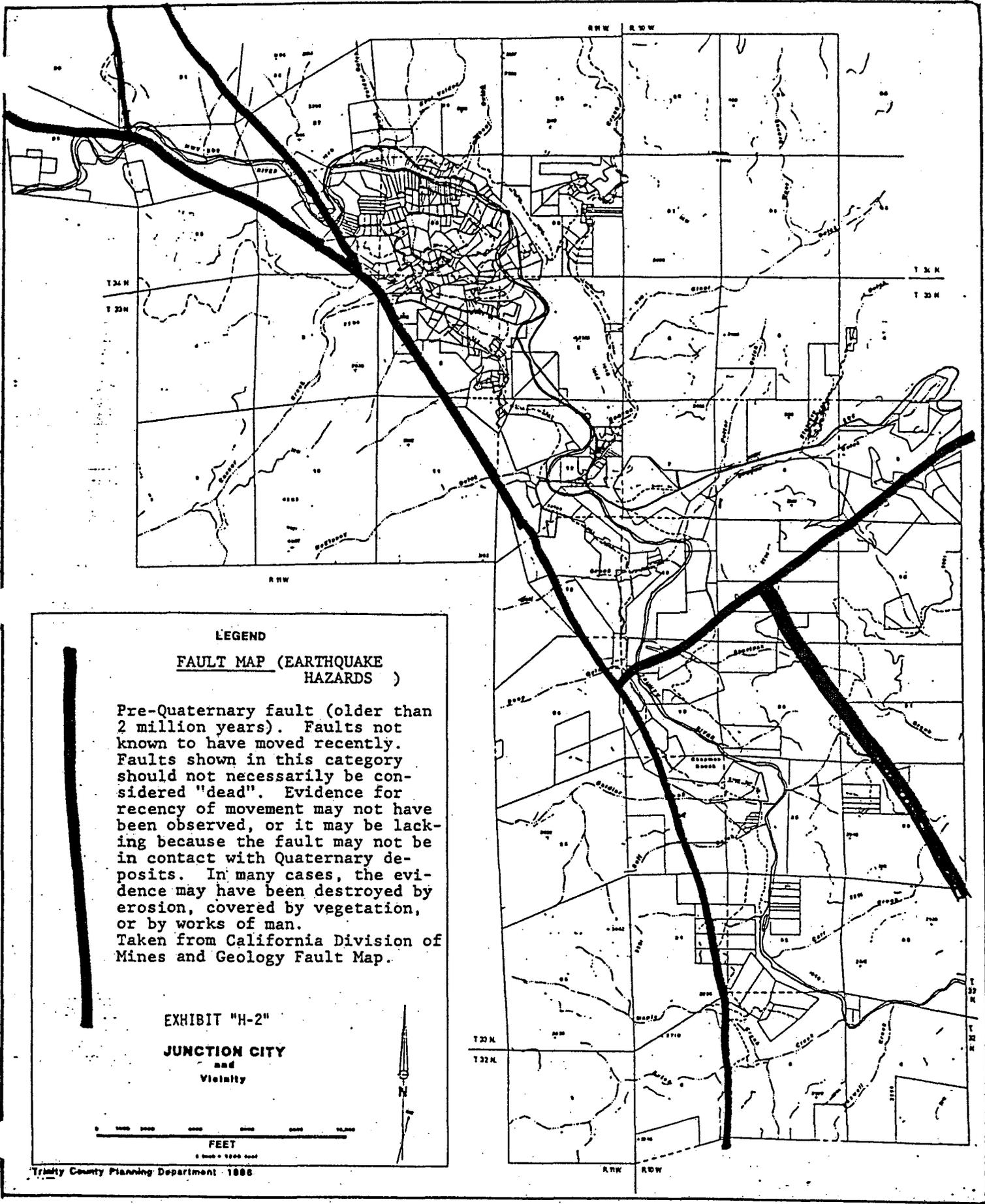
AREAS SUBJECT TO FLOODING



**JUNCTION CITY
and
Vicinity**

0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000
FEET

Scale = 1:1000 1986



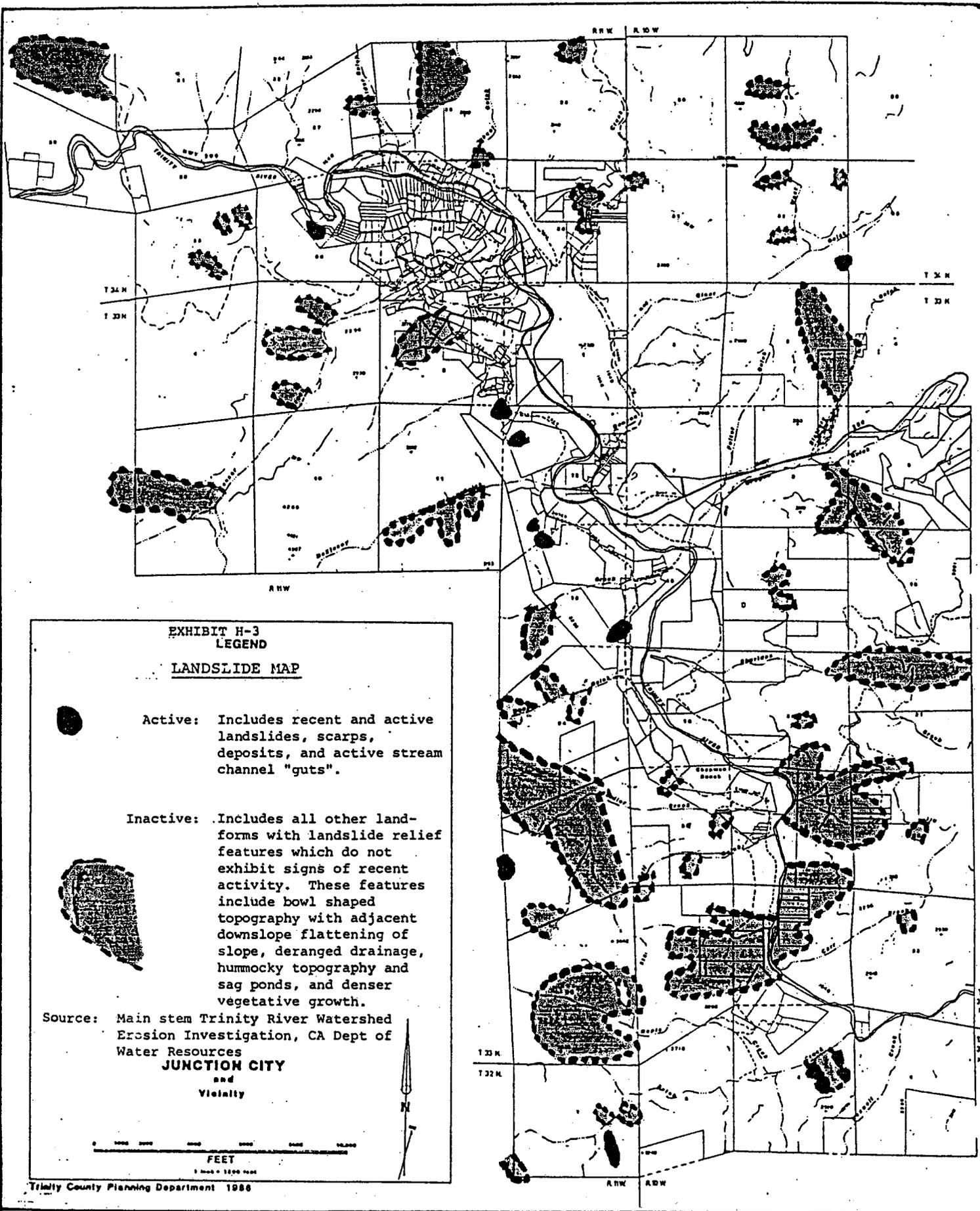
LEGEND

FAULT MAP (EARTHQUAKE HAZARDS)

Pre-Quaternary fault (older than 2 million years). Faults not known to have moved recently. Faults shown in this category should not necessarily be considered "dead". Evidence for recency of movement may not have been observed, or it may be lacking because the fault may not be in contact with Quaternary deposits. In many cases, the evidence may have been destroyed