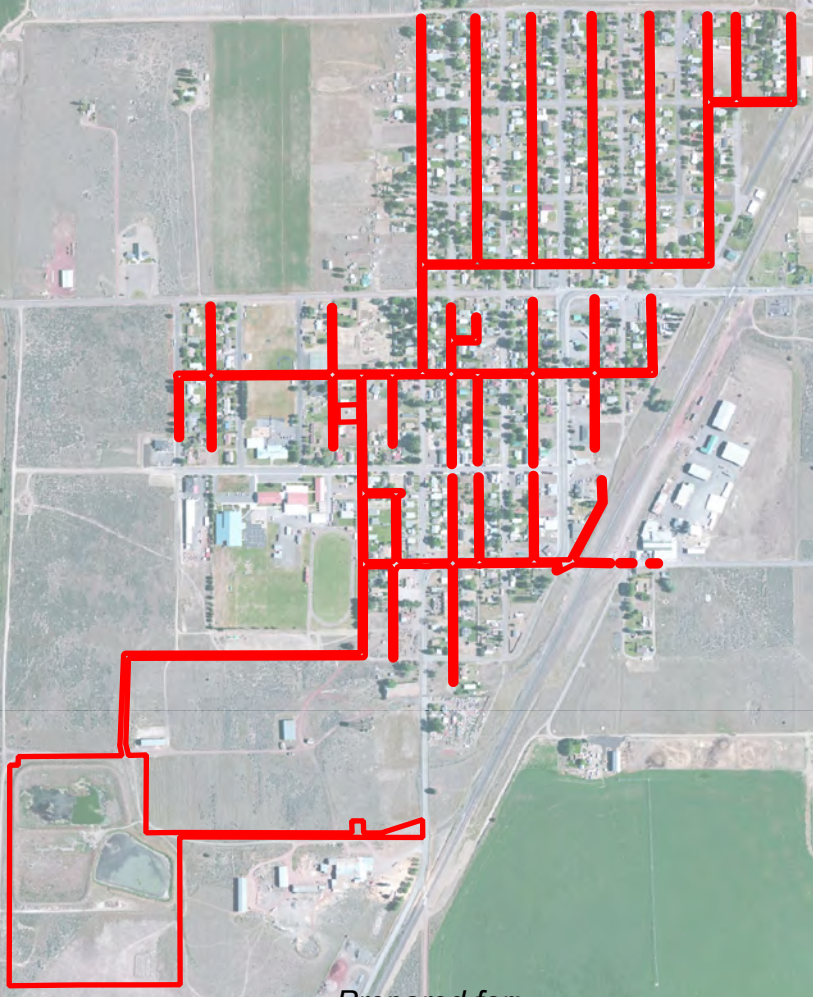
PROPOSED MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

Wastewater Collection and Treatment Project
City of Dorris, California



Prepared for:

City of Dorris

May 2021

646-01

ENPLAN

3179 Bechelli Lane Suite 100
Redding, CA 96002

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD AGENCY:	City of Dorris
PROJECT PROPONENT:	City of Dorris
PROJECT NAME:	**Wastewater Collection and Treatment Project**
PROJECT SUMMARY:	The proposed project entails improvements to the City of Dorris' existing sewer collection system, Seattle Street Lift Station, and Wastewater Treatment Plant (WWTP). Proposed improvements are detailed in Section 3.2 (Project Components/Physical Improvements) of the Initial Study.
LOCATION:	The proposed project is located within the City of Dorris, an incorporated City in northeastern Siskiyou County, situated approximately two miles south of the Oregon border. Improvements would occur in Section 36, Township 48 North, Range 1 West, and Sections 30 and 31, Township 48 North, Range 1 East, of the Dorris 7.5-minute quadrangle. The City is bisected by U.S. Route 97 (US 97). Sewer line replacements would occur within paved and unpaved road rights-of-way and utility easements, primarily on the west side of US 97. The pipe would cross the Union Pacific Railroad at E. 4th Street, and two pipeline segments east of the railroad on E. 4th Street would be replaced. The Seattle Street Lift Station is located on the west side of Seattle Street, generally south of W. 2nd Street and north of W. 3rd Street; Assessor's Parcel Number (APN) 051-111-090. The WWTP is located in the southwestern corner of the City; APN 051-401-010. (See **Figure 1** of the Initial Study)

Findings / Determination

As documented in the Initial Study, project implementation could result in possible effects to special-status wildlife species, the introduction and spread of noxious weeds during construction, disturbance of nesting migratory birds (if present), impacts to cultural resources and tribal cultural resources (if present), temporarily increased air emissions, and temporarily increased noise and vibration levels.

Design features incorporated into the project would avoid or reduce certain potential environmental impacts, as would compliance with existing regulations and permit conditions. Remaining impacts can be reduced to levels that are less than significant through implementation of the mitigation measures presented in Section 1.10 of the Initial Study. Because the City of Dorris will adopt mitigation measures as conditions of project approval and will be responsible for ensuring their implementation, it has been determined that the project will not have a significant adverse impact on the environment.

Final Mitigated Negative Declaration approved by the City of Dorris on _____, 2021 by Resolution _____.

INITIAL STUDY

WASTEWATER COLLECTION AND TREATMENT PROJECT

CITY OF DORRIS

SISKIYOU COUNTY, CALIFORNIA

LEAD AGENCY

City of Dorris
307 S. Main St.
Dorris, CA 96023

PREPARED BY:

ENPLAN
3179 Bechelli Lane, Suite 100
Redding, CA 96002
530.221.0440

May 2021

Table of Contents

MITIGATED NEGATIVE DECLARATION

INITIAL STUDY **Page**

SECTION 1.0 INTRODUCTION 1

1.1 PROJECT SUMMARY 1
1.2 PURPOSE OF STUDY 1
1.3 EVALUATION TERMINOLOGY 1
1.4 ORGANIZATION OF THE INITIAL STUDY 2
1.5 PROJECT LOCATION 2
1.6 ENVIRONMENTAL SETTING 5
1.7 REGULATORY REQUIREMENTS 6
1.8 TRIBAL CULTURAL RESOURCES CONSULTATION 6
1.9 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED 7
1.10 SUMMARY OF MITIGATION MEASURES 7

SECTION 2.0 CEQA DETERMINATION 11

SECTION 3.0 PROJECT DESCRIPTION 12

3.1 PROJECT BACKGROUND, NEED, AND OBJECTIVES 12
3.2 PROJECT COMPONENTS / PHYSICAL IMPROVEMENTS 12

SECTION 4.0 ENVIRONMENTAL IMPACT ANALYSIS 16

4.1 AESTHETICS 16
4.2 AGRICULTURE AND FOREST RESOURCES 18
4.3 AIR QUALITY 21
4.4 BIOLOGICAL RESOURCES 29
4.5 CULTURAL RESOURCES 37
4.6 ENERGY 42
4.7 GEOLOGY AND SOILS 44
4.8 GREENHOUSE GAS EMISSIONS 49
4.9 HAZARDS AND HAZARDOUS MATERIALS 56
4.10 HYDROLOGY AND WATER QUALITY 63
4.11 LAND USE AND PLANNING 69
4.12 MINERAL RESOURCES 70
4.13 NOISE 71
4.14 POPULATION AND HOUSING 80
4.15 PUBLIC SERVICES 81
4.16 RECREATION 82
4.17 TRANSPORTATION 83
4.18 TRIBAL CULTURAL RESOURCES 85
4.19 UTILITIES AND SERVICE SYSTEMS 87
4.20 WILDFIRE 89
4.21 MANDATORY FINDINGS OF SIGNIFICANCE 93

SECTION 5.0 LIST OF PREPARERS 94

SECTION 6.0 ABBREVIATIONS AND ACRONYMS 95

FIGURES

Figure 1	Project Vicinity	3
Figure 2	Project Site	4
Figure 3	Proposed Wastewater Treatment Plant Improvements	13
Figure 4.13-1	Noise Levels of Common Activities	74

TABLES

Table 4.3-1	Federal Criteria Air Pollutants	21
Table 4.3-2	Federal and State Ambient Air Quality Standards	24
Table 4.3-3	Projected Construction Emissions	26
Table 4.7-1	Soil Type and Characteristics	47
Table 4.8-1	Greenhouse Gases	51
Table 4.8-2	Greenhouse Gases: Global Warming Potential and Atmospheric Lifetime	53
Table 4.8-3	Estimated Annual Greenhouse Gas Emissions (Metric Tons)	54
Table 4.13-1	Examples of Construction Equipment Noise Emission Levels	75
Table 4.13-2	Cumulative Noise: Identical Sources	75
Table 4.13-3	Cumulative Noise: Different Sources	76
Table 4.13-4	Structural Damage Threshold from Ground-Borne Vibration	78
Table 4.13-5	Human Response to Ground-Borne Vibration	78
Table 4.13-6	Examples of Construction Equipment Ground-Borne Vibration	78

APPENDICES

Appendix A	CalEEMod.2016.3.1 Emissions Reports
Appendix B	Biological Study Report for the City of Dorris Wastewater Collection and Treatment Project

SECTION 1.0 INTRODUCTION

1.1 PROJECT SUMMARY

Project Title:	**City of Dorris Wastewater Collection and Treatment Project**
Lead Agency Name and Address:	**City of Dorris** 307 S. Main St Dorris, CA 96023
Contact Person and Phone Number:	**Melissa High** 530.397.3511
City's Environmental Consultant:	**ENPLAN** 3179 Bechelli Lane, Suite 100 Redding, CA 96002 530.221.0440

1.2 PURPOSE OF STUDY

The City of Dorris, as Lead Agency, has prepared this Initial Study to provide the general public and interested public agencies with information about the potential environmental impacts of the Wastewater Collection and Treatment Project (project). Details about the proposed project are included in Section 3.0 (Project Description) of this Initial Study.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (as amended), codified in California Public Resources Code §21000 *et seq*., and the State CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). Pursuant to these regulations, this Initial Study identifies potentially significant impacts and, where applicable, includes mitigation measures that would reduce all identified environmental impacts to less-than-significant levels. This Initial Study supports a Mitigated Negative Declaration (MND) pursuant to CEQA Guidelines §15070.

The City intends to apply for funding through the State Water Resources Control Board (SWRCB) Clean Water State Revolving Fund (CWSRF) Program, partially funded by the U.S. Environmental Protection Agency (USEPA). In accordance with the Operating Agreement between the SWRCB and USEPA, and the State Environmental Review Process, this Initial Study has been prepared to address certain federal environmental regulations (federal cross-cutters), including regulations guiding the General Conformity Rule for the Clean Air Act (CAA), the federal Endangered Species Act (FESA), and the National Historic Preservation Act (NHPA). These requirements are addressed in Section 4.4 (Air Quality), Section 4.5 (Biological Resources), and Section 4.6 (Cultural Resources) of this Initial Study**.**

1.3 EVALUATION TERMINOLOGY

The environmental analysis in Section 4.0 is patterned after the Initial Study Checklist recommended in the State CEQA Guidelines. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the proposed project. To each question, there are four possible responses:

- **No Impact.** The proposed project will not have any measurable environmental impact on the environment.
- **Less-Than-Significant Impact.** The proposed project has the potential to impact the environment; however, this impact will be below established thresholds of significance.

- **Potentially Significant Impact Unless Mitigation Incorporated.** The proposed project has the potential to generate impacts which may be considered a significant effect on the environment; however, mitigation measures or changes to the proposed project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact**. The proposed project will have significant impacts on the environment, and additional analysis is required to determine if it is feasible to adopt mitigation measures or project alternatives to reduce these impacts to less than significant levels.

1.4 ORGANIZATION OF THE INITIAL STUDY

This document is organized into the following sections:

Section 1.0: **Introduction:** Describes the purpose, contents, and organization of the document and provides a summary of the proposed project.

Section 2.0: **CEQA Determination:** Identifies the determination of whether impacts associated with development of the proposed project are significant, and what, if any, additional environmental documentation may be required.

Section 3.0: **Project Description:** Includes a detailed description of the proposed project.

Section 4.0: **Environmental Impact Analysis (Checklist):** Contains the Environmental Checklist from CEQA Guidelines Appendix G with a discussion of potential environmental effects associated with the proposed project. Mitigation measures, if necessary, are noted following each impact discussion.

Section 5.0: **List of Preparers**

Section 6.0: **Abbreviations and Acronyms**

Appendices: Contains information to supplement Section 4.0.

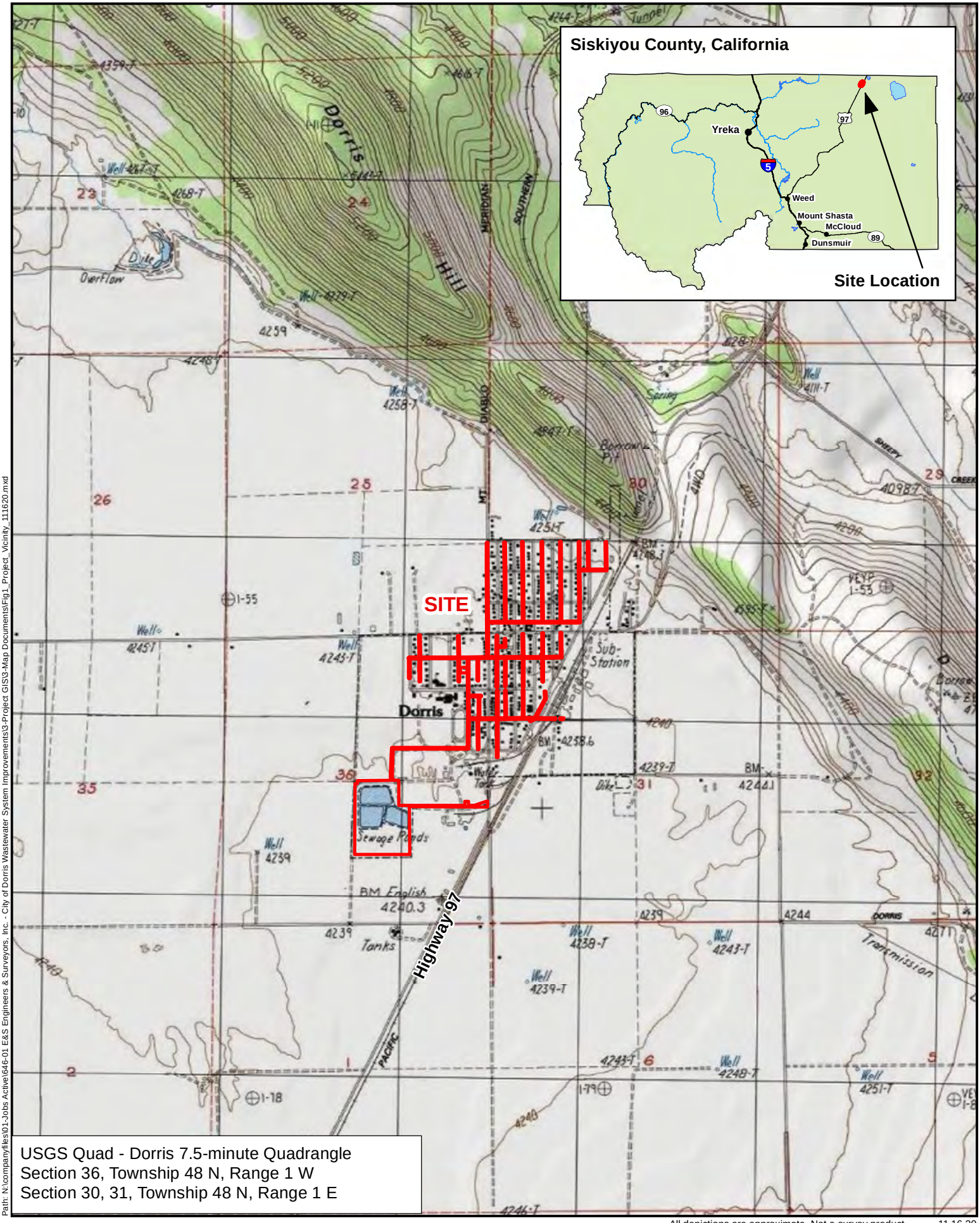
1.5 PROJECT LOCATION

The proposed project is located within the Dorris city limits, primarily west of U.S. Route 97 (US 97). **Figure 1**, Project Vicinity Map, and **Figure 2**, Project Site, show the general locations of the wastewater treatment plant (WWTP), WWTP access road and utility easement, Seattle Street Lift Station, and collection system improvements.