by erosion, covered by vegetation, or by works of man. Taken from California Division of Mines and Geology Fault Map.

EXHIBIT "H-2"
JUNCTION CITY
 and
 Vicinity





**EXHIBIT H-3
LEGEND**

LANDSLIDE MAP

Active: Includes recent and active landslides, scarps, deposits, and active stream channel "guts".

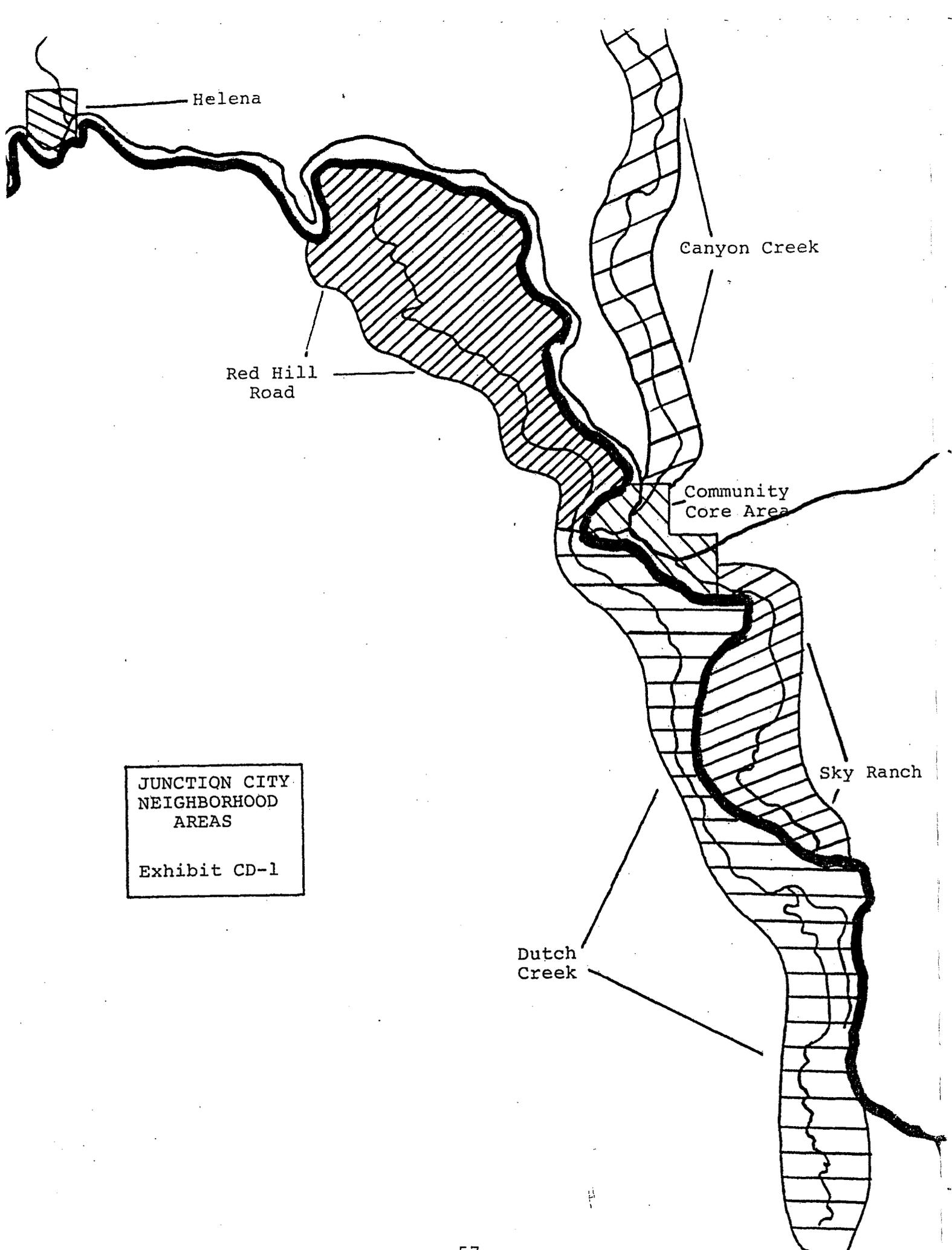
Inactive: Includes all other landforms with landslide relief features which do not exhibit signs of recent activity. These features include bowl shaped topography with adjacent downslope flattening of slope, deranged drainage, hummocky topography and sag ponds, and denser vegetative growth.