WWTP Site and Access Road/Utility Corridor: The WWTP is located within the southwest portion of the City of Dorris in Siskiyou County in Section 36, Township 48 North, Range 1 West, as shown on the Dorris 7.5-minute quadrangle; Latitude: 41° 57' 29" N, Longitude: 121° 55' 43". APN 051-401-010. Access to the WWTP is provided via an existing 20-foot easement located along the northern boundary of APN 003-240-190. An overhead power line would be constructed in a new 15-foot utility easement parallel to and immediately north of the access easement, on APN 051-401-020.

Seattle Street Lift Station Site: The Seattle Street Lift Station site is located on City property in Section 36, Township 48 North, Range 1 West, of the Dorris 7.5-minute quadrangle; Latitude 41° 57' 54" N, Longitude 121° 55' 22" W. APN 051-111-090.

Sewer Collection System Improvements: Collection system improvements are located within public road right-of-way (ROW) and public utility easements primarily on the west side of US 97 in Section 36, Township 48 North, Range 1 West, and Sections 30 and 31, Township 48 North, Range 1 East, as shown on the Dorris 7.5-minute quadrangle.



All depictions are approximate. Not a survey product. 11.16.20

Figure 1

Project Vicinity Map

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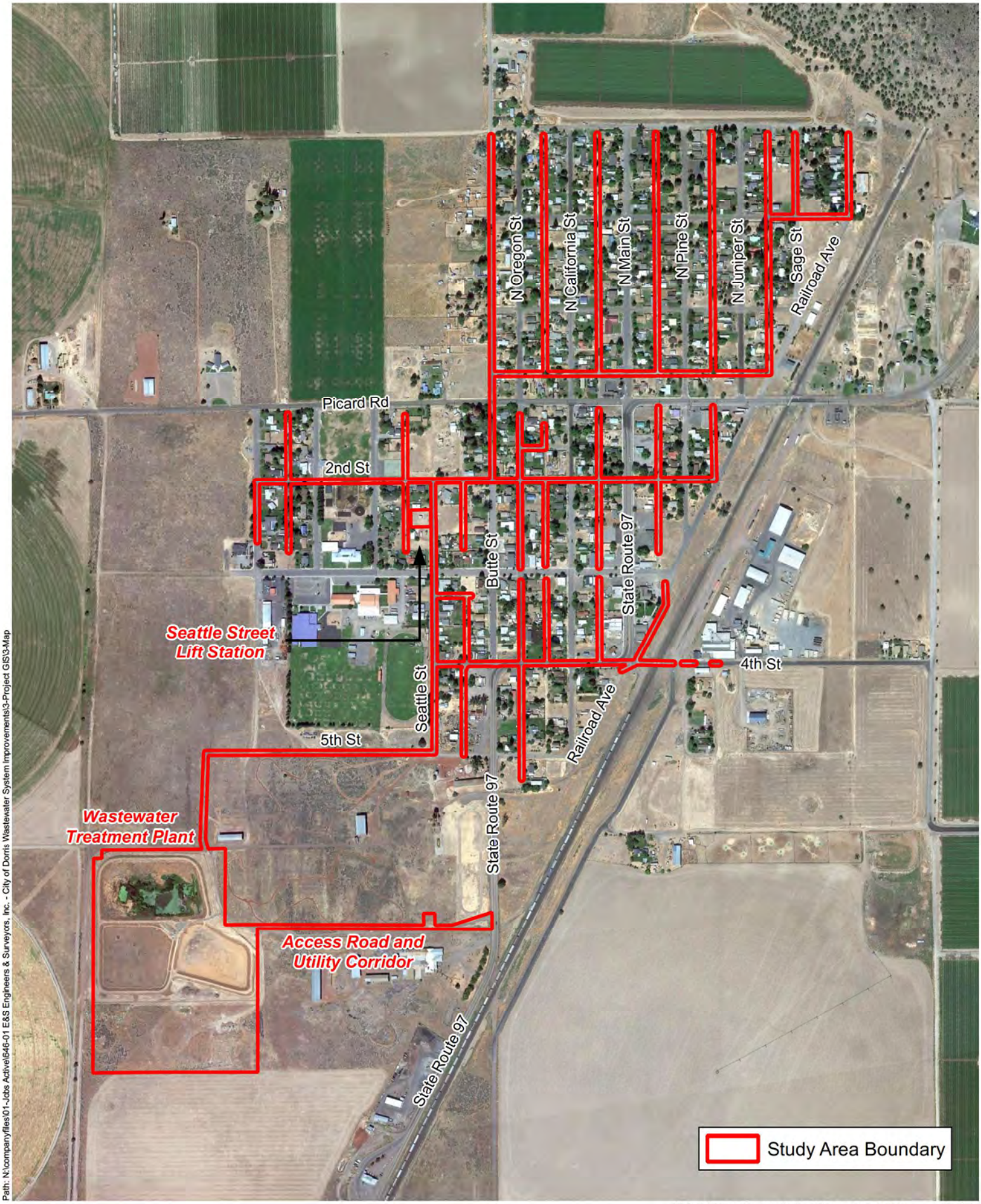

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0 500 1,000 Feet

All depictions are approximate. Not a survey product. 05.13.21

Figure 2

Project Site

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1.6 ENVIRONMENTAL SETTING

General Plan Designation:	The Siskiyou County General Plan does not include specific land use designations; rather, the County uses overlay maps to identify development constraint areas. Potential development constraints are further discussed in Section 4.0 (Environmental Analysis).
Zoning:	**WWTP and Seattle Street Lift Station:** Public Agency (PA) **WWTP Access Road and Electric Utility Corridor:** Planned Unit Development (PUD) (City) and Heavy Industrial (Siskiyou County). **Sewer Collection System:** Zoning in the study area for the collection system improvements includes Low Density Residential (R-1), Community Commercial (C-1), General Commercial (C-2), Manufacturing (M), and Planned Unit Developed (PUD).
Surrounding Land Uses:	**WWTP:** Land uses surrounding the WWTP include undeveloped land to the north, agricultural land to the west and south, and general industrial uses to the east. **Seattle Street Lift Station:** Adjacent properties are developed with single-family residences or are undeveloped. **Sewer Collection System:** Land uses in the study area for the collection system improvements are primarily low- and medium-density residential. Butte Valley High School and Butte Valley Elementary School are located on W. 3rd Street. Miscellaneous retail stores, service commercial business, and restaurants are located along Main Street. Churches are located on W. 3rd Street, S. Oregon Street, and N. Main Street. Dorris Lumber and Moulding is located on E. 4th Street.
Topography:	The City of Dorris is located in a relatively flat area, with elevation ranging from about 4,240 to 4,250 feet above sea level. Topography in the area slopes gently to the south.
Plant Communities/Wildlife Habitats:	The predominant community type present in the project study area is urban. The urban habitat is located throughout the study area except for the WWTP and a portion of the force main leading to the WWTP. The onsite urban habitat is characterized by shade trees, shrubs, and ruderal roadside vegetation. Characteristic vegetation includes elms, weeping willows, catalpas, lilacs, roses, and a wide variety of other horticultural species. The active discharge pond supports a freshwater emergent wetland habitat; this wetland habitat is represented by species such cattail, sticktight, creeping spikerush, and dock. The dry ponds support a weedy community dominated by rye; roaded areas support slender pigweed, mat amaranth, false mayweed, round- leaved peppergrass, cut-leaved nightshade, and other weedy species. To the south of the ponds, the WWTP site contains a plowed field and a small patch of sagebrush scrub community, which is characterized by big sagebrush, white-stemmed rabbitbrush, and yellow rabbitbrush, with an herbaceous layer comprised of native and non-native species, including downy brome, rye, tumble-mustard, and lupine.
Climate	Climate in the study area is characterized by a Mediterranean climate with cool, wet winters and hot, dry summers. The average annual rainfall is ±18 inches. Temperatures range between an average January low of 22 degrees Fahrenheit (°F) and an average July high of 86 °F.

1.7 REGULATORY REQUIREMENTS

Permits and approvals that may be necessary for construction and operation of the proposed project are identified below.

City of Dorris

- Adoption of a Mitigated Negative Declaration pursuant to CEQA.
- Adoption of a Mitigation Monitoring and Reporting Program for the project that incorporates the mitigation measures identified in this Initial Study.

California Department of Transportation:

- Approval of Encroachment Permit for work in the U.S. Route 97 road right-of-way.

State Water Resources Control Board (SWRCB)/North Coast Regional Water Quality Control Board (NCRWQCB):

- Coverage under the NPDES permit for *Discharges of Storm Water Runoff Associated with Construction Activity* (currently Order No. 2009-009-DWQ, amended by 2010-0014-DWQ & 2012-0006-DWQ). Permit coverage may be obtained by submitting a Notice of Intent to the SWRCB. The permitting process requires the development and implementation of an effective Storm Water Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) to reduce pollutants and any additional controls necessary to meet water quality standards.
- Coverage under Order No. 88.4, ID 1A771410SIS, *Waste Discharge Requirements for City of Dorris, Siskiyou County.* This Order establishes discharge prohibitions, discharge specifications, solids disposal, and other conditions in order to meet the provisions contained in the California Water Code.
- If construction dewatering activities result in the direct discharge of relatively pollutant-free wastewater to waters of the U.S., coverage under NCRWQCB General Order R1-2015-0003 (NPDES NO. CAG0024902) *Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region*. This Order includes specific requirements for monitoring, reporting, and implementing BMPs for construction dewatering activities.

California Office of Historic Preservation, State Historic Preservation Officer (SHPO)

- Due to federal funding and federal permits for the proposed project, consultation regarding potential impacts to cultural resources is required pursuant to Section 106 of the National Historic Preservation Act (NHPA).

1.8 TRIBAL CULTURAL RESOURCES CONSULTATION

Public Resources Code (PRC) §21084.2 (AB 52, 2014) establishes that *"a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."* In order to determine whether a project may have such an effect, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requested to the lead agency, in writing, to be informed of proposed projects in the area, and the tribe responds, in writing, within 30 days of receipt of the formal notification and requests consultation. As of March 1, 2021, the City has not received any requests from any Native American tribe asking to be notified of projects in the area.

Nonetheless, as discussed in Section 4.5, ENPLAN contacted Native American tribes that were identified by the Native American Heritage Commission (NAHC) on October 22, 2020, with a request to provide

comments on the proposed project. Follow-up e-mails and telephone calls were placed on November 10, 2020, to the tribal members that were previously identified by the NAHC.

Perry Chocktoot with the Klamath Tribe responded and requested that there should be monitoring either by an archaeologist or a tribal monitor if one is available. Betty Hall with the Shasta Nation responded and stated that if any resources are found, work should stop and the Tribe should be notified. No other comments or concerns were reported by any Native American representative or organization. Mitigation Measure (MM) **4.5.1** and **MM 4.5.2** are included to address Native American concerns. Implementation of these MMs ensures that impacts to tribal cultural resources are less than significant.

1.9 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact requiring mitigation to bring it to a less-than-significant level. Impacts to these resources are evaluated using the checklist included in Section 4.0. The proposed project was determined to have a less-than-significant impact or no impact without mitigation on unchecked resource areas.

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

1.10 SUMMARY OF MITIGATION MEASURES

The following mitigation measures are proposed to reduce impacts of the proposed project to less than significant levels.

AIR QUALITY

MM 4.3.1 The following measures shall be implemented to reduce short-term air quality impacts during construction:

a. All material excavated, stockpiled, or graded shall be sufficiently watered a minimum of two times per day to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards.

b. All unpaved areas with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.

c. All on-site vehicles shall be limited to a speed of 15 miles per hour in unpaved areas.

d. All land clearing, grading, earth moving or excavation activities on the project site shall be suspended if/when the City's Building Official determines that winds are causing excessive dust generation.

e. Paved streets adjacent to construction areas shall be swept or washed at the end of the day if substantial volumes of silt and/or mud have been carried onto the paved roads as a result of activities on the work site.

f. All trucks hauling dirt, sand, soil, or other loose material shall be covered or shall maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code §23114.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.

h. Off-road construction equipment and other diesel-fueled construction vehicles (e.g., dump trucks) shall not be left idling for periods longer than five minutes when not in use.

BIOLOGICAL RESOURCES

MM 4.4.1 In order to avoid impacts to special-status birds protected under the California Endangered Species Act (CESA), as well as nesting birds and raptors protected under the federal Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5, including their nests and eggs, one of the following shall be implemented:

a. Vegetation removal and other ground-disturbance activities associated with construction shall occur between September 1 and January 31, when birds are not nesting; or

b. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area.

Surveys shall begin prior to sunrise and continue until vegetation and nests have been sufficiently observed. The survey shall take into account acoustic impacts and line-of-sight disturbances occurring as a result of the project in order to determine a sufficient survey radius to avoid nesting birds.

At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.).

The results of the survey shall be submitted to the CDFW upon completion. The survey shall be conducted no more than one week prior to the initiation of construction. If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed.

If active nests are found, the City of Dorris shall consult with the USFWS and CDFW regarding appropriate action to comply with the CESA, Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5. Compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

MM 4.4.2 The potential for introduction and spread of noxious weeds shall be avoided/minimized by:

- Using only certified weed-free erosion control materials, mulch, and seed.
- Limiting any import or export of fill material to material that is known to be weed free.
- Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering and upon leaving the job site.

CULTURAL RESOURCES

MM 4.5.1 The City of Dorris shall request that a qualified Native American representative affiliated with the Klamath Tribes monitor all initial ground-disturbing activities in previously undisturbed soils. Project sites containing undisturbed soils are expected to consist of the Seattle Street Lift Station parcel, the WWTP, and the access road/utility easement between U.S. Route 97 and the WWTP. The request for a Native American monitor shall be submitted to the Tribal Historic Preservation Officer of the Klamath Tribes a minimum of two weeks in advance of any ground-disturbing activities (e.g., tree removal, clearing, grading, trenching, etc.). Costs for monitoring in these areas shall be borne by the City. Additionally, the City shall offer the opportunity for Native American representatives to voluntarily monitor earthwork in other portions of the project (i.e., in previously disturbed soils). If the Native American monitor is not present within 15 minutes of the agreed upon daily start time, ground-disturbing activities may occur in their absence, and the Klamath Tribes will immediately, or as soon as feasible, be notified of the absence of the Native American monitor.

MM 4.5.2 In the event that cultural resources are identified during earth disturbance when a Native American monitor is not present, the Klamath Tribes shall be requested to provide a Native American monitor to observe subsequent earth-disturbing construction activities on potentially sensitive lands. Costs associated with such Native American monitoring shall be the responsibility of the City.

MM 4.5.3 In the event of any inadvertent discovery of cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly modified lithics, historic artifacts, etc.), all work within 50 feet of the find shall be halted until a professional archaeologist can evaluate the significance of the find in accordance with PRC §21083.2(g) and §21084.1, and CEQA Guidelines §15064.5(a). If any find is determined to be significant by the archaeologist, the City shall meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan prepared by an archeologist outlining recovery of the resource, analysis, and reporting of the find shall be prepared. The Treatment Plan shall be reviewed and approved by the City prior to resuming construction.

MM 4.5.4 In the event that human remains are encountered during construction activities, the City shall comply with §15064.5 (e) (1) of the CEQA Guidelines and PRC §7050.5. All project-related ground disturbance within 100 feet of the find shall be halted until the County coroner has been notified. If the coroner determines that the remains are Native American, the coroner will notify the NAHC to identify the most likely descendants of the deceased Native Americans. Project-related ground disturbance in the vicinity of the find shall not resume until the process detailed in §15064.5 (e) has been completed.

NOISE

Implementation of Mitigation Measure MM 4.3.1 (h).

MM 4.13.1 Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7:00 A.M. and 7:00 P.M., Monday through Saturday. Construction activities shall be prohibited on Sundays and federal/state recognized holidays. Exceptions to these limitations may be approved by the City Engineer or his/her designee for activities that require interruption of utility services to allow work during low demand periods, or to alleviate traffic congestion and safety hazards.

MM 4.13.2 Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

MM 4.13.3 Stationary equipment (generators, compressors, etc.) used during project construction shall be located at the furthest practical distance from nearby noise-sensitive land uses.

TRIBAL CULTURAL RESOURCES

Implementation of **MM 4.5.1** and **MM 4.5.2.**

SECTION 2.0 CEQA DETERMINATION

On the basis of this initial evaluation:

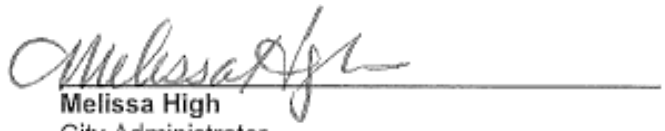
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.**

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT Is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Melissa High
City Administrator

4-5-2021
Date

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND, NEED, AND OBJECTIVES

Originally constructed in 1964, the City of Dorris' (City) sanitary sewer system provides wastewater collection and treatment services to 420 active service connections, eight of which are outside the City limits. On the west side of U.S. Route 97 (US 97), raw sewage flows by gravity to the Seattle Street Lift Station through a combination of 6-, 8-, 10-, and 12-inch vitrified clay pipes (VCP) and is then conveyed to the City's WWTP through an 8-inch asbestos-cement (A-C) pressure (force) main.

In 1988, the public sewer system was expanded to the east side of the railroad tracks. Sewage in this area flows by gravity to the Pine Street Lift Station and is then conveyed to the WWTP through a 6-inch polyvinyl chloride (PVC) force main.

The WWTP, constructed in 1964, currently disposes of wastewater through a combination of percolation and evaporation. The only treatment of wastewater is by percolation through native soils; percolating effluent travels vertically through the soil, eventually making its way into the groundwater. The WWTP includes three oxidation/percolation/evaporation ponds; sewage conveyed to the WWTP from the Seattle Street Lift Station is directed to Ponds 1 or 2, and Pond 3 provides overflow storage. The City routinely alternates between Ponds 1 and 2 and cleans the pond that is out of service while no flows are being directed to it.

The proposed project entails improvements to the City's wastewater collection system, Seattle Street Lift Station, and WWTP that are required in order to repair and replace aging infrastructure and improve efficiency in the wastewater treatment process.

For purposes of this Initial Study, "study area" and "project site" shall mean the project's footprint, and include access roads, staging areas, and areas in which improvements would occur. Details on the proposed improvements are included in Section 3.2 (Project Components/Physical Improvements).

3.2 PROJECT COMPONENTS / PHYSICAL IMPROVEMENTS

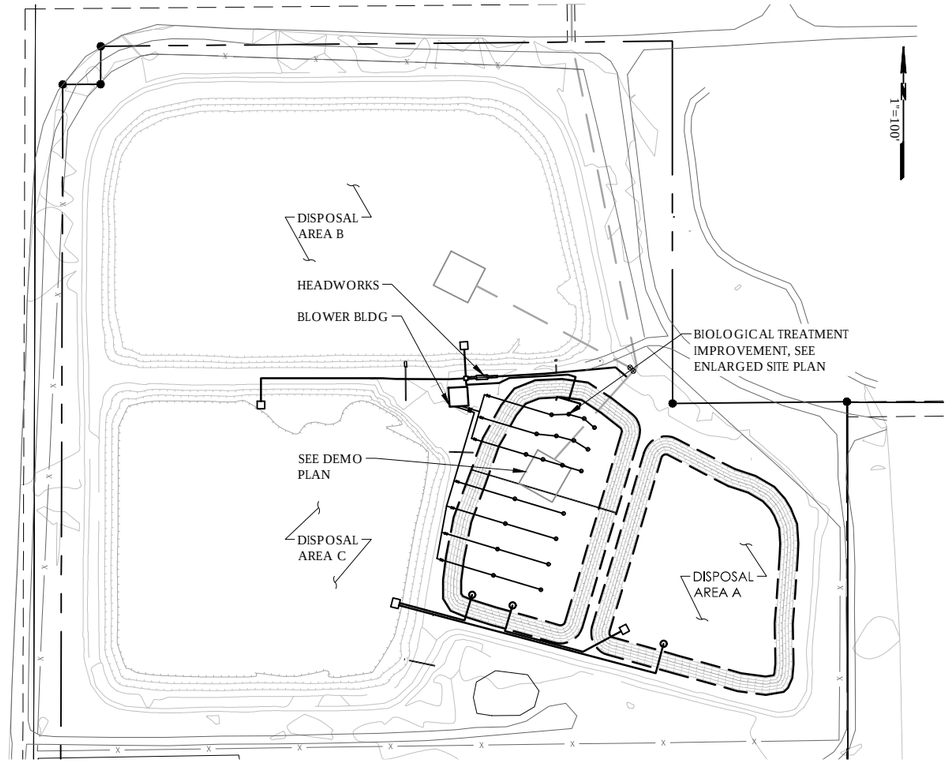
This section describes the proposed improvements that are the subject of this Initial Study. **Figure 2** shows all areas in which improvements would occur. **Figure 3** identifies proposed improvements at the WWTP.

Sewer Collection System:

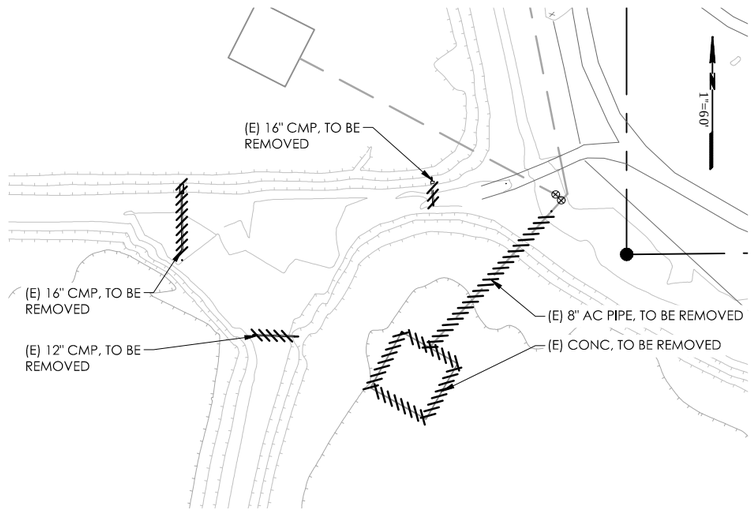
Approximately 3,120 linear feet of 6-, 8-, and 10-inch VCP pipe would be replaced with PVC pipe. No upsizing of the existing lines would occur. Work would occur in the public road ROW and public utility easements, and the majority of pipes would be installed using open-cut trenching. One exception is at the railroad crossing on East Street, where the pipe would be installed under the railroad tracks using a trenchless method. Approximately 2,024 linear feet of the replacement pipe would be installed in unpaved areas.

In paved areas, the existing pavement would be saw-cut and removed. Following installation of the pipe, the trench would be backfilled with granular material to prevent settlement, and the pavement would be replaced. In non-paved areas, the excavation would be backfilled with select native soils, and surface vegetation would be restored.

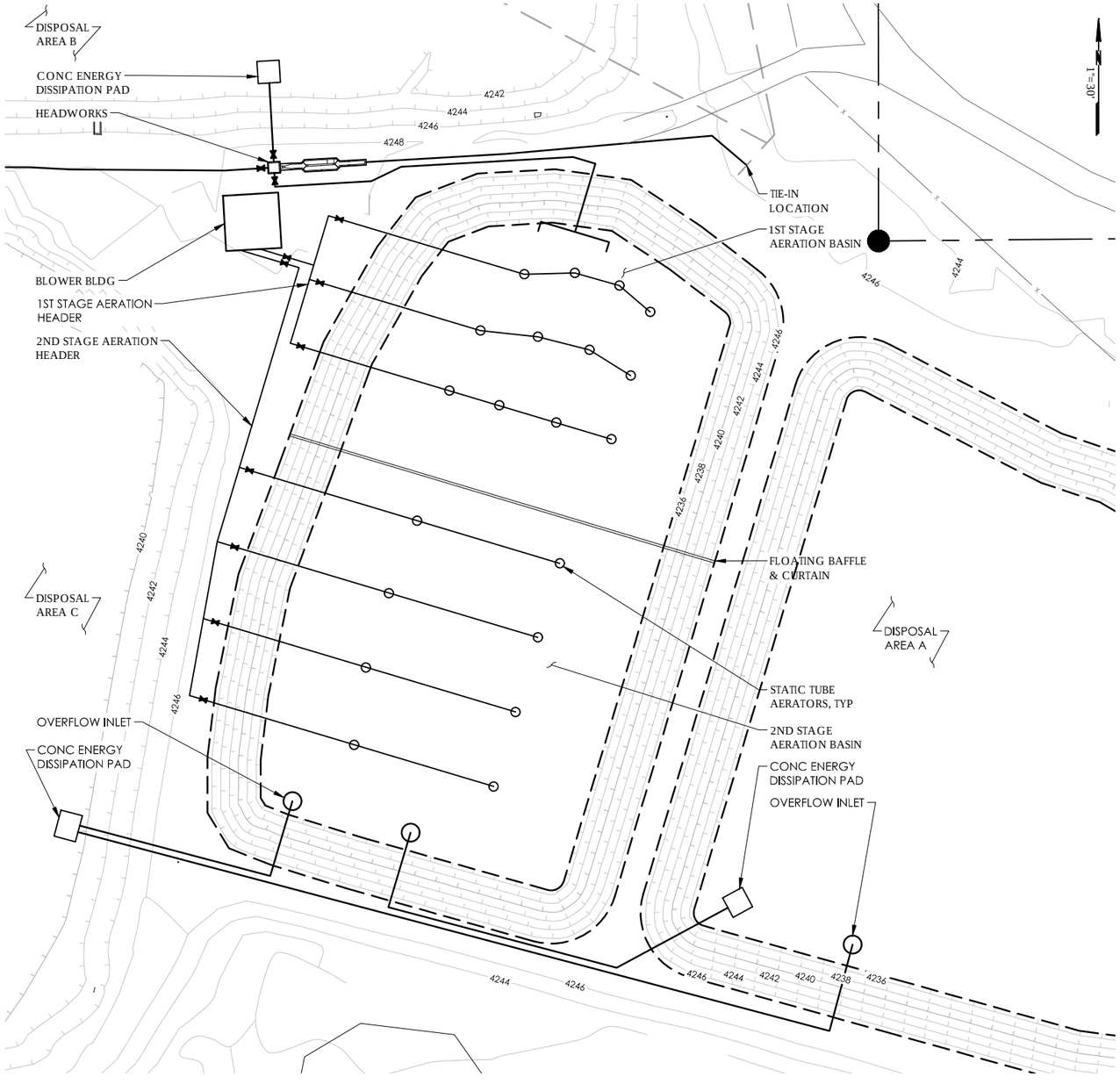
Cured-in-place pipe (CIPP) lining would be installed in ±27,400 linear feet of the remaining VCP pipe.



SITE PLAN



DEMOLITION PLAN



ENLARGED SITE PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

BAR IS ONE INCH ON ORIGINAL DRAWING
0" 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

REVISIONS

NO	DATE	DESCRIPTION

PACE ENGINEERING
REDDING, CALIFORNIA

DES	GM	CKD	GM	JOB NO.
DRN	GM	DATE	09/30/19	2766.01

SIGNED

CITY OF DORRIS
WASTEWATER TREATMENT PLANT IMPROVEMENTS

Figure 3

Plot Date: September 30, 2019 - 8:07 am Login Name: gmaxwell
File Name: M:\Land Projects\2766.01 E&S Dorris WW Treatment & Collection\DWG\Proposed Proj\ Alt3.dwg Layout: PACE 22x34

Seattle Street Force Main:

The 8-inch A-C force main between the Seattle Street Lift Station and the WWTP would be replaced with 8-inch PVC pipe (±3,875 linear feet). Work would occur in the public road ROW and public utility easements, and the pipe would be installed using open-cut trenching. Approximately 2,615 linear feet of the replacement pipe would be installed in unpaved areas. As described under Sewer Collection System above, paved areas would be re-paved after construction, and surface vegetation in unpaved areas would be restored.

Seattle Street Lift Station:

The existing dry well portion of the Lift Station would be converted to a wet well. Two new rail-mounted submersible pumps would replace the existing suction pumps. The new pumps would be about the same size as the existing pumps. The existing controls and other miscellaneous equipment would be removed, and new floats and controls would be installed. The existing Supervisory Control and Data Acquisition (SCADA) system would be replaced. A temporary bypass pumping system would be installed to maintain pumping operations during construction.

Wastewater Treatment Plant Access Road and Utility Corridor:

The existing WWTP access road leading from US 97 would be regraded and relocated within the City's existing 20-foot-wide easement located along the northern boundary of APN 003-240-190. An overhead power line would be installed immediately north, in a newly created 15-foot-wide utility easement on APN 051-401-020.

Wastewater Treatment Plant:

Improvements at the WWTP include the following:

- Construction of a new headworks. The headworks would be an open-channel design located in the pond dikes and would include a ±850-square-foot subsurface enclosure, Parshall flume, level transducer, self-cleaning screen, and a screen support structure.
- Installation of a pipeline from the existing WWTP influent valve manifold, through the new headworks, and to the improved pond system.
- Construction of an aeration basin and separate disposal area in existing Pond 2. This would include installation of a new berm in Pond 2. Imported fill to create the new berm is proposed to be from the southern berm wall in Pond 3 and/or the existing clay layer in Pond 2. It is estimated that the aeration basin finish grade would need to be ±four feet below the existing pond bottom.
- Installation of aeration piping in the new aeration pond.
- Installation of pond interconnection piping and isolation valves or stop gates to allow for directing flow to each pond.
- Installation of overflow inlets to passively allow water to flow to an adjacent pond if a pond becomes overfilled.
- Installation of concrete energy dissipation pads in each pond.
- Construction of a ±62-square-foot control/blower building to house blowers and controls as well as miscellaneous heating and ventilation, mechanical, and electrical equipment.
- Extension of underground electrical service to the new control/blower building. This would require installation of utility poles, conduit, and conductors. Installation of a new electrical transformer may be required at a location to be determined by the electrical provider.

- Installation of a SCADA system to allow the plant to be monitored remotely. A control panel would be installed inside the new control building to control the blower variable frequency drives and monitor the WWTP for alarm conditions.
- A new diesel emergency back-up generator and automatic transfer switch (ATS) would be installed adjacent to the proposed control building.
- Groundwater monitoring wells would be installed around the wastewater treatment facilities in accordance with RWQCB requirements.
- If funding allows, a photovoltaic (PV) system would be installed south of the new aeration ponds. Use of a PV system would offset a large portion of the electrical utility costs associated with the new aeration system.