Source: Main stem Trinity River Watershed Erosion Investigation, CA Dept of Water Resources
JUNCTION CITY
and
Violently

0 1000 2000 4000 6000 8000 10000

FEET

1 inch = 1000 feet



Helena

Canyon Creek

Red Hill Road

Community Core Area

Sky Ranch

Dutch Creek

JUNCTION CITY
NEIGHBORHOOD
AREAS

Exhibit CD-1

CHAPTER 9 - COMMUNITY DESIGN

Junction City has many attributes, both natural and man-made, which together create a community identity. The Community Design element is intended to address those overall aspects of the community and individual neighborhood areas which compose this community identity.

The primary purpose of this element of the Community Plan is to insure that as the community grows this community character or identity is retained.

Community Design Goals

The Junction City Community Design Goals are:

1. To maintain the identity of existing neighborhood areas.
2. To encourage the preservation of historical structures within the Plan Area.
3. To retain and enhance the overall high visual quality of the Plan Area.
4. To encourage the development of the community core area as a viable center for the area's commercial and social life.
5. To maintain the existing lifestyle of the area's residents as the community grows.

Existing Conditions and Trends

During development of the Community Plan the following general features or characteristics were identified as playing an important role in the overall identity of Junction City: the Trinity River, Highway 299, Canyon Creek, Helena Historical District, the Central Business District, the various neighborhood areas, and the surrounding resource lands.

1. Neighborhood Areas

The intent behind identifying neighborhood areas is to better understand the character of these areas so that future development is compatible in terms of use, design, and lot sizes. Thus existing residents are assured that new development will be consistent with neighborhood characteristics.

- Sky Ranch Road Area

This portion of the Plan Area consists predominately of oak woodland, meadows and mine tailings. Due to the flat terrain and excellent access this area is expected to experience additional development. The few residences located in this area are set back into the landscape.

- Junction City Townsite

For description of this area see Historic Preservation and Community Core Area discussions.

- Canyon Creek Road Area

Most of the residences located along Canyon Creek Road are situated on benches overlooking Canyon Creek. Parcel sizes vary but most recent land divisions have resulted in 2 1/2 acre parcels. However, many of the existing parcels vary between 4 to 15 acres in size. Residents in the area are concerned with retention of the scenic qualities of the canyon area. The predominate housing type in this area is frame constructed units.

- Dutch Creek Road Area

This area is characterized by predominately larger parcels. At the north end of Dutch Creek Road are a number of 2 1/2 acre zoned parcels whereas the majority of privately owned resource lands to the south are in 40 and 20 acre parcels. There appears to be an even mixture of frame constructed and mobile homes in the area.

- Red Hill Road Area

This area is difficult to characterize in so much as there are a number of sub-areas, each with its own characteristics. In some areas there are excellent roads and in some areas poor roads. Both mobile homes and frame constructed dwelling units are found throughout this area. Areas previously zoned generally consist of 2 1/2 and 5 acre minimums. Future development must, in particular, address water availability and access on a case by case basis.

- Helena

For description of this area see the Historic Preservation discussion. Of key concern to this area is to insure that future growth is compatible with the existing historical nature of the area.

2. Historic Preservation

Junction City has significant historic structures which play an important role in the perception of what the area is. Retention of these structures, and the period of history they represent is essential.

The 1979, Area 2 - Junction City-North Fork Historic Resources Inventory identified the following significant historical resources within the Junction City area.