The majority of the collection system improvements would occur in public road ROW and public utility easements. The sewer pipe and main would be installed using open-cut trenching; the maximum depth of excavation would be six feet. Access to the work areas would be from paved public roads and private driveways. Paved roads that are disturbed during installation of the sewer pipe and mains would be re-paved following construction.

Temporary staging of construction materials and equipment would occur within the boundaries of the WWTP site and the Seattle Street Lift Station property. No physical improvements would need to be completed to establish the staging areas. Therefore, the staging areas are not further discussed in this IS/MND.

SECTION 4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.1 AESTHETICS

Except as provided in Public Resources Code §21099 (Transit-Oriented Infill Projects), would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

REGULATORY CONTEXT

There are no federal or local regulations pertaining to aesthetic that apply to the proposed project.

STATE

California Scenic Highway Program

The California Scenic Highway Program, administered by the California Department of Transportation (Caltrans), was established in 1963 to preserve and protect the natural beauty of scenic highway corridors in the State. The Scenic Highway System includes a list of highways that have been designated as scenic highways as well as a list of highways that are eligible for designation as scenic highways. Local jurisdictions can nominate scenic highways for official designation by identifying and defining the scenic corridor of the highway and adopting a Corridor Protection Program that includes measures that strictly limit development and control outdoor advertising along the scenic corridor.

DISCUSSION OF IMPACTS

Questions A and C

Scenic vistas are defined as expansive views of highly valued landscapes from publicly accessible viewpoints. Scenic vistas include views of natural features such as mountains, hills, valleys, water courses, outcrops, and natural vegetation, as well as man-made scenic structures. Scenic resources in the project area include trees and other vegetation, open space, farmland, and the rolling hills that bound the community to the north.

The project area is visible to individuals living and working in the area and to travelers on adjacent roadways, including US 97. The most prominent views of the WWTP site would be from a lightly

used walking trail on property owned by the Butte Valley Museum and Historical Society, immediately northeast of the WWTP.

Pipeline improvements would be subsurface, and no long-term visual impacts would occur. Short-term visual impacts would occur during construction due to site preparation, trenching, and staging of construction equipment and materials. As stated in Section 3.2 (Project Components/Physical Improvements), paved areas that are disturbed during installation of the pipeline would be re-paved following construction, and in unpaved areas, surface vegetation would be restored.

All work at the Seattle Street Lift Station site would be internal to the existing building, and no new structures are proposed; therefore, no long-term visual impacts would occur at the Lift Station property.

The WWTP is located in the southwestern portion of the City and is surrounded by farmland and open space, with scattered industrial and agricultural buildings. Above-ground improvements at the WWTP would include the new headworks, control/blower building, and power poles. If funding allows, a PV system would be installed south of the new aeration ponds. These features are visually compatible with industrial and agricultural buildings in the area.

Although portions of the WWTP may be visible from adjacent walking trails and to the traveling public as background views from US 97, most of the facilities would be screened by existing buildings and elevated berms and would not be prominent features in the viewshed. Other than new power poles, the above-ground facilities would be over 1,000 feet from US 97. Regrading of the existing WWTP access road from US 97 and relocating it within the City's existing 20-foot-wide easement would result in some vegetation removal. However, no trees would be removed, and any effects of regrading would be temporary.

Therefore, because most improvements would be subsurface, the above-ground structures would be visually compatible with surrounding uses and would not be prominent features in the viewshed, and impacts during construction would be temporary and cease at completion of the project, aesthetic impacts would be less than significant.

Question B

According to the California Scenic Highway Mapping System, there are no designated scenic highways in the project area. However, US 97 is identified as an All-American Road and is part of the Volcanic Legacy Scenic Byway; as such, US 97 is eligible to be designated as a state scenic highway.

In December 2018, the Corridor Management Plan (CMP) Update for the Volcanic Legacy Scenic Byway All-American Road was prepared by the Volcanic Legacy Community Partnership (VLCP). As stated in the CMP, the CMP includes recommended scenic guidelines for communities to consider before they adopt codes or ordinances; however, the CMP states that the VLCP assumes no management authority over public or private lands under the jurisdiction of others. Therefore, there is no requirement for the project to comply with the CMP guidelines.

As discussed under Questions A and C, the collection system work areas and the WWTP are visible to travelers on US 97. However, construction impacts would be short term and less-than-significant. Permanent visual changes, such as installation of solar panels and the WWTP headworks and control building, would occur over 1,000 feet from US 97, would be in keeping with the existing visual character of the area, and would be at least partially screened by existing buildings and features. Therefore, the potential for impacts affecting the US 97 view corridor is less than significant.

Question D

As required by **Mitigation Measure (MM) 4.13.1**, construction activities shall be limited to between the daytime hours of 7:00 A.M. and 7:00 P.M., Monday through Saturday, and construction lighting

would be needed only for a couple of hours a day at certain times of the year. Therefore, construction lighting would not be expected to significantly impact motorists or nearby residents.

The proposed project may include installation of safety lighting at the new headworks and control/blower building; however, the headworks and control/blower building are located in the northwestern area of the WWTP site, and the nearest residences and roadways are about 0.4 miles from this location. With respect to the PV system, the solar panels are designed to absorb rather than reflect light, would not create a significant source of glare, and would not create a hazard to the traveling public on US 97 or a nuisance for people residing and/or working in the area. Additionally, the solar panels would be screened by the wastewater treatment ponds and elevated berms. Therefore, impacts would be less than significant.

CUMULATIVE IMPACTS

Potential cumulative projects in the area include growth according to the build-out projections in the City Dorris and Siskiyou County General Plans. The proposed project does not include any features that would permanently change the visual character of the community. Project-related lighting would include the possibility of construction lighting, but this would be temporary in nature and cease at the completion of construction. Therefore, the proposed project's aesthetic impacts would not be cumulatively considerable.

MITIGATION

None necessary.

DOCUMENTATION

California Department of Transportation. 2020. California State Scenic Highway Mapping System. Siskiyou County. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm. Accessed July 2020.

ENPLAN. Field surveys. October 3 and November 21, 2020.

Volcanic Legacy Community Partnership. 2018. Volcanic Legacy Scenic Byway All-American Road Corridor Management Plan Update for Oregon and California. https://www.oregon.gov/ODOT/Programs/TDD%20Documents/Volcanic-Legacy-Crater-Lake_Management-Plan.pdf.

4.2 AGRICULTURE AND FOREST RESOURCES

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐

c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g)) or result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
d.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☒	☐

REGULATORY CONTEXT

There are no federal or local regulations pertaining to agriculture or forest resources that apply to the proposed project.

STATE

California Farmland Mapping and Monitoring Program (FMMP)

The FMMP was established in 1982 to provide data to decision makers to assist them in making informed decisions for the best utilization of California's farmland. Under the FMMP, the Department of Conservation (DOC) is responsible for mapping, monitoring, and reporting on the conversion of the State's farmland to and from agricultural use. Important Farmland Maps are updated and released every two years. The following mapping categories, which are determined based on soil qualities and current land use information, are included in the FMMP: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, grazing land, urban and built-up land, other land, and water.

Williamson Act

The Williamson Act (California Land Conservation Act of 1965) was enacted as a means to protect agricultural uses in the State. Under the Williamson Act, local governments can enter into contracts with private landowners to ensure that specific parcels are restricted to agricultural and related open space uses. In return, landowners receive reduced property tax assessments. The minimum term for a Williamson Act contract is ten years, and the contract is automatically renewed for one-year terms unless the landowner files a notice of nonrenewal or a petition for cancellation.

Forest Land and Timberland

PRC §12220(g) defines Forest Land as *"land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."* PRC §4526 defines timberland as *"land, other than land owned by the federal government, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."* Government Code §51104(g) defines Timberland Production Zone as *"an area which has been zoned pursuant to [Government Code] §51112 or §51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)."*

DISCUSSION OF IMPACTS

Questions A, B, and D

According to the *Important Farmland in California* map published by the FMMP, the project site is not designated as prime farmland, unique farmland, or farmland of statewide importance. According to

the City's and County's Zoning Maps, areas in which improvements are proposed are not currently zoned for agricultural production. No properties within the study area are subject to a Williamson Act contract.

Areas in which sewer lines would be replaced, the Seattle Street Lift Station property, and the majority of the WWTP property are identified as Urban and Built-Up Land. The southern segment of the force main, the WWTP access road and utility corridor, and the southern area of the WWTP are identified as farmland of local importance; however, aerial photographs from 1993 through 2019 were reviewed and indicate that these areas have not historically been used for agricultural purposes. Properties surrounding the City have been used for agricultural purposes for many years; however, the project does not include any components that would directly or indirectly impact surrounding farmland.

Because the proposed project would not convert prime farmland, unique farmland, or farmland of statewide importance, would not conflict with zoning or a Williamson Act contract, and does not include any components that would have a direct or indirect effect on farmland, impacts would be less than significant.

Question C

According to the City's and County's Zoning Maps, the project site and surrounding area are not designated as timberland and are not zoned for timberland production. Therefore, the proposed project would have no impact on timberland or cause rezoning of timberland.

As stated under Regulatory Context above, "forest land" is defined in PRC §12220(g) as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The project site does not support ten percent cover by native trees. In addition, the project site and surrounding area are not designated as forest land. Therefore, there would be no impact.

CUMULATIVE IMPACTS

As stated above, the proposed project would not result in the conversion of agricultural or forest land. In addition, the proposed project would not interfere with current agricultural uses in the area. Therefore, no cumulative impacts would occur.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 1999. Dorris Municipal Code, Updated 2011. Chapter 18, Zoning. https://www.dorrisca.us/wp-content/uploads/2019/11/Dorrisfullcode1119.pdf. Accessed December 2020.

____. 2018. City of Dorris Zoning Map. On file with the City of Dorris.

Siskiyou County. 2021. Zoning Map. On file with the County of Siskiyou.

State of California, Department of Conservation, Farmland Mapping and Monitoring Program. https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 2020.

4.3 AIR QUALITY

Would the project:

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

REGULATORY CONTEXT

FEDERAL

Federal Ambient Air Quality Standards

The U.S. Environmental Protection Agency (USEPA), under the federal Clean Air Act (CAA), establishes maximum ambient concentrations for criteria air pollutants (CAP), known as the National Ambient Air Quality Standards (NAAQSs). The NAAQSs are designed to protect the health and welfare of the populace with a reasonable margin of safety. **Table 4.3-1** identifies the seven CAPs as well as characteristics, health effects and typical sources for each CAP:

TABLE 4.3-1
Federal Criteria Air Pollutants

Pollutant	Characteristics	Primary Effects	Major Sources
Ozone (O_3)	Ozone is a colorless or bluish gas formed through chemical reactions between two major classes of air pollutants: reactive organic gases (ROG) and oxides of nitrogen (NO_X). These reactions are stimulated by sunlight and temperature; thus, ozone occurs in higher concentrations during warmer times of the year.	• Respiratory symptoms. • Worsening of lung disease leading to premature death. • Damage to lung tissue. • Crop, forest, and ecosystem damage. • Damage to a variety of materials, including rubber, plastics, fabrics, paints, and metals.	Motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints, and landfills.
Carbon Monoxide (CO)	Carbon monoxide is an odorless, colorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline and wood. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of carbon monoxide.	• Chest pain in patients with heart disease. • Headache. • Light-headedness. • Reduced mental alertness.	Motor vehicle exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.

Nitrogen Dioxide (NO_2)	Nitrogen dioxide is a reddish-brown gas formed when nitrogen (N_2) combines with oxygen (O_2). Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere and is related to traffic density.	• Respiratory symptoms. • Damage to lung tissue. • Worsening of cardiovascular disease. • Precursor to ozone and acid rain. • Contributes to global warming and nutrient overloading which deteriorates water quality. • Causes brown discoloration of the atmosphere.	Automobile and diesel truck exhaust, petroleum-refining operations, industrial sources, aircraft, ships, railroads, and fossil-fueled power plants.
Sulfur Dioxide (SO_2)	Sulfur dioxide is a colorless, nonflammable gas that results mainly from burning high-sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries.	• Respiratory symptoms. • Worsening of cardiovascular disease. • Damage to a variety of materials, including marble, iron, and steel. • Damages crops and natural vegetation. • Impairs visibility. • Precursor to acid rain.	Petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and large ships, and fuel combustion in diesel engines.
Particulate Matter ($PM_{2.5}$ and PM_{10})	Particulate matter is a major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols that are small enough to remain suspended in the air for a long period of time. Particulate matter with a diameter of 10 microns or less (PM_{10}) is inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter ($PM_{2.5}$). Therefore, $PM_{2.5}$ comprises a portion of PM_{10}.	• Premature death. • Hospitalization for worsening of cardiovascular disease. • Hospitalization for respiratory disease • Asthma-related emergency room visits. • Increased symptoms, increased inhaler usage	Dust- and fume-producing construction activities, power plants, steel mills, chemical plants, unpaved roads and parking lots, woodburning stoves and fireplaces, wildfires, motor vehicles, and other combustion sources. Also a result of photochemical processes.
Lead	A heavy metal that occurs both naturally in the environment and in manufactured products.	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage. • Reproductive disorders. • Osteoporosis.	Lead-based industrial production (e.g., battery production and smelters), recycling facilities, combustion of leaded aviation gasoline by piston-driven aircraft, and crustal weathering of soils followed by fugitive dust emissions.

Clean Air Act - Federal General Conformity Rule

The General Conformity Rule of the CAA requires that all federally funded projects conform to the applicable State Implementation Plan (SIP). The Conformity Rule applies to projects in areas that are designated as nonattainment or maintenance areas for any of the six federal criteria air pollutants when the total direct and indirect emissions of the criteria pollutant (or its precursors) are at or above the de minimis thresholds listed in Code of Federal Regulations (CFR) Title 40, §93.153(b).

Because Siskiyou County is designated as attainment or unclassified areas for all federal air quality standards, federal conformity requirements do not apply to the proposed project.

STATE

State Ambient Air Quality Standards

The California CAA establishes maximum concentrations for the seven federal CAPs, as well as the four additional air pollutants identified below. The four additional standards are intended to address regional air quality conditions, not project-specific emissions. These maximum concentrations are known as the California Ambient Air Quality Standards (CAAQSs). The California Air Resources Board (CARB) has jurisdiction over local air districts and has established its own standards and violation criteria for each CAP under the CAAQS. For areas within the State that have not attained air quality standards, the CARB works with local air districts to develop and implement attainment plans to obtain compliance with both federal and State air quality standards.

Visibility-Reducing Particles. Visibility-reducing particles vary greatly in shape, size, and chemical composition, and come from a variety of natural and manmade sources. Major sources include wildfires, residential fireplaces and woodstoves, windblown dust, ocean sprays, biogenic emissions, dust and fume-producing construction, industrial and agricultural operations, and fuel combustion. Primary effects include visibility impairment, respiratory symptoms, and worsening of cardiovascular disease.

Sulfate (SO_4). Sulfate is oxidized to sulfur dioxide (SO_2) during the combustion process and is subsequently converted to sulfate compounds in the atmosphere. Major sources include industrial processes and the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. Primary effects include respiratory symptoms, worsening of cardiovascular disease, damage to a variety of materials, including marble, iron, and steel, damage to crops and natural vegetation, and visibility impairment.

Hydrogen Sulfide (H_2S). Hydrogen sulfide is a colorless gas with the odor of rotten eggs. Major sources include geothermal power plants, petroleum refineries, and wastewater treatment plants. Primary effects include eye irritation, headache, nausea, and nuisance odors.

Vinyl Chloride (chloroethene). Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. It is also listed as a toxic air contaminant because of its carcinogenicity. Most vinyl chloride is used to make PVC plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents. Primary effects include dizziness, drowsiness, headaches, and liver damage.

Table 4.3-2 provides the federal and State ambient air quality standards:

TABLE 4.3-2
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards
Ozone (O_3)	8 Hour	0.070 ppm (137µg/m^3)	0.070 ppm (137µg/m^3)
	1 Hour	0.09 ppm (180 µg/m^3)	–
Carbon Monoxide (CO)	8 Hour	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	0.14
	3 Hour	–	–
	1 Hour	0.25 ppm (665 µg/m^3)	75 ppb (196 µg/m^3)
	Annual Arithmetic Mean	–	0.030 ppm
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	–
	24 Hour	50 µg/m^3	150 µg/m^3
Particulate Matter – Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
	24 Hour	–	35 µg/m^3
Sulfates	24 Hour	25 µg/m^3	–
Lead	Calendar Quarter	–	1.5 µg/m^3
	30 Day Average	1.5 µg/m^3	–
	Rolling 3-Month Average	None	0.15 µg/m^3
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	–
Vinyl Chloride (chloroethene)	24 Hour	0.01 ppm (26 µg/m^3)	–
Visibility-Reducing Particles	8 Hour	–	–

Source: CARB 2016. Notes: mg/m^3=milligrams per cubic meter; ppm=parts per million; ppb=parts per billion; µg/m^3=micrograms per cubic meter

Toxic Air Contaminants

In addition to the California CAPs, Toxic Air Contaminants (TACs) are another group of pollutants regulated under the California CAA. TACs are less pervasive in the urban atmosphere than the CAPs, but are linked to short-term (acute) and long-term (chronic or carcinogenic) adverse human health effects, including cancer, birth defects, neurological damage, and death. Sources of TACs include industrial processes, commercial operations (e.g., gasoline stations and dry cleaners), grading and demolition of structures (asbestos), and diesel-motor vehicle exhaust. Under Assembly Bill 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987, facilities found to release high volumes of toxic air pollution are required to conduct a detailed health risk assessment that estimates emission impacts to the neighboring community and recommends mitigation to minimize TACs.

LOCAL

Siskiyou County Air Pollution Control District

The SCAPCD has the responsibility of enforcing federal and state air quality regulations in Siskiyou County. It also issues rules and regulations setting specific standards of operation, defining permit requirements, and setting emission limits. For new or modified stationary sources, the SCAPCD has defined 250 pounds (lbs)/day as the threshold of significance for NO_X, $PM_{2.5}$, PM_{10}, and SO_2 emissions, and 2,500 lbs/day as the threshold of significance for CO emissions (Rule 6.1). Siskiyou County is currently designated in attainment or unclassified status for all federal and state criteria pollutants; therefore, the County is not required to have a local air quality attainment plan.

DISCUSSION OF IMPACTS

Questions A and B

As discussed under Regulatory Context, for areas within the State that have not attained air quality standards, the CARB works with local air districts to develop and implement attainment plans to obtain compliance with both federal and State air quality standards. Because Siskiyou County is currently designated in attainment or unclassified status for all federal and state criteria pollutants and the County is not required to have a local air quality attainment plan, the proposed project would have no impact.

Question C

See discussion under Regulatory Context above and Section 4.8 (Greenhouse Gas Emissions).

Construction Emissions

Project emissions were estimated using Version 2016.3.2 of the California Emissions Estimator Model (CalEEMod). CalEEMod provides default values when site-specific inputs are not available. CalEEMod does not directly calculate ozone emissions. Instead, the emissions associated with ozone precursors (ROG and NO_X) are calculated. For the proposed project, site-specific inputs and assumptions include, but are not limited to, the following:

- Emissions from construction are based on all construction-related activities associated with the proposed uses, including but not limited to grading, use of construction equipment, material hauling, trenching, and re-paving.
- Construction would start in April 2023 and occur over a period of approximately eight months.
- Total land disturbance would be approximately 4.85 acres; 1,600 cubic yards (CY) of material would be imported; 2,000 CY would be exported.
- The total area to be re-paved following pipeline installation would be 0.35 acres.
- The total weight of demolition debris (pavement) to be removed from the project site would be approximately 300 tons.

Output files, including all site-specific inputs and assumptions, are provided in **Appendix A**.

The proposed project would result in the temporary generation of ROG, NO_x, PM_{10}, and other regulated pollutants during construction. ROG and NO_x emissions are associated with employee vehicle trips, delivery of materials, and construction equipment exhaust. PM_{10} is generated during site preparation, excavation, paving, and from exhaust associated with construction equipment.

Although neither the City nor the SCAPCD have adopted specific thresholds for construction-related emissions, the City typically references current SCAPCD rules, including Rule 6.1-New Source Siting, which includes thresholds for new stationary sources. The City determined that it would be appropriate to use these significance thresholds for construction-related emissions as well. As stated under Regulatory Context above, the SCAPCD has defined 250 pounds (lbs)/day as the threshold of significance for NO_x, $PM_{2.5}$, PM_{10}, and SO_2 emissions, and 2,500 lbs/day as the threshold of significance for CO emissions. As shown in **Table 4.3-3**, construction of the proposed project would not exceed Siskiyou County's thresholds for any of the pollutants.

TABLE 4.3-3
Projected Construction Emissions

Pollutants of Concern (Maximum Pounds per Day)					
ROG	**NOx**	**PM_{10}**	**$PM_{2.5}$**	**CO**	**SO_2**
5.21	49.73	21.45	12.25	39.68	0.08

Nonetheless, sensitive receptors adjacent to the construction area would be exposed to elevated dust levels and other pollutants. Sensitive receptors are individuals or groups of people that are more affected by air pollution than others, including young children, elderly people, and people weakened by disease or illness. Locations that may contain high concentrations of sensitive receptors include residential areas, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. The proposed project includes construction activities adjacent to single-family residences throughout much of the work area. Additional sensitive receptors in the project area include Butte Valley Elementary and High School and the Butte Valley Health Center on W. 3rd Street.

Compliance with federal, state, and local regulations, and implementation of **MM 4.3.1** would reduce temporary impacts during construction to a less-than-significant level.

Operational Emissions

As discussed under Section 3.0 above, the only form of wastewater treatment provided under the current system is by percolation through native soils; percolating effluent travels vertically through the soil, eventually making its way into the groundwater.

The proposed wastewater treatment process would require electric service to be extended to the site to allow aeration of the effluent. This would result in indirect emissions associated with the generation of electricity. The proposed project would not directly or indirectly increase the population or vehicle miles traveled that could result in a permanent increase in ROG or NO_X emissions. The project does not include any other components that would increase long-term operational emissions above existing emissions.

As indicated in **Appendix A**, the proposed project would generate only trace amounts of criteria pollutants and would not exceed the SCAPCD thresholds. Therefore, operational impacts would be less than significant. For both construction and operational emissions, the proposed project would not result in significant impacts associated with ozone (O_3), lead (Pb), hydrogen sulfide (H_2S), vinyl chloride, or visibility reducing particles as discussed below.

Ozone. CalEEMod does not directly calculate ozone emissions. Instead, the emissions associated with ozone precursors (ROG and NO_X) are calculated. Because the project would generate relatively low amounts of both ROG and NO_x, the potential for ozone production/emissions is less than significant.

Lead. Elevated levels of airborne lead at the local level are usually found near industrial operations that process materials containing lead, such as smelters and battery manufacturing/ recycling facilities. As these conditions are not applicable to the proposed project, the potential for lead emissions is less than significant.

Hydrogen Sulfide. Hydrogen sulfide is formed during the decomposition of organic material in anaerobic environments, including sewage treatment processes. The WWTP currently treats wastewater through percolation. Proposed improvements include the addition of aeration, which would improve the treatment process and reduce the potential for hydrogen sulfide emissions.

Vinyl Chloride. Vinyl chloride is used to manufacture polyvinyl chloride (PVC) plastic and other vinyl products. Approximately 98 percent of vinyl chloride produced in the United States is used

during the manufacture of PVC. Additionally, vinyl chloride is produced during the microbial breakdown of chlorinated solvents (e.g., engine cleaner, degreasing agent, adhesive solvents, paint removers, etc.). The potential for vinyl chloride exposure is primarily limited to areas in close proximity to PVC production facilities. Because PVC manufacturing facilities are absent from the project area, and project implementation would not result in an increase of chlorinated solvents, potential vinyl chloride emissions associated with the proposed project would be less than significant.

Visibility-Reducing Pollutants. Visibility-reducing pollutants generally consist of sulfates, nitrates, organics, soot, fine soil dust, and coarse particulates. These pollutants contribute to the regional haze that impairs visibility, in addition to affecting public health. According to the California Regional Haze Management Plan, natural wildfires and biogenic emissions are the primary contributors to visibility-reducing pollutants. For the proposed project, visibility-reducing pollutants (e.g., $PM_{2.5}$ and PM_{10}), would be generated only during construction activities. Because only relatively small amounts of particulates would be generated, potential impacts with respect to visibility-reducing pollutants are less than significant.

Therefore, impacts would be less than significant because **MM 4.3.1** would reduce temporary impacts during construction, and the project does not include any operational components that would expose sensitive receptors to substantial pollutant concentrations.

Question D

During construction, odors would be emitted from diesel equipment, paints, solvents, fugitive dust, asphalt, and adhesives. Odors from construction would be intermittent and temporary and generally would not extend beyond the construction area. Due to the temporary and intermittent nature of construction odors, impacts during construction would be less than significant.

As stated above, sewage conveyed to the WWTP from the Seattle Street Lift Station is directed to Ponds 1 or 2, and Pond 3 provides overflow storage. Presently, the only treatment is by percolation through native soils. The addition of aeration will add a treatment step for removal of Biochemical Oxygen Demand (BOD), Total Suspended Solids (TSS), ammonia, and nitrogen. The new treatment process in the aerated ponds is also expected to reduce sludge volumes overall by better removing solids from the effluent prior to percolation. It is anticipated that the new process would reduce odors at the WWTP. The project does not include any other operational components that would generate long-term odors adversely affecting a substantial number of people.

Therefore, because odors during construction are a temporary impact that would cease at completion of the improvements, and the project does not include any components that would increase odors over current operations, impacts would be less than significant.

CUMULATIVE IMPACTS

Past, present, and future development projects contribute to a region's air quality conditions on a cumulative basis; therefore, by its very nature, air pollution is largely a cumulative impact. If a project's individual emissions contribute toward exceedance of the NAAQS or the CAAQS, then the project's cumulative impact on air quality would be considered significant. In developing attainment designations for criteria pollutants, the USEPA considers the region's past, present, and future emission levels. Siskiyou County is in attainment or unclassified status for all federal and state criteria pollutants.

Implementation of the proposed project combined with future development within the project area could lead to cumulative impacts to air quality. However, all projects in Siskiyou County are subject to applicable CARB and SCAPCD rules and regulations, including mitigation measures that address impacts during construction.

Further, all development is subject to SCAPCD regulations for new or modified stationary sources and

thresholds of significance for CO, NO_X, $PM_{2.5}$, PM_{10}, and SO_2 emissions (Rule 6.1). These thresholds were adopted to minimize cumulative impacts to air quality. Implementation of **MM 4.3.1** and compliance with CARB and SCAPCD regulations ensures that the proposed project would have a less-than-significant cumulative impact on local and regional air quality.

MITIGATION

MM 4.3.1 The following measures shall be implemented to reduce short-term air quality impacts during construction:

a. All material excavated, stockpiled, or graded shall be sufficiently watered a minimum of two times per day to prevent fugitive dust from leaving property boundaries and causing a public nuisance or a violation of ambient air quality standards.

b. All unpaved areas with vehicle traffic shall be watered periodically or have dust palliatives applied for stabilization of dust emissions.

c. All on-site vehicles shall be limited to a speed of 15 miles per hour in unpaved areas.

d. All land clearing, grading, earth moving or excavation activities on the project site shall be suspended if/when the City's Building Official determines that winds are causing excessive dust generation.

e. Paved streets adjacent to construction areas shall be swept or washed at the end of the day if substantial volumes of silt and/or mud have been carried onto the paved roads as a result of activities on the work site.

f. All trucks hauling dirt, sand, soil, or other loose material shall be covered or shall maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code §23114.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications.

h. Off-road construction equipment and other diesel-fueled construction vehicles (e.g., dump trucks) shall not be left idling for periods longer than five minutes when not in use.

DOCUMENTATION

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4.4 BIOLOGICAL RESOURCES

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodland, identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands, (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

REGULATORY CONTEXT

FEDERAL

Federal Clean Water Act

Section 404

Under Section 404 of the Clean Water Act (CWA), the U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged or fill material into wetlands and waters of the U.S. The USACE requires that a permit be obtained prior to the placement of structures within, over, or under navigable waters and/or prior to discharging dredged or fill material into waters below the ordinary high-water mark (OHWM). There are several types of permits issued by the USACE that are based on the project's location and/or level of impact. Regional general permits are issued for recurring activities at a regional level. Nationwide Permits (NWPs) authorize a wide variety of minor activities that have minimal effects. Projects that are not covered under a regional general permit and do not qualify for a NWP are required to obtain a standard permit (e.g., individual permit or letter of permission).

Section 401

Under Section 401 of the CWA, a project requiring a USACE Section 404 permit is also required to obtain a State Water Quality Certification (or waiver) to ensure that the project will not violate established State water quality standards. The RWQCB regulates waters of the State and has a policy of no-net-loss of wetlands. The RWQCB typically requires mitigation for impacts to wetlands before it will issue a water quality certification.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 requires that all federal agencies ensure that any action they authorize, fund, or carry out will not likely jeopardize the continued existence of federally listed species or result in the destruction or adverse modification of critical habitat. Projects that would result in "take" of any federally listed species are required to obtain authorization from National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) through either Section 7 (interagency consultation) or Section 10(a) (incidental take permit) of FESA, depending on whether the federal government is involved in permitting or funding the project.

Federal Migratory Bird Treaty Act

Under the Migratory Bird Treaty Act (MBTA) of 1918, as amended, migratory bird species listed in CFR Title 50, §10.13, including their nests and eggs, are protected from injury or death, and any project-related disturbances. The MBTA applies to over 1,000 bird species, including geese, ducks, shorebirds, raptors, and songbirds, some of which were near extinction before MBTA protections were put in place in 1918. The MBTA provides protections for nearly all native bird species in the U.S., including non-migratory birds.

Fish and Wildlife Conservation Act

Under the Fish and Wildlife Conservation Act of 1980, as amended, the USFWS maintains lists of migratory and non-migratory birds that, without additional conservation action, are likely to become candidates for listing under the FESA. These species are known as Birds of Conservation Concern and represent the highest conservation priorities.

Bald and Golden Eagle Protection Act

This Act provides for the protection of the bald eagle and the golden eagle by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds and their occupied and unoccupied nests.

Magnuson-Stevens Fishery Conservation and Management Act

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), also known as the Sustainable Fisheries Act, requires the identification of Essential Fish Habitat (EFH) for federally managed fishery species and implementation of appropriate measures to conserve and enhance EFH that could be affected by project implementation. All federal agencies must consult with NMFS on projects authorized, funded, or undertaken by that agency that may adversely affect EFH for species managed under the MSFCMA.

STATE

California Endangered Species Act

Under the California Endangered Species Act (CESA), CDFW is responsible for listing and delisting threatened and endangered species, including candidate species for threatened or endangered status. CDFW maintains a list of these species and related occurrence records. In addition, CDFW maintains a list of fully protected species, most of which are also listed as threatened or endangered. CDFW also maintains a list of species of special concern (SSC). SSC are vulnerable to extinction but are not legally protected under CESA; however, impacts to SSC are generally considered significant under CEQA.