- Junction City General. Prior to the advent of extensive hydraulic mining, the Junction City area had a number of large ranches, i.e., the Sturdevant and McGillivrays. Much of the land and buildings utilized by the ranches have been extensively mined and these ranches have disappeared.
- LaGrange Mine Site. This hydraulic mine was initially worked in 1862 and operated until 1918. Approximately 100,000,000 cubic yards of gravel were removed from the face of Oregon mountain by mining activities.
- Junction City Historical District. The 1979 Historic Resources inventory states the following about this area:

This historic section of Junction City is easily recognized, beginning with the "Cavern", a 1930's road house at the junction of 299 and Main Street and ending abruptly with a bend in the road and the presence of Canyon Creek. Only 2 old buildings remain, the Enos house and the Junction City Hotel. The hotel is the first building on the east side of Main Street. In conjunction with it is a trailer home, a corral and shed barn.

The Enos house whose gable end faces the street is the second dwelling past the old Hotel.

- Helena Historic District. The 1979 Historical Resources Inventory states the following about this area:

Helena began as a small trading post and grew to a major supply and social center serving the North Fork area. It was

founded by John and Christian Meckel, members of an industrious and prominent German Trinity County Family who, among other things, founded the Famous Pacific Brewery first in Helena and later in Weaverville and the Weaverville Supply Co., in 1854 or 5. They were joined by their cousin Harm Schlomer, and together they decided to patent "Northfork", eventually receiving the title in 1893. The Meckel brothers opened a mercantile business, built a hotel and opened a brewery. The store and brewery buildings were two of three brick buildings in Trinity outside of Weaverville. Harm Schlomer ran a blacksmith shop, which stood until just recently (it was dismantled and relocated as a part of the Scott museum in Trinity Center), and a livery stable, which still stands bearing the Schlomer name. They also operated a toll bridge, and ran large pack trains 50-60 miles to Callahan and Arcata to keep up with the miner's demands until the 1920's. The road down river ended at Northfork, and so it was an important meeting and stopping-off place to and from the hills and canyons above the river, especially as it was situated on the main trail from Siskiyou. This District is a federally recognized district.

- Chapman Ranch and Mine. The Chapman House, constructed around 1880, is located in the southwest portion of the Plan Area.
- Canyon City Graveyard and an old historic townsite is located on Canyon Creek.

Those elements considered to be of area wide importance are Highway 299, Canyon Creek Road, the Trinity River, and the surrounding resource lands.

3. Highway 299, Canyon Creek Road and Sky Ranch Road

Highway 299 is the major transportation corridor between the Sacramento Valley and the Coast. Much of the route through the Plan Area lies adjacent to the Wild and Scenic Trinity River. The recently adopted Transportation Plan designated Highway 299 as a potential Scenic Highway. The scenic vistas from this Highway are important for tourism development as well as play an important role in Community Design.

Likewise, Canyon Creek Road and Sky Ranch Road have high visual qualities which contribute significantly to the area's identity. These two roads are designated Scenic County Roadways. The Plan proposes to protect the scenic qualities of all of these roadways.

4. Trinity River

Both the Federal Government and State of California have designated the Trinity River as a Wild and Scenic River. The protection provided on this portion of the Trinity River prohibits impoundments or diversions of water and development that adversely effects the recreational values in the immediate environment of the river. During the development process, i.e., land divisions and public works projects, the County must evaluate and mitigate visual and other impacts on the River. To obtain the degree of review control necessary to implement area wide zoning in Junction City, the Plan provides for Scenic Conservation overlay zoning on the 100 year floodplain of the Trinity River.

5. Surrounding Resource Lands

Most of the outlying sections or hillsides within the Plan Area are designated as Resource Lands in the General Plan. These areas are primarily devoted to timber production activities or utilized for wildlife purposes.

In the Junction City area the major resource land managers consist of the Forest Service (south and west of the Trinity River) and the Bureau of Land Management (east and north of the Trinity River). The Bureau of Land Management currently utilizes harvesting methods other than clearcutting, hence, little degradation is expected in the visual conditions of these lands. However, the preferred harvesting method of the Forest Service is clearcutting, which has significant visual impacts. Per the Committee's recommendation, the Planning Department forwarded a recommendation to the Board of Supervisors against widespread clearcutting in the Plan Area. The Junction City Community Plan continues this recommendation.

Recommended Goals and Objectives

The following goals and objectives were formulated to insure that, as the Community grows, the character or identity of Junction City is retained.

Goal #1:

To maintain the identity of existing neighborhood areas.

The Community Plan identifies six neighborhood areas, each having special characteristics. The Plan proposes to retain the character of these neighborhood areas by incorporating the following objectives:

Objectives:

- Insure that the implementing zoning map does not incorporate radical departures from existing land uses or densities.
- Except for designated areas, review the placement of mobile homes outside of mobile home parks on a case by case basis, to insure architectural compatibility with existing structures.
- As a follow up measure, complete follow up zoning for neighborhood areas, such as Canyon Creek, which are logical extensions of the Plan Area.

Goal #2:

To encourage the preservation of historical structures within the Plan Area.

The Junction City Plan Area contains the remains of two historic townsites, Helena and Junction City in addition to other historical buildings located throughout the Community. The intent of this Goal is to retain these structures. The following objectives are intended to achieve this Goal.

Objectives:

- Promote development of the Helena Historical District as a commercial center which emphasizes the historic nature of the area.
- Encourage the utilization of the Historical Building Code provisions for rehabilitation of historic structures.
- Extend the review and protection of Historic resources beyond structures to other physical features as well.
- Encourage new building construction adjacent to historic buildings to be architecturally compatible.
- Encourage Federal and State land managers to retain existing historical buildings, or as a last resort, provide for relocation of such structures located on State or Federal lands.

Goal #3:

To retain and enhance the overall high visual quality of the Plan Area.

This Goal of the Community Design Element addresses those aspects of the Community which are generally non-specific. The focus is on the retention of those important features of the natural environment. The Community Plan proposes to achieve this Goal through incorporation of the following objectives.

Objectives:

- Designate Canyon Creek and Sky Ranch Roads as Scenic County Roadways and Highway 299 as a potential State Scenic Highway.
- Encourage utilization of timber harvesting practices which do not result in radical changes of existing viewsheds, especially in the viewsheds of the Trinity River, Scenic Highways, and County Scenic Roadways.
- Review future development within the quarter mile of the Trinity River for impact on the visual qualities of the Trinity River.

Goal 4:

Encourage the development of the community core area as a viable center for the area's commercial and social life.

The Community Core area of Junction City appears to be in a transitional state due primarily to development related problems caused by poor soils and high ground water. While some of the existing uses are proposed to relocate to the vicinity of the Junction City Park site, it is important that the old town center continue to be utilized. The Plan addresses the need for new facilities as the community grows as well as linkages to the old town center by incorporating the following objective.

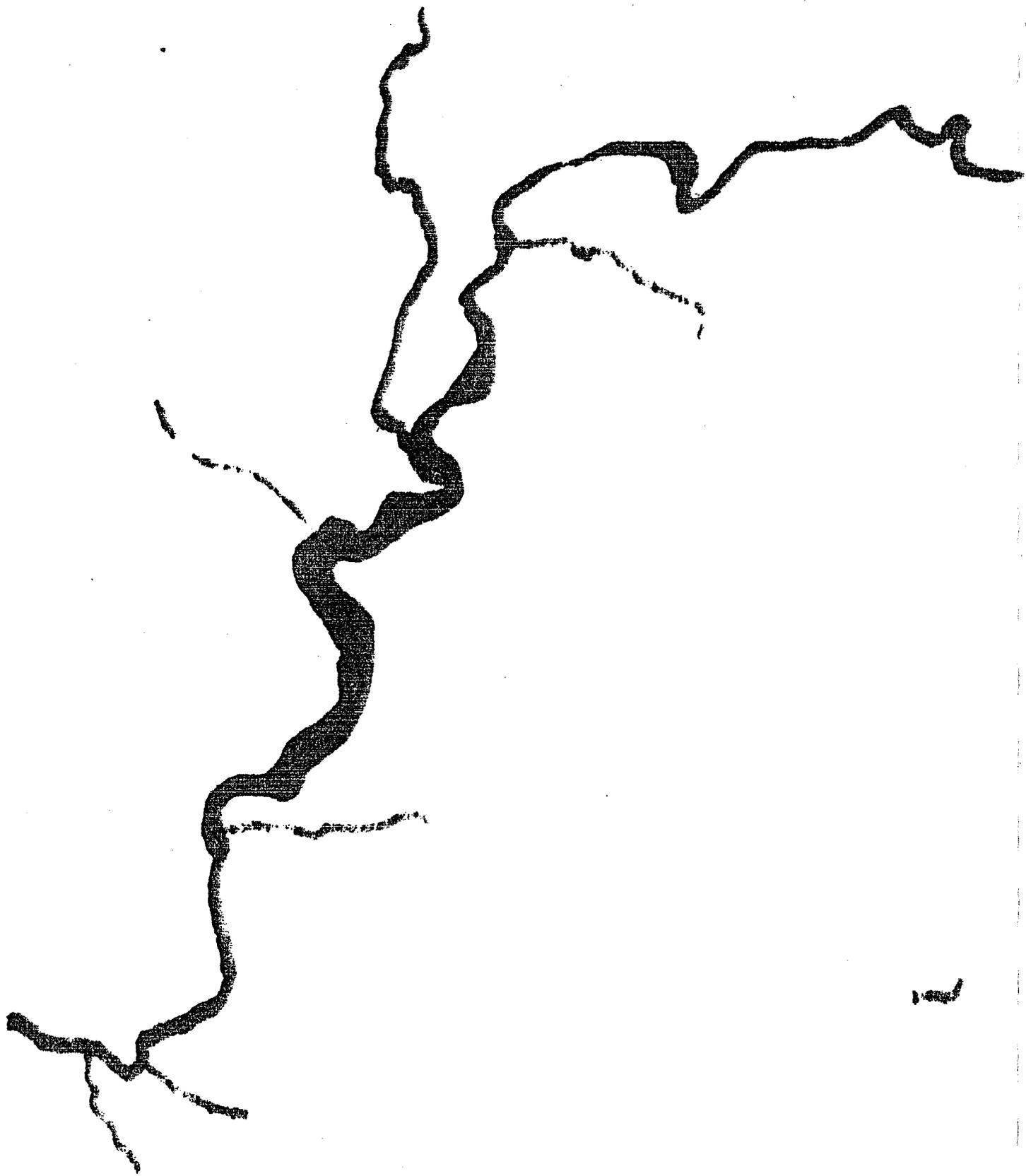
Objective:

- Develop and implement a plan for the Junction City community core area which provides for: expansion of commercial facilities up to the Junction City Park site area, pedestrian/bicycle linkages, and access to the Trinity River.

Goal 5:

To maintain the existing lifestyle of the area's residents as the community grows.

Residents of Junction City have moved to Junction City because they appreciate not only the tangible, physical aspects of the community, but also the type of lifestyle they can live out in such an area. As the community grows, it is important to maintain this quality of life.