CESA prohibits the take of State-listed threatened and endangered species, but CDFW has the authority to issue incidental take permits under special conditions when it is demonstrated that impacts are minimized and mitigated. Fully protected species may not be taken or possessed at any time, and no licenses or permits may be issued for their take. One exception allows the collection of fully protected species for scientific research.

California Fish and Game Code §1600-1616 (Streambed Alteration)

California Fish and Game Code §1600 *et seq.*, requires that a project proponent enter into a Streambed Alteration Agreement (SAA) with CDFW prior to any work that would divert or obstruct the natural flow of any river, stream, or lake; change the bed, channel, or bank of any river, stream, or lake; use material from any river, stream, or lake; and/or deposit or dispose of material into any river, stream, or lake. The SAA will include conditions that minimize/avoid potentially significant adverse impacts to riparian habitat and waters of the state.

California Fish and Game Code §3503 and 3503.5 (Nesting Bird Protections)

These sections of the Code provide regulatory protection to resident and migratory birds and all birds of prey within the State and make it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Code.

California Fish and Game Code §1900-1913 (Native Plant Protection Act)

The Native Plant Protection Act (NPPA) includes measures to preserve, protect, and enhance native plants that are listed as rare and endangered under the CESA. The NPPA states that no person shall take, possess, sell, or import into the state, any rare or endangered native plant, except in compliance with provisions of the Act.

Oak Woodlands Conservation Act

The State of California provides for oak protection through the Oak Woodlands Conservation Act (Act), last amended in 2005. The Act applies only when the lead agency is a county and the project is located in an unincorporated county area. The Act requires a determination of whether the project may result in the conversion of oak woodlands that will have a significant effect on the environment as well as implementation of oak woodland mitigation measures, if necessary.

LOCAL

There are no local regulations pertaining to biological resources that apply to the proposed project.

DISCUSSION OF IMPACTS

Question A

The following evaluation of potential impacts on special-status species is based on records searches and field studies conducted by ENPLAN and documented in the Biological Study Report (BSR) prepared for the proposed project (see **Appendix B**).

The BSR includes the following:

- ENPLAN Summary Report: *Potential for Special-Status Species to Occur on the Project Site.*
- ENPLAN Summary Report: *Potential for Birds of Conservation Concern to Occur on the Project Site.*
- California Natural Diversity Database Query Summary
- California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants Query Summary.
- U.S. Fish and Wildlife Service List of Threatened and Endangered Species.
- List of Vascular Plant Species Observed.

To determine the presence/absence of special-status plant and animal species, an ENPLAN biologist conducted a botanical and wildlife survey on October 3 and November 21, 2020. Many of the special-status species potentially occurring in the study area would not have been evident at the time the fieldwork was conducted. However, determination of their potential presence could readily be made based on observed habitat characteristics.

The records searches included a review of California Natural Diversity Data Base (CNDDB) records for special-status plants, animals, and natural communities; California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants; USFWS records for federally listed, proposed, or Candidate plant and animal species under jurisdiction of the USFWS; and USFWS records for migratory birds of conservation concern. Because Butte Valley, in which Dorris is located, is a closed drainage basin, it is not accessible to anadromous fish; therefore, National Marine Fisheries Service records were not reviewed.

Special-Status Plant Species

The potential for each special-status plant species to occur in the project site is evaluated in Table 3 of the BSR. As documented in the table, no special-status plant species were observed during the botanical survey, nor are any expected to be present. Therefore, the proposed project would have no impact on special-status plant species.

Special-Status Wildlife Species

As documented in the BSR, bald eagles and Swainson's hawks have the potential to forage and nest in the project vicinity. Although no suitable nest trees are present in the project site, and no bald eagles, Swainson's hawks, or raptor nests were observed during the wildlife survey, bald eagles and Swainson's hawks could potentially nest in the project vicinity and be indirectly affected by project construction. No other special-status wildlife species were observed during the wildlife survey, nor are any expected to be present.

Mitigation Measure 4.4.1 ensures that potential effects on nesting raptors and other birds are avoided/minimized by requiring that vegetation removal and other ground-disturbance activities associated with construction occur between September 1 and January 31, when birds are not nesting. If vegetation removal or ground disturbance activities occur during the nesting season, pre-construction surveys would be conducted by a qualified biologist to identify active nests in and

adjacent to the work area. If absence is determined, construction may commence. If active nests are found, appropriate actions would be implemented to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code. Compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

Therefore, with implementation of **MM 4.4.1**, project implementation would not result in significant direct or indirect impacts to special-status wildlife species.

Questions B and C

The USFWS does not identify any designated critical habitats for federally listed species within the project area. No sensitive natural communities are identified by CNDDB within a five-mile radius of the project site. As documented in the BSR, the predominant community type present in the project study area is urban, although sagebrush scrub and freshwater wetland communities are also present. The urban habitat is located throughout the study area except in and around the WWTP. The onsite urban habitat is characterized by shade trees, shrubs, and ruderal roadside vegetation.

The active discharge pond at the WWTP supports a freshwater emergent wetland habitat; this wetland habitat is represented by species such cattail, sticktight, creeping spikerush, and dock. The dry ponds support a weedy community dominated by rye; roaded areas support slender pigweed, mat amaranth, false mayweed, round- leaved peppergrass, cut-leaved nightshade, and other weedy species. To the south of the ponds, the WWTP site contains a plowed field and a small patch of sagebrush scrub community, which is characterized by big sagebrush, white-stemmed rabbitbrush, and yellow rabbitbrush, with an herbaceous layer comprised of native and non-native species, including downy brome, rye, tumble-mustard, and lupine. The sagebrush community is also present along the WWTP access road/utility corridor and in those portions of the force main route outside of the urban footprint.

The urban and sagebrush habitats are not considered sensitive natural communities (CDFW 2020b). The freshwater emergent vegetation present in the active wastewater treatment pond is capable of supporting wildlife species such as red-winged blackbirds (see **Photo 4.4-1**). However, the treatment pond is not a “natural community” and the operational cycle of the WWTP results in removal of the freshwater emergent vegetation on a periodic basis. Therefore, loss or modification of the vegetation in the treatment ponds is not considered as a significant impact on a sensitive natural community.

Wetlands and Other Jurisdictional Waters

The National Wetlands Inventory map identified three wetland features within the project site. All three features are ponds at the WWTP and are identified as freshwater emergent wetlands. ENPLAN conducted field investigations on October 3 and November 21, 2020, and confirmed the presence of water and freshwater emergent vegetation in the northwestern pond of the WWTP. The remaining two features were completely dry. Because the wastewater treatment ponds were constructed in upland habitats and remain in their intended use (i.e., have not been abandoned), they are not jurisdictional waters of the State or United States. Therefore, loss or modification of the vegetation in the treatment ponds is not considered as a significant impact to jurisdictional wetlands.

Potential Introduction and Spread of Noxious Weeds

The introduction and spread of noxious weeds during construction activities has the potential to impact natural communities. In California, the California Department of Food and Agriculture (CDFA) maintains a list of plants that are considered threats to the well-being of the state. Each noxious weed identified by the CDFA receives a rating that reflects the importance of the pest, the likelihood that eradication or control efforts would be successful, and the present distribution of the pest within the state.

Photo 4.4-1 Active discharge pond at WWTP supporting a freshwater emergent wetland habitat.

Five weeds that are categorized as noxious by the CDFA were observed during the botanical survey: Scotch thistle, Canada thistle, broadleaved peppercress, bindweed, and Russian thistle. These weeds are of widespread distribution in the County, and further spread of these weeds is not anticipated. However, other noxious weeds could be introduced into the project area if unwashed construction vehicles are used from outside of the County. As required by **MM 4.4.2,** the potential for introduction and spread of noxious weeds would be avoided/minimized by using only certified weed-free erosion control materials, mulch, and seed; limiting any import or export of fill material to material that is known to be weed free; and requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering the job site and upon leaving the job site.

Question D

The study area contains no fish-bearing streams; therefore, the proposed activities would not adversely affect fish movement. With respect to terrestrial wildlife, natural habitats in the study area have a low potential to serve as important nursery sites or wildlife migration corridors. The Siskiyou County's General Plan does not identify critical deer wintering ranges, fall holding area, or deer fawning grounds in proximity to the proposed project. Wildlife movement in the project area is impeded by local barriers such as US 97 and urban development. However, the proposed project would not introduce any new barriers to wildlife movement. Therefore, the potential for long-term impacts on the movement of wildlife species is less than significant.

The project area is located within the Pacific Flyway, and it is possible that migratory birds could nest in or adjacent to the project area. Nesting birds, if present, could be directly or indirectly affected by construction activities. Direct effects could include mortality resulting from removal of a tree/shrub containing an active nest with eggs or chicks. Indirect effects could include nest abandonment by adults in response to loud noise levels or human encroachment, or a reduction in the amount of food available to young birds due to changes in feeding behavior by adults.

In the local area, most birds nest between February 1 and August 31. As required by **MM 4.4.1**, the potential for adversely affecting nesting birds can be greatly minimized by removing vegetation and conducting construction activities either before February 1 or after August 31. If this is not possible, a nesting survey would be conducted within one week prior to removal of vegetation and/or the start of construction.

If active nests are found in the project site, the City would implement measures to comply with the Migratory Bird Treaty Act and California Fish and Game Code. Compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

Therefore, with implementation of **MM 4.4.1**, the proposed project would have a less-than-significant impact on the movement of any migratory fish or wildlife species and would not significantly impact migratory wildlife corridors or native wildlife nursery sites

Question E

As noted under Regulatory Context above, there are no local regulations pertaining to biological resources; therefore, there would be no impact.

Question F

A Habitat Conservation Plan (HCP) is a federal planning document that is prepared pursuant to Section 10 of the Federal Endangered Species Act (FESA) when a project results in the "take" of threatened or endangered wildlife. Regional HCPs address the "take" of listed species at a broader scale to avoid the need for project-by-project permitting. A Natural Community Conservation Plan (NCCP) is a state planning document administered by CDFW. There are no HCPs, NCCPs or other habitat conservation plans that apply to the proposed project. Therefore, there would be no impact.

CUMULATIVE IMPACTS

Cumulative projects in the vicinity of the project area, including growth resulting from build-out of the City's and County's General Plans, are anticipated to permanently remove plant and wildlife resources. Continued conversion of existing open space to urban development may result in the loss of sensitive plant and wildlife species native to the region, habitats for such species, wetlands, wildlife migration corridors, and nursery sites. The conversion of plant and wildlife habitat on a regional level as a result of cumulative development would potentially result in a regionally significant cumulative impact on special-status species and their habitats.

Implementation of **MM 4.4.1** and **MM 4.4.2** would avoid, reduce, or mitigate potential impacts to special-status species and sensitive habitats. With these measures, the proposed project's contribution to cumulative regional impacts to biological resources would be less than significant.

MITIGATION

MM 4.4.1 In order to avoid impacts to special-status birds protected under the California Endangered Species Act (CESA), as well as nesting birds and raptors protected under the federal Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5, including their nests and eggs, one of the following shall be implemented:

a. Vegetation removal and other ground-disturbance activities associated with construction shall occur between September 1 and January 31, when birds are not nesting; or

b. If vegetation removal or ground disturbance activities occur during the nesting season, a pre-construction nesting survey shall be conducted by a qualified biologist to identify active nests in and adjacent to the work area.

Surveys shall begin prior to sunrise and continue until vegetation and nests have been sufficiently observed. The survey shall take into account acoustic impacts and line-of-sight disturbances occurring as a result of the project in order to determine a sufficient survey radius to avoid nesting birds.

At a minimum, the survey report shall include a description of the area surveyed, date and time of the survey, ambient conditions, bird species observed in the area, a description of any active nests observed, any evidence of breeding behaviors (e.g., courtship, carrying nest materials or food, etc.), and a description of any outstanding conditions that may have impacted the survey results (e.g., weather conditions, excess noise, the presence of predators, etc.).

The results of the survey shall be submitted to the CDFW upon completion. The survey shall be conducted no more than one week prior to the initiation of construction. If construction activities are delayed or suspended for more than one week after the pre-construction survey, the site shall be resurveyed.

If active nests are found, the City of Dorris shall consult with the USFWS and CDFW regarding appropriate action to comply with the CESA, Migratory Bird Treaty Act and California Fish and Game Code §3503 and §3503.5. Compliance measures may include, but are not limited to, exclusion buffers, sound-attenuation measures, seasonal work closures based on the known biology and life history of the species identified in the survey, as well as ongoing monitoring by biologists.

MM 4.4.2 The potential for introduction and spread of noxious weeds shall be avoided/minimized by:

- Using only certified weed-free erosion control materials, mulch, and seed.
- Limiting any import or export of fill material to material that is known to be weed free.
- Requiring the construction contractor to thoroughly wash all equipment at a commercial wash facility prior to entering and upon leaving the job site.

DOCUMENTATION

California Department of Fish and Wildlife. 2019. California Regional Conservation Plans. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed July 2020.

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

ENPLAN. Field surveys. October 3 and November 21, 2020.

_____. 2020. Biological Study Report for the City of Dorris Wastewater Collection and Treatment Project.

National Oceanic and Atmospheric Administration. 2020. Endangered Species Act Critical Habitat Maps. https://www.fisheries.noaa.gov/region/west-coast. Accessed July 2020.

_____. 2019. Essential Fish Habitat Mapper. http://www.habitat.noaa.gov/protection/efh/efhmapper/index.html. Accessed July 2020.

4.5 CULTURAL RESOURCES

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

REGULATORY CONTEXT

FEDERAL

Section 106 of the National Historic Preservation Act (NHPA)

Section 106 of the NHPA and its implementing regulations require federal agencies to take into account the effects of their activities and programs on historic properties. A historic property is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP), including artifacts, records, and material remains related to such a property (NHPA Sec. 301[5]). A resource is considered eligible for listing in the NRHP if it meets the following criteria as defined in CFR Title 36, §60.4:

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*
>
> - *That are associated with events that have made a significant contribution to the broad patterns of our history;*
> - *That are associated with the lives of persons significant in our past;*
> - *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
> - *That has yielded, or may be likely to yield, information important to prehistory or history.*

Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP. In addition to meeting at least one of the criteria outlined above, the property must also retain enough integrity to enable it to convey its historic significance. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity noted above. If a site is determined to be an eligible or historic property, impacts are assessed in terms of "effects." An undertaking is considered to have an adverse effect if it results in any of the following:

- Physical destruction or damage to all or part of the property;
- Alteration of a property;
- Removal of the property from its historic location;

- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features; and
- Neglect of a property that causes its deterioration; and the transfer, lease, or sale of the property.

If a project will adversely affect a historic property, feasible mitigation measures must be incorporated. The State Historic Preservation Officer (SHPO) must be provided an opportunity to review and comment on these measures prior to commencement of the proposed project.

STATE

California Environmental Quality Act (CEQA)

CEQA requires that projects financed by or requiring the discretionary approval of public agencies in California be evaluated to determine potential adverse effects on historical and archaeological resources (California Code of Regulations [CCR], §15064.5). Historical resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. Pursuant to §15064.5 of the CCR, a property may qualify as a historical resource if it meets any of the following criteria:

1. The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR).
2. The resource is included in a local register of historic resources, as defined in §5020.1(k) of the Public Resources Code (PRC), or is identified as significant in a historical resources survey that meets the requirements of §5024.1(g) of the PRC (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).
3. The lead agency determines that the resource may be a historical resource as defined in PRC §5020.1(j), or §5024.1, or may be significant as supported by substantial evidence in light of the whole record. Pursuant to PRC §5024.1, a resource may be eligible for inclusion in the CRHR if it:
    - Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    - Is associated with the lives of persons important in our past;
    - Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
    - Has yielded, or may be likely to yield, information important in prehistory or history.