CHAPTER 10 - LAND USE

Land use in Junction City is reflected in the General Plan Land Use Designation Map and the Zoning Map. The Zoning Map provides more detailed information than the General Plan Map because there are generally several zoning districts which are consistent with a given land use classification.

These Maps are intended to reflect the County's proposal for the development, growth, and preservation of public and private properties over the next twenty years.

Proposed land uses reflect existing uses and characteristics to a large degree. Boundaries between land uses usually follow existing property lines and land uses, or a natural feature.

Goals and Objectives

The General Plan Map and the Zoning Map embody all of the map related objectives stated elsewhere in the Community Plan text. However, these maps cannot reflect all the goals and objectives which will influence allowable land uses. For example, the Plan Map does not reflect all the Community Design goals or the Public Services and Facilities goals and objectives which require subsequent actions.

Land Use Goals

The Land Use Goals for the Junction City area are:

1. To develop a land use pattern which implements the other elements of the Community Plan.
2. To provide for a variety of land use types and residential densities within the Plan area.
3. To guide development in such a manner that an acceptable balance is achieved between the costs for public facilities and services and revenues or improvements required of new developments.
4. To encourage development which is consistent with the land's natural carrying capacity.
5. To encourage the retention and utilization of resource lands for timber production, agricultural use, and mineral extraction.

Existing Conditions and Trends

When the Land Use Element of the General Plan was adopted in 1979, the central portion of Junction City was designated Community Development which meant that a specific area plan was needed to address land uses within this core area. One of the reasons for preparing this Community Plan was to develop parcel specific Land Use Designations for this area. These Land Use Designations, as well as Land Use Designations for the balance of the area, are reflected on Chart GP-I. These designations form the basis for the zoning depicted on the Zoning Map.

As of 1986, less than ten percent of the Community was included within specific zoning districts whereas the remaining ninety percent was unclassified. More importantly, almost all of this existing zoning was applied to large acreage resource lands. The lack of community wide zoning has made it time consuming to develop or divide property as well as difficult to determine the overall relationship of the various land uses and whether those land uses meet the needs of the community. The proposed zoning and General Plan designation should result in a clearer understanding of how the community functions as a whole as well as insure that growth is provided for alongside of environmental protection.

Definition of Land Use Categories

Land use designations are general descriptions of what type of land use may occur in a specific area. The land use designations in this element are based on land capabilities, existing land uses, their compatibility with each other, and public input. Public input is particularly important as it defines the parameters by which the community proposes to maintain the desirable features of Junction City while accommodating growth.

The land use designations identified in this chapter are intended to be rather flexible in nature. They are not zoning categories; however, zoning categories must be consistent with the land use designation to which it is applied.

Village. The Junction City Plan continues and expands the Village General Plan designation for the Junction City Townsite - Junction City Park Site Area. This designation is retained for this area to provide for eventual expansion of additional community facilities from the Junction City Townsite to the Junction City Park area.

Commercial. Commercial areas designated within Junction City are intended to indicate the desirable location of various commercial developments. Commercial developments may include community business uses, highway commercial uses, and recreation commercial uses.

Open Space. Open Space areas are designated to indicate "natural areas" to be protected for scenic, wildlife habitat, and watershed values or for resource rehabilitation. Resource rehabilitation areas may be used as interim designations designed to be used for one of the other Natural Resource designations upon rehabilitation. Also included in the Open Space designation are areas of important natural processes such as unstable areas, floodplain, and other natural hazard areas.

Resource. Resource lands are those areas designated for the production of the variety of natural resources that occur within the Plan Area. Natural resources include timber production, mineral production, and agricultural areas. Minimum parcel size in the resource designation is twenty acres. Activities necessary for the production of the various resources are encouraged in this area, and can include industrial development sited adjacent to the resource base being used (timber, ore, etc.) if adequate transportation facilities and access are available and if an acceptable low level of environmental impact can be maintained.

Residential. Rural Residential intends to describe locations of rural type residential development. Densities are designed to ensure the long term opportunity for individual water and sewer systems. High density will be one dwelling unit per two and one half acres to allow the use of both individual water and sewer systems on the same parcel. Low density will be one dwelling unit per ten acres. This is to allow limited residential development in outlying areas of the Community where minimal impacts are desirable and the overall character of the landscape as well as potential for open space, recreation, or resource production is to be preserved. Special attention should be directed toward the protection of sensitive environmental resources such as water quality, unstable slopes, critical wildlife habitat, etc. This designation should not be construed as discouraging resource production activities such as logging or grazing.

Rural Residential should also provide for small home businesses, for small scale agriculture, subject to controls to prevent nuisances.

The Multiple Family Residential designation is to be written within the Plan for mobile home parks which cater primarily to year round residents.

Public Facilities. Areas so designated contain most of the publicly owned facilities in Junction City, such as the school, the park, and other public sites. Also included are other uses of a public nature.

Proposed Zoning Map

At the end of this Plan document are the proposed zoning designations for the Junction City area. As previously mentioned, the Zoning and General Plan reflect existing uses and characteristics of the general vicinity. These zoning and General Plan designations are also based upon certain area specific characteristics such as soil types, flood hazards, and vegetation types. These characteristics are reflected in various exhibits and maps included within this Plan.

The proposed zoning will provide for sufficient land uses and residential densities to meet the needs of the Community. The following chart indicated the various zoning districts, the acreages committed to each, as well as residential dwelling units, and estimated holding population derived where appropriate.

Zoning and Potential Residential Buildout

	Acres	Unit Yield
1. Residential Zones		
Mobile Home Park	15	30
Rural Residential - 2 1/2 acre min	910	311
Rural Residential - 5 acre min	738	160
Rural Residential - 10 acre min	<u>788</u>	<u>65</u>
Subtotal	2,451	566
2. Commerical Zones		
General Commercial	12	3
Highway Commercial	<u>141</u>	<u>3</u>
Subtotal	153	6
3. Resource Zones		
Agricultural - 10 acre min	64	5
Agricultural - 20 acre min	80	6
Agricultural Forest - 10 acre min	20	2
Agricultural Forest - 20 acre min	426	31
Agricultural Forest - 40 acre min	757	21
Agricultural Forest - 80 acre min	400	15
Agricultural Forest - 160 acre min	1,376	8
Agricultural Forest - 320 acre min	9,182	0
Timberland Preserve	3,646	6
Open Space	6,479	0
Flood Hazard (Trinity River area only)	<u>1,080</u>	<u>0</u>
Subtotal	23,590	94
4. Other Zones		
Public Facilities	87	0
Specific Unit Development	<u>317</u>	<u>25</u>
Subtotal	404	25
 Total	 <u>26,598</u>	 <u>691</u>

Recommended Goals and Objectives

The following goals and objectives are intended to guide future public and private developments.

Goal #1:

To develop a land use pattern which implements the other elements of the Community Plan.

Goal #2:

To provide a variety of land use types and residential densities within the Plan Area.

Goal #3:

To guide development in such a manner that an acceptable balance is achieved between the costs for public facilities and services and revenues or improvements required of new developments.

During the preparation of the Community Plan it became apparent that neither County Government nor the Junction City Fire Protection District has sufficient fiscal capabilities to subsidize the service costs of new development. Therefore, future development should not require significant service costs.

The Community Plan incorporates the following objectives designed to achieve this Goal.

Objectives:

- Encourage development within or adjacent to areas already served with public facilities or services.
- Discourage development which requires expensive facilities or long-range service costs unless an adequate funding source can be assured.

Goal #4:

To encourage development which is consistent with the land's natural carrying capacity.

This Goal is similar to those stated in the Natural Resources Element of the Community Plan. The importance of this Goal cannot be overstated. The characteristics of the area's lands to accommodate residential development, road construction, and timber harvesting must be considered in the development of the Plan.

To assist in achievement of this Goal the Plan incorporates the following objective.

Objectives:

- Discourage development on highly erodable, unstable, or steep slopes.
- Discourage road building activities on identified unstable or slide prone areas.
- Insure that adequate water is available for future development and other beneficial uses.

Goal #5:

To encourage the retention and utilization of resource land for timber production, agricultural uses, and mineral extraction.

This Goal is intended to insure that land use activities based upon use of natural resources remain an integral part of the Community. The following objectives consistent with this Goal are included within this element:

- Encourage, as a primary use, forest management activities within important timber resource areas.
- Encourage the inclusion of timber lands into Timberland Preservation Zoning Districts.
- Discourage the conversion of timber lands, in general, into residential lands.
- Encourage mineral extraction activities, especially gravel extraction uses, within the Trinity River.
- Discourage the division of existing timberland parcels in resource areas to less than 80 acres.

CHAPTER 11 - PLAN IMPLEMENTATION

The purpose of this Chapter of the Community Plan is to address how and when various components of the Plan will be put into practice.

Although the site specific zoning which is proposed by this Plan plays a significant role in implementation of the Plan, there are additional follow-up tasks that must be undertaken. Some of these tasks must be undertaken by a County Department and some follow under the jurisdiction of other public entities such as the Junction City Fire Protection District or the Junction City School District.

The following table indicates how those objectives that require identifiable implementation tasks beyond site specific zoning are proposed to be accomplished, who is responsible for implementation, as well as when such actions should be completed.

In addition to the following tasks, implementation of the Junction City Community Plan will require coordination and review of other public agency plans and proposals. This is especially true for those goals and objectives identified in the Natural Resources and Hazards Chapters.

	Implementing Agency	Time Frame
TRANSPORTATION OBJECTIVES		
- Improve the safety conditions along the southerly five miles of Canyon Creek Road and plan for the improvement of safety conditions along the remaining length of Canyon Creek Road.	Public Works	1987-92
- Improve the safety conditions along Power House Road.	Public Works	1989-90
- Review and possibly reconstruct the intersection of Red Hill Road and Conner Creek.	Public Works	1990
- Review and repair McGillivray Ranch Road between Red Hill Road and Winton Road.	Public Works	1989

- | | | |
|--|---------------------------|----------------------------|
| - Improve the safety conditions along Dutch Creek Road in regards to increased road width and installation of shoulders. | Public Works & Planning | As Development occurs |
| - Encourage the installation of center turn lane pockets on at the new Junction City park site and Dutch Creek Road on Highway 299 in Junction City. | Transportation Commission | As part of the STIP |
| - Encourage Caltrans to improve and widen shoulders on Highway 299 during annual or routine maintenance to accommodate bicycle traffic. | Transportation Commission | As part of the RTP process |
| - Develop a network of pedestrian/bicyclist path systems connecting high use areas. | Planning & Public Works | 1987 to 1992 |