Resources must retain integrity to be eligible for listing on the CRHR. Resources that are listed in or formally determined eligible for listing in the NRHP are included in the CRHR, and thus are significant historical resources for the purposes of CEQA (PRC §5024.1(d)(1)).

A unique archaeological resource means an artifact, object, or site that meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

LOCAL

There are no local regulations pertaining to cultural resources that apply to the proposed project.

DISCUSSION OF IMPACTS

Questions A and B

A Cultural Resources Inventory (CRI) Report was completed for the proposed project by ENPLAN. The study included a records search, Native American consultation, and field evaluation. The records search included review of records at the Northeast Information Center of the California Historical Resources Information System (NEIC/CHRIS) as well as review of historical maps, historical aerial photographs, the *National Register of Historic Places, California Register of Historic Resources*, *California Historical Landmarks*, *California Inventory of Historic Resources, California Points of Historic Interest* and the *Directory of Properties in the Historic Property Data Files for Siskiyou County*.

Archaeological fieldwork took place on October 20 and November 20, 2020. The entire Area of Potential Effects was surveyed to identify cultural or historical resources that could be potentially affected by the proposed project.

Area of Potential Effects (APE)

The APE includes all areas in which improvements would occur, and areas for staging and temporary construction access, as well as sufficient area for construction. The APE has both horizontal and vertical components. The horizontal APE includes the entirety of the project site as depicted in **Figure 1**. The vertical APE (i.e., associated with the potential for buried cultural resources) is based upon the existing topography, geological history, site development history, and the engineering design of the project. The vertical APE of a project is related to the proposed excavations associated with the project. It is anticipated that the maximum depth of excavation will not exceed six feet.

Records Search

Research at the NEIC was conducted on October 5, 2020, and covered an approximate quarter-mile radius around the APE for previously recorded archaeological sites and for previously conducted surveys. The size and scope of the search area was determined to be sufficient based on the results.

The records search revealed that 16 cultural resources surveys have been conducted within a quarter-mile radius of the project APE, 12 of which encompassed portions of, or were adjacent to, the current APE.

Four cultural resource sites have previously been recorded in the search radius; however, none of the sites are within the project's APE. Review of the NRHP, the CRHR, California Historical Landmarks, and California Points of Historical Interest identified the Dorris City Hall as eligible for the National Register. However, the City Hall is outside the APE.

Native American Consultation

In response to ENPLAN's request, on September 30, 2020, the Native American Heritage Commission (NAHC) conducted a search of the Sacred Lands File; the search did not reveal any known Native American sacred sites or cultural resources in the project area. The NAHC also provided contact information for several Native American representatives and organizations, who were contacted by ENPLAN on October 20, 2020, with a request to provide comments on the proposed project.

A response was received from Janice Crowe of the Shasta Indian Nation stating that she forwarded the information to Sami Jo Difuntorum, Cultural Resource Preservation Officer with the Shasta Indian Nation. Follow up phone calls were made on November 10, 2020. Perry Chocktoot of the Klamath

Tribes Cultural and Heritage Department stated that Dorris is a culturally significant area. He requested that construction should be monitored by either an archaeologist or tribal monitor. No other comments or concerns were reported by any Native American representative or organization.

Conclusions

The cultural resources field survey found no evidence of significant historical or archeological resources within the APE. However, there is always some potential for buried resources to be present. As stated in Section 4.7 (Geology and Soils), two soil types are present in the project area: Modoc loam, 0 to 2 percent slopes, and Poman loamy sand, 0 to 2 percent slopes. These soils are depositional and date to the recent Holocene (1,000 to 150 cal BP) and Early Holocene (11,500 to 7,000 cal BP), respectively. Given that there was a Native American presence in the Butte Valley when the soils formed, there is a potential for buried cultural resources to be encountered during trenching and other ground-work.

In response to Native American concerns, and in recognition of the potential for subsurface cultural resources to be encountered, **MM 4.5.1** is included to require that the City request that a qualified Native American representative affiliated with the Klamath Tribes monitor all initial ground-disturbing activities in previously undisturbed soils. Project sites containing undisturbed soils are expected to consist of the Seattle Street Lift Station parcel, the WWTP, and the access road/utility easement between U.S. Route 97 and the WWTP. Additionally, **MM 4.5.1** provides an opportunity for Native American representatives to voluntarily monitor ground-disturbing activities elsewhere in the project site.

In accordance with **MM 4.5.2**, in the event that cultural resources are identified when a Native American monitor is not present, the Klamath Tribes shall be requested to provide a Native American monitor to observe subsequent earth-disturbing construction activities on potentially sensitive lands. **MM 4.5.3** addresses the inadvertent discovery of cultural resources. Implementation of **MM 4.5.1** through **MM 4.5.3** ensures that the project's impacts on historical and archaeological resources would be less than significant.

Question C

The project area does not include any known cemeteries, burial sites, or human remains. However, it is possible human remains may be unearthed during construction activities. **MM 4.5.4** ensures if human remains are discovered, there shall be no further excavation or disturbance of the site until the County coroner has been contacted and has made the necessary findings as to origin and disposition in accordance with §15064.5(e) of the CEQA Guidelines. Therefore, impacts would be less than significant.

CUMULATIVE IMPACTS

Cumulative projects in the vicinity of the project area have the potential to impact cultural resources. Archaeological and historic resources are afforded special legal protections designed to reduce the cumulative effects of development. Cumulative projects and the proposed project are subject to the protection of cultural resources afforded by CEQA Guidelines §15064.5 and related provisions of the PRC. In addition, projects with federal involvement would be subject to Section 106 of the NHPA. Given the non-renewable nature of cultural resources, any impact to protected sites could be considered cumulatively considerable. As discussed above, no protected archaeological or historical resources would be impacted by the proposed project with implementation of **Mitigation Measures MM 4.5.1 through MM 4.5.4**, and the proposed project's cumulative impact to cultural resources is less than significant.

MITIGATION

MM 4.5.1 The City of Dorris shall request that a qualified Native American representative affiliated with the Klamath Tribes monitor all initial ground-disturbing activities in previously undisturbed soils. Project sites containing undisturbed soils are expected to consist of the Seattle Street Lift Station parcel, the WWTP, and the access road/utility easement between U.S. Route 97 and the WWTP. The request for a Native American monitor shall be submitted to the Tribal Historic Preservation Officer of the Klamath Tribes a minimum of two weeks in advance of any ground-disturbing activities (e.g., tree removal, clearing, grading, trenching, etc.). Costs for monitoring in these areas shall be borne by the City. Additionally, the City shall offer the opportunity for Native American representatives to voluntarily monitor earthwork in other portions of the project (i.e., in previously disturbed soils). If the Native American monitor is not present within 15 minutes of the agreed upon daily start time, ground-disturbing activities may occur in their absence, and the Klamath Tribes will immediately, or as soon as feasible, be notified of the absence of the Native American monitor.

MM 4.5.2 In the event that cultural resources are identified during earth disturbance when a Native American monitor is not present, the Klamath Tribes shall be requested to provide a Native American monitor to observe subsequent earth-disturbing construction activities on potentially sensitive lands. Costs associated with such Native American monitoring shall be the responsibility of the City.

MM 4.5.3 In the event of any inadvertent discovery of cultural resources (i.e., burnt animal bone, midden soils, projectile points or other humanly modified lithics, historic artifacts, etc.), all work within 50 feet of the find shall be halted until a professional archaeologist can evaluate the significance of the find in accordance with PRC §21083.2(g) and §21084.1, and CEQA Guidelines §15064.5(a). If any find is determined to be significant by the archaeologist, the City shall meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan prepared by an archeologist outlining recovery of the resource, analysis, and reporting of the find shall be prepared. The Treatment Plan shall be reviewed and approved by the City prior to resuming construction.

MM 4.5.4 In the event that human remains are encountered during construction activities, the City shall comply with §15064.5 (e) (1) of the CEQA Guidelines and PRC §7050.5. All project-related ground disturbance within 100 feet of the find shall be halted until the County coroner has been notified. If the coroner determines that the remains are Native American, the coroner will notify the NAHC to identify the most likely descendants of the deceased Native Americans. Project-related ground disturbance in the vicinity of the find shall not resume until the process detailed in §15064.5 (e) has been completed.

DOCUMENTATION

ENPLAN. 2020. Cultural Resources Inventory Report, Dorris Wastewater Collection System and Lift Station Improvements. On file at NEIC/CHRIS.

Siskiyou County. 1973. Siskiyou County General Plan, Conservation Element. https://www.co.siskiyou.ca.us/sites/default/files/pln_gp_conservationelement.pdf. Accessed July 2020.

4.6 ENERGY

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy deficiency?	☐	☐	☐	☒

REGULATORY CONTEXT

There are no federal or local regulations pertaining to energy that apply to the proposed project.

STATE

California Environmental Quality Act (CEQA)

Section 15126.2(b) of the CEQA Guidelines states that if analysis of a project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy, or wasteful use of energy resources, the effects must be mitigated. The Guidelines provide suggestions of topics that may be included in the energy analysis, including identification of energy supplies that would serve the project and energy use for all project phases and components. In addition to building code compliance, other relevant considerations may include the project's size, location, orientation, equipment use and any renewable energy features that could be incorporated into the project. The energy use analysis may be included in related analyses of air quality, GHG emissions, transportation, or utilities at the discretion of the lead agency.

Renewables Portfolio Standard

In 2002, SB 1078 was passed to establish the State's Renewables Portfolio Standard (RPS) Program, with the goal of increasing the amount of electricity generated and sold to retail customers from eligible renewable energy resources. The initial goal was to increase the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The Renewables Portfolio Standard has been subsequently amended by the following actions:

Date	Legislation/Plan	Action
May 3, 2003	Energy Action Plan I	Accelerated the 20 percent renewable energy target to 2010.
September 21, 2005	Energy Action Plan II	Recommended a goal of 33 percent renewable energy by 2020.
September 26, 2006	SB 107	Codified the 20 percent renewable energy by 2010 target set forth in the Energy Action Plan I.
November 17, 2008	EO S-14-08 (Schwarzenegger)	Required 33 percent renewable energy by 2020 as recommended in the Energy Action Plan II.
September 15, 2009	EO S-21-09 (Schwarzenegger)	Directed the CARB to adopt regulations by July 31, 2010, consistent with the 33 percent renewable energy by 2020 target set forth in EO S-14-08.
April 12, 2011	Senate Bill X1-2	Codified the 33 percent renewable energy by 2020 target set forth in EO S-14-08; this new target applied to all electricity retailers in the state.

October 7, 2015	SB 350	Codified a target of 50 percent renewable energy by 2030. Also required California utilities to develop integrated resource plans that incorporate a GHG emission reduction planning component beginning January 1, 2019.
September 10, 2018	SB 100	Codified targets of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045.

DISCUSSION OF IMPACTS

Questions A and B

Construction-Related Energy Use

Energy consumption during construction would occur primarily from the use of diesel and gasoline in construction equipment and haul trucks, as well as in vehicles used by construction workers travelling to and from the work site. Construction equipment would comply with regulations that restrict idling when not in use (see **Mitigation Measure MM 4.3.1(h)**). Construction equipment must also comply with State regulations that require the use of fuel-efficient equipment. With implementation of **MM 4.3.1(h),** and compliance with existing State regulations that require the use of fuel-efficient equipment, impacts would be less than significant.

Operational Energy Use

The proposed project includes replacement of old inefficient pumps, motors, controls, and other miscellaneous equipment at the Seattle Street Lift Station. Motors would be replaced with National Electrical Manufacturers Association (NEMA) premium motors, and pumps, controls, and other equipment would be replaced with new energy-efficient models. This would result in a decrease in energy use at the Lift Station.

The existing WWTP does not have electrical service or any electrical equipment. The proposed project would require extension of electric service to the property to operate the influent flow meter, self-cleaning screen, aerators, blowers, heating and ventilation systems in the control/blower building, the control system, and lighting. However, energy required to operate these components would not be considered wasteful, inefficient, or unnecessary. The project will include the use of National Electrical Manufacturers Association (NEMA) premium motors and generators to ensure energy efficiency. In addition, the project includes a PV solar system south of the new aeration ponds that would be installed when funding becomes available. The PV system would off-set the use of electricity at the WWTP.

Therefore, with implementation of **MM 4.3.1(h)**, compliance with State regulations that require the use of fuel-efficient equipment during construction, replacement of old pumps, motors, and miscellaneous equipment, and use of new, energy-efficient pumps, motors and miscellaneous equipment, impacts would be less than significant. Installation of a PV solar system when funding becomes available would further offset energy consumption. The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy deficiency.

CUMULATIVE IMPACTS

Completion of the proposed project and other potential cumulative projects in the region, including growth resulting from build-out of the City and County General Plans, could result in potentially significant impacts due to the wasteful, inefficient, or unnecessary consumption of energy resources. However, all new development projects in the State are required to comply with State regulations that require the use of fuel-efficient equipment during construction.

With implementation of **Mitigation Measure MM 4.3.1(h),** compliance with State regulations, and use of new, energy-efficient pumps, motors and miscellaneous equipment, the proposed project's cumulative impacts on energy resources would be less than significant.

MITIGATION

Implementation of **Mitigation Measure MM 4.3.1(h).**

DOCUMENTATION

California Building Standards Commission. 2018. 2019 California Green Building Standards Code, Effective January 1, 2020. https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen. Accessed July 2020.

California Energy Commission. 2018. Initial Study/Proposed Negative Declaration for the 2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. https://ww2.energy.ca.gov/title24/2019standards/rulemaking/documents/. Accessed July 2020.

4.7 GEOLOGY AND SOILS

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death, involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

REGULATORY CONTEXT

FEDERAL

National Earthquake Hazards Reduction Act

The National Earthquake Hazards Reduction (NEHR) Act was passed in 1977 to reduce the risks to life and property from future earthquakes in the United States. The Act established the National Earthquake Hazards Reduction Program, which was most recently amended in 2004. The Federal Emergency Management Agency (FEMA) is designated as the lead agency of the program. Other NEHR Act agencies include the National Institute of Standards and Technology, National Science Foundation, and the U.S. Geological Survey (USGS).

STATE

California Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (PRC §2621 *et seq.*) was passed in 1972 to reduce the risk to life and property from surface faulting in California. The Act prohibits the siting of most structures intended for human occupancy on the surface trace of active faults. Before a project can be permitted in a designated Alquist-Priolo Fault Study Zone, a geologic investigation must be prepared to demonstrate that proposed buildings would not be constructed across active faults.

California Seismic Hazards Mapping Act

The California Seismic Hazards Mapping Act (SHMA) of 1990 (PRC §2690–2699.6) addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction and seismically induced landslides. The SHMA also addresses expansive soils, settlement, and slope stability. Under the SHMA, cities and counties may withhold development permits for sites within seismic hazard areas until geologic/geotechnical investigations have been completed and measures to reduce potential damage have been incorporated into development plans.

California Building Standards Code

Title 24 of the CCR, also known as the California Building Standards Code (CBSC), provides minimum standards for building design and construction, including excavation, seismic design, drainage, and erosion control. The CBSC is based on the International Building Code (IBC) used widely throughout the country. The CBSC has been modified for California conditions to include more detailed and/or more stringent regulations.