PUBLIC SERVICES AND FACILITIES OBJECTIVES

- | | | |
|--|---|------|
| - Evaluate the drainage of both the public and private road improvement needs of the northern Red Hill Road area. | Planning & Public Works | 1988 |
| - Develop a County Policy to define the degree of County contribution to provide improvements in areas like the northern Red Hill Road area. | Board of Supervisors, Planning & Public Works | 1987 |
| - Explore the possibilities of reorganizing the Junction City Fire Protection District into a multiple purpose district. | JCFPD & LAFCo | 1987 |
| - Explore the creation of a County wide Fire Marshall. | Fire Chiefs Assn & Board of Supervisors | 1987 |

ECONOMIC DEVELOPMENT

- | | | |
|--|---|-----------------|
| - Explore the development of a single County development permit processing center. | Public Works, Planning & Building Depts | 1987 |
| - Develop and service publicly owned access areas to meet the needs of visitors. | Various State and Federal Agencies | As use dictates |

PARKS AND RECREATION

- | | | |
|--|----------|-----------------|
| - Require the development and maintenance of sanitary services at river access points. | Planning | As use dictates |
| - Develop a long term maintenance and improvement Plan for the Junction City Park site. | Planning | 1987 |
| - Develop a specific improvement plan to protect the recently acquired Oak Grove site on Sky Ranch Road. | Planning | 1988 |

COMMUNITY DESIGN

- | | | |
|---|----------|--------------|
| - Complete follow up zoning for the Canyon Creek area north of the Plan boundaries. | Planning | 1988 |
| - Develop and implement a plan for the Junction City community core area which provides for: expansion of community commercial facilities up to the Junction City Park site area, pedestrian/bicycle linkages, and access to the Trinity River. | Planning | 1988 to 1990 |

SELECTED MAJOR SOURCES:

Population

1. 1980 Census
2. 1976 Special Census (Dept. of Finance)
3. 1976 Supt. of Schools - "Trinity County Government"
4. 1985 Housing Element
5. 1983 Dept. of Finance - "Population Projections for California Counties 1980-2020"
6. Annual Planning Information - Trinity County (1986-87) E.D.D.
7. 1986 Land Use Survey

Housing

1. 1980 Census
2. 1976 Special Census (Dept. of Finance)
3. 1985 Housing Element
4. Trinity County Building Department

Transportation

1. 1985 and 1986 Transportation Commission Projects
2. 1984 Regional Transportation Plan
3. 1974 Scenic Highways Element
4. 1967 Circulation Element
5. Public Works Department
6. 1986 Draft Regional Transportation Plan and Circulation Element
7. 1986 Subdivision Ordinance

Economic Development

1. 1985-86 Annual Planning Information
2. State Employment Development Department
3. 1986 Land Use Survey
4. 1978 Urban Land Institute Shopping Center Handbook
5. 1966 Economic Report

Parks and Recreation

1. 1972 Wild and Scenic Rivers Act
2. 1983 BLM Trinity River Recreation Area Management Plan
3. 1985 Grass Valley Creek Dredging Project
4. 1985 Subdivision Map Act
5. 1975 Open Space Element
6. 1973 Conservation Element
7. 1967 Recreation Element
8. 1979 Land Use Element
9. 1979 Trinity River Access Plan
10. 1985 LAFCo Sphere of Influence Report for Trinity County Recreation and Parkway District

Public Facilities and Services

1. Superintendent of Schools
2. 1985 LAFCO Sphere of Influence Reports for the Junction City Fire Protection District, Douglas City Community Services District, and Trinity County Park, Recreation, and Parkway District
3. County Health Department
4. Pacific Gas and Electric Company
5. Trinity County Public Works Department

Natural Environment

1. 1985 California Natural Diversity Data Base
2. 1975 Soil-Vegetation Map and Tables
3. 1986 Personal Communication - T. Burton and D. Stone
4. 1974 Unit Resource Analysis, Trinity Planning Unit, BLM
5. The Distribution of Winter Mule Deer (Odocoileus hemionus) Use Around Homesites (19)
6. The Relationship of White-tailed Deer and Mule Deer to Agriculture in the Gallatin Valley. (The effects of housing developments and agriculture on the ecology of White-tailed Deer and Mule Deer in the Gallatin Valley, Montana; 1983.)
7. 1985 Final Environmental Impact Report on the Cumulative Impacts of Rural Residential Development on Migratory Deer in Yuba County
8. 1985 Trinity Lake Hydroelectric Projects, Cumulative Environmental Impact Report
9. 1979 Trinity Dam Operating Criteria, Trinity River Division, Central Valley Project - California
10. 1979 Land Use Element
11. 1984 Inventory of Rare and Endangered Vascular Plants of California
12. Proposed Management Plan for the Shasta-Trinity National Forest (1986)

Community Design

1. 1974 Scenic Highways Element
2. 1979 Area 7 - Lewiston, Douglas City, Historic Resource Inventory and Area 2 - Junction City, North Fork Historic Resource Inventory
3. 1986 Transportation Plan
4. Proposed Management Plan for the Shasta-Trinity National Forest (1986)

Land Use

1. 1979 Land Use Element
2. 1986 Soil Conservation Survey Map and Description
3. 1986 Land Use Summary
4. USDA Information Bulletin No. 267
5. BLM Trinity River Recreation Plan

Hazards

1. 1974 Safety Element
2. 1974 Seismic Safety Element
3. Trinity Dam Operating Criteria, Central Valley Project (1979)
4. 1985 LAFCo Sphere of Influence Reports for Junction City
Fire Protection and Douglas City Community Services Districts
5. Main Stem Trinity River Watershed Fault Map of
California (1975)
6. Erosion Investigation DWR (1980)