Protection of Paleontological Resources

Under CEQA, a project is considered to have a significant impact if it would disturb or destroy a unique paleontological resource or site or unique geologic feature. Public Resources Code (PRC) §5097.5 also provides for the protection of paleontological resources. It is unlawful to knowingly and willfully excavate upon, or remove, destroy, injure, or deface any vertebrate paleontological site that is situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Local agencies are required to comply with PRC 5097.5 when the agency has discretionary authority over a project undertaken by others. (e.g., issuance of encroachment permits, grading permits, etc.).

LOCAL

City of Dorris General Plan

The City of Dorris' General Plan includes the following Goal, Policy, and Implementation Measures (IM) that apply to the proposed project:

Safety Element		
Goal	S-2	A city that has minimized, to the extent feasible, the dangers of injury, loss of life, property damage, and social and economic dislocation as a result of natural disasters.
Policy	S-2.1	The City shall take measures to minimize impacts to the City and its citizens should a natural disaster strike.
IM	S-2.1.1	Participate with Siskiyou County in the development and periodic review of an Emergency Services Plan that outlines procedures to respond to natural disasters, and inform the public of the plan's content and implications.
	S-2.1.2	All emergency personnel and facilities should develop the capability to function when utility services are interrupted.
	S-2.1.4	Maintain enforcement of safety standards for new construction contained in the California Uniform Building Code for seismic zone 3.

DISCUSSION OF IMPACTS

Question A

i and ii)

According to the California Geological Survey (CGS), the nearest Alquist Priolo Study Zone is the Cedar Mountain Fault Zone, approximately 0.5 miles southwest of the WWTP site. Additionally, CGS records identify one potentially active unnamed fault that runs through the northeastern portion of the study area. Although these fault lines could produce low to moderate ground shaking, earthquake activity has not been a serious hazard in the City's history. The City's General Plan states that the planning area is located in a "moderate" seismicity zone with a possible maximum earthquake intensity of VI or VII on the Modified Mercalli Scale. According to the scale, earthquakes of this magnitude are strong to very strong; depending on the design of the structure, damage to buildings ranges from negligible to moderate.

The project does not include any components that would increase the likelihood of a seismic event or increase the exposure of people or structures to risks associated with a seismic event. Further, plans would be prepared and approved by a license engineer to ensure the project is designed to withstand seismic activity. Therefore, impacts would be less than significant.

iii)

Liquefaction results from an applied stress on the soil, such as earthquake shaking or other sudden change in stress condition, and is primarily associated with saturated, cohesionless soil layers located close to the ground surface. During liquefaction, soils lose strength and ground failure may occur. This is most likely to occur in alluvial (geologically recent, unconsolidated sediments) and stream channel deposits, especially when the groundwater table is high.

A Geotechnical Exploration Report addressing the WWTP site was prepared by KC Engineering Company in October 2019. Data used for evaluating the potential for liquefaction consisted of the

age of the deposits, soil type, the groundwater level, location to the nearest active fault, and predicted ground surface acceleration. The KC Engineering report concludes that the potential for liquefaction-related hazards at the WWTP site is unlikely. As indicated in **Table 4.7-1**, the soil type in the WWTP access road/utility corridor, the Seattle Street Lift Station site, the Seattle Street force main, and some of the sewer line improvements is the same as WWTP site; therefore, the potential for liquefaction is theses areas is also unlikely.

As shown in **Table 4.7-1**, due to soil type, it is possible that liquefaction could occur in other areas in which sewer line replacements would occur; however, improvement plans for the proposed project would be prepared by a registered professional engineer to ensure that appropriate design and/or construction methods are implemented to reduce or eliminate potential impacts. With implementation of standard engineering design measures, the potential for liquefaction is less than significant.

TABLE 4.7-1
Soil Type and Characteristics

Soil Name / Location	Landform and Parent Material	Erosion Potential	Drainage	Surface Runoff	Permeability	Shrink-Swell Potential
Modoc loam, 0 to 2 percent slopes (149) / *Seattle Street Lift Station site and force main corridor, WWTP site and access road/utility corridor, and sewer line improvement areas*	Lake terraces; lacustrine deposits derived from igneous rock	Low	Well-drained	Low	Moderately Slow	Low
Poman loamy sand, 0 to 2 percent slopes (162) / *Sewer line improvements areas*	Terraces; alluvium derived from igneous rock	Slight	Somewhat excessively-drained	Low	Rapid	Low

Sources: U.S. Department of Agriculture, Natural Resources Conservation Service, 2020; U.S. Department of Agriculture, Soil Survey of Butte Valley-Tule Lake Area, California, Parts of Siskiyou and Modoc Counties, 1994.

iv)

A landslide is a mass of rock, earth or debris moving down a slope. Landslides are most likely to occur in steep areas with weak rocks where the soil is saturated from heavy rains or snowmelt. The Landslide Susceptibility Map included in the Draft 2018 Siskiyou County Local Hazard Mitigation Plan indicates that areas in which improvements are proposed have a low susceptibility for landslide hazards. Earthwork that alters the shape of a slope or imposes new loads on an existing slope could increase the potential for landslides. However, the project site is relatively flat with little risk of landslides; therefore, impacts would be less than significant.

Question B

Construction of the proposed project would involve excavation, trenching, and installation of project components, which would result in the temporary disturbance of soil and would expose disturbed areas to potential storm events. This could generate accelerated runoff, localized erosion, and sedimentation. In addition, construction activities could expose soil to wind erosion that could adversely affect on-site soils and the re-vegetation potential of the area.

As shown in **Table 4.7-1**, soils in the project site are susceptible to erosion; however, as discussed in Section 1.7, BMPs would be implemented to control erosion and sedimentation and prevent damage to streams, watercourses, and aquatic habitats. BMPs may include, but are not limited to, limiting

construction to the dry season; use of straw wattles, silt fences, and/or gravel berms to prevent sediment from discharging to waterways; and revegetating temporarily disturbed sites upon completion of construction. Because BMPs for erosion and sediment control would be implemented in accordance with existing requirements, the potential for soil erosion and loss of top soil would be less than significant.

Questions C and D

See discussion under Question A(iii) and (iv) and Question B above. Unstable soils consist of loose or soft deposits of sands, silts, and clays. Some soils have a potential to swell when they absorb water and shrink when they dry out. These expansive soils generally contain clays that expand when moisture is absorbed into the crystal structure. As shown in **Table 4.7-1**, none of the soils in the project area has a high shrink-swell potential. In addition, improvement plans for the proposed project would be prepared by a registered professional engineer to ensure any special design or construction methods are implemented to minimize or avoid potential impacts. Therefore, impacts would be less than significant.

Question E

The proposed project does not include the installation or use of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

Question F

Paleontological resources include fossils and deposits that contain fossils. Fossils are evidence of ancient life preserved in sediments and rock, such as the remains of animals, animal tracks, plants, and other organisms; as such, they are a non-renewable resource. Paleontological resources and fossils are found primarily in sedimentary rock deposits. According to the California Geological Survey, the geology of the project area consists of Pleistocene-Holocene and Quaternary period marine and nonmarine sedimentary deposits, and these formations are old enough to contain paleontological resources.

The project area has no unique geological features and, according to the U.C. Berkeley Museum of Paleontology, no fossils have been reported in the project area. Further, the majority of work would be conducted in previously disturbed areas and the potential for the inadvertent discovery of paleontological resources is low. Therefore, the potential for impacts would be less that significant.

CUMULATIVE IMPACTS

Completion of the proposed project and other potential cumulative projects in the region, including growth resulting from build-out of the City and County General Plans, could result in increased erosion and soil hazards and could expose additional structures and people to seismic hazards. However, these impacts can be fully mitigated with implementation of construction-related erosion control programs and with the incorporation of standard seismic safety and engineering design measures; therefore, cumulative impacts are less than significant.

MITIGATION

None necessary.

DOCUMENTATION

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4.8 GREENHOUSE GAS EMISSIONS

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

REGULATORY CONTEXT

FEDERAL

U.S. Environmental Protection Agency

On April 2, 2007, in *Massachusetts v. EPA,* 549 U.S. 497 (2007), the Supreme Court found that greenhouse gas emissions (GHGs) are air pollutants covered by the federal Clean Air Act (CAA). In

reaching its decision, the Court also acknowledged that climate change is caused, in part, by human activities. The Supreme Court's ruling paved the way for the regulation of GHG emissions by the USEPA under the CAA. The USEPA has enacted regulations that address GHG emissions, including, but not limited to, mandatory GHG reporting requirements, carbon pollution standards for power plants, and air pollution standards for oil and natural gas.

STATE

California Executive Order (EO) S-3-05

EO S-03-05 was signed by the Governor on June 1, 2005, and established the goal of reducing statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Assembly Bill 32 (Global Warming Solutions Act of 2006)

As required by AB 32 (2006), CARB adopted the initial Climate Change Scoping Plan in 2008 that identified the State's strategy to achieve the 2020 GHG emissions limit via regulations, market-based mechanisms, and other actions. AB 32 requires that the Scoping Plan be updated every five years. CARB's first update to the Climate Change Scoping Plan (2014) addressed post-2020 goals and identified the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions. Executive Order B-30-15 (2015) extended the goal of AB 32 and set a GHG reduction goal of 40 percent below 1990 levels by 2030. In December 2017, CARB adopted the second update to the Scoping Plan that includes strategies to achieve the 2030 mid-term target and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Scoping Plan Update recommends that local governments aim to achieve a community-wide goal of no more than 6 MT CO_2e per capita by 2030 and no more than 2 MT CO_2e per capita by 2050, which is consistent with the State's long-term goals.

Senate Bill 32/Assembly Bill 197

These two bills were signed into legislation on September 8, 2016. As set forth in EO B-30-15, SB 32 requires CARB to reduce GHG emissions to 40 percent below the 1990 levels by 2030. AB 197 requires that GHG emissions reductions be achieved in a manner that benefits the state's most disadvantaged communities. AB 197 requires CARB to prioritize direct GHG emission reductions in a manner that benefits the state's most disadvantaged communities and to consider social costs when adopting regulations to reduce GHG emissions. AB 197 also provides more legislative oversight of CARB by adding two new legislatively appointed non-voting members to the CARB Board and limiting the term length of Board members to six years.

Renewables Portfolio Standard

In 2002, SB 1078 was passed to establish the State's Renewables Portfolio Standard (RPS) Program, with the goal of increasing the amount of electricity generated and sold to retail customers from eligible renewable energy resources. The initial goal was to increase the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. SB 350 (2015) codified a target of 50 percent renewable energy by 2030, and requires California utilities to develop integrated resource plans that incorporate a GHG emission reduction planning component beginning January 1, 2019. SB100 (2018) codified targets of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045.

California Executive Order B-55-18

EO B-55-18 was issued by the Governor on September 10, 2018. It sets a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets.

Senate Bill 375 (Sustainable Communities and Climate Protection Act of 2008)

Under SB 375, the CARB sets regional targets for the reduction of GHG emissions from passenger vehicles and light duty trucks. Each Metropolitan Planning Organization (MPO) in the State, or Regional Transportation Planning Agency for regions without a MPO, must include a Sustainable Communities Strategy in the applicable Regional Transportation Plan that demonstrates how the region will meet the GHG emissions reduction targets.

CEQA Guidelines

§15064.4 of the CEQA Guidelines states that the lead agency should focus its GHG emissions analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A lead agency has the discretion to determine whether to use a model or methodology to quantify GHG emissions or to rely on a qualitative or performance-based standard.

The GHG analysis should consider: 1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, 2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and 3) the extent to which the project complies with any regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an Environmental Impact Report (EIR) must be prepared for the project. To determine transportation-generated greenhouse gas emissions in particular, lead agencies may determine that it is appropriate to use the same method used to determine the transportation impacts associated with a project's VMT.

In *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204, which involved the Newhall Ranch project, the California Supreme Court concluded that a legally appropriate approach to assessing the significance of GHG emissions was to determine whether a project was consistent with "*'performance based standards' adopted to fulfill 'a statewide . . . plan for the reduction or mitigation of greenhouse gas emissions' (CEQA Guidelines § 15064.4(a)(2), (b)(3); see also id., §15064(h)(3) [determination that impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including 'plans or regulations for the reduction of greenhouse gas emissions'].)"* (62 Cal.4th at p. 229.)

Greenhouse Gases Defined

Table 4.8-1 provides descriptions of the GHGs identified in California Health and Safety Code §38505(g).

TABLE 4.8-1
Greenhouse Gases

Greenhouse Gas	Description
Carbon dioxide (CO_2)	Carbon dioxide (CO_2) is the primary greenhouse gas emitted through human activities. In 2014, CO_2 accounted for about 80.9 percent of all U.S. greenhouse gas emissions from human activities. The main human activity that emits CO_2 is the combustion of fossil fuels (coal, natural gas, and oil) for energy and transportation, although certain industrial processes and land-use changes also emit CO_2.
Methane (CH_4)	Methane (CH_4) is the second most prevalent greenhouse gas emitted in the United States from human activities. Methane is emitted by natural sources such as wetlands, as well as human activities such as the raising of livestock; the production, refinement, transportation, and storage of natural gas; methane in landfills as waste decomposes; and in the treatment of wastewater.

Greenhouse Gas	Description
Nitrous oxide (N_2O)	In 2014, nitrous oxide (N_2O) accounted for about 6 percent of all U.S. greenhouse gas emissions from human activities. Nitrous oxide is naturally present in the atmosphere as part of the Earth's nitrogen cycle. Human activities such as agricultural soil management (adding nitrogen to soil through use of synthetic fertilizers), fossil fuel combustion, wastewater management, and industrial processes are also increasing the amount of N_2O in the atmosphere.
Hydrofluorocarbons (HFCs)	Hydrofluorocarbons (HFCs) are man-made chemicals, many of which have been developed as alternatives to ozone-depleting substances for industrial, commercial, and consumer products such as refrigerants, aerosol propellants, solvents, and fire retardants. They are released into the atmosphere through leaks, servicing, and disposal of equipment in which they are used.
Perfluorocarbons (PFCs)	Perfluorocarbons (PFCs) are colorless, highly dense, chemically inert, and nontoxic. There are seven PFC gases: perfluoromethane (CF_4), perfluoroethane (C_2F_6), perfluoropropane (C_3F_8), perfluorobutane (C_4F_{10}), perfluorocyclobutane (C_4F_8), perfluoropentane (C_5F_{12}), and perfluorohexane (C_6F_4). Perfluorocarbons are produced as a byproduct of various industrial processes associated with aluminum production and the manufacturing of semiconductors.
Sulfur hexafluoride (SF_6)	Sulfur hexafluoride (SF_6) is an inorganic compound that is colorless, odorless, nontoxic, and generally nonflammable. SF_6 is primarily used in magnesium processing and as an electrical insulator in high voltage equipment. The electric power industry uses roughly 80 percent of all SF_6 produced worldwide.
Nitrogen trifluoride (NF_3)	Nitrogen trifluoride is a colorless, odorless, nonflammable gas that is highly toxic by inhalation. It is one of several gases used in the manufacture of liquid crystal flat-panel displays, thin-film photovoltaic cells and microcircuits.

LOCAL

There are no local regulations pertaining to greenhouse gas emissions that apply to the proposed project.

DISCUSSION OF IMPACTS

Question A

Gases that trap heat in the atmosphere create a greenhouse effect that results in global warming and climate change. These gases are referred to as greenhouse gases (GHGs). As described in **Table 4.8-1,** some GHGs occur both naturally and as a result of human activities, and some GHGs are exclusively the result of human activities.

The atmospheric lifetime of each GHG determines reflects how long the gas stays in the atmosphere before natural processes (e.g., chemical reactions) remove it. A gas with a long lifetime can exert more warming influence than a gas with a short lifetime. In addition, different GHGs have different effects on the atmosphere. For this reason, each GHG is assigned a global warming potential (GWP) which is a measure of the heat-trapping potential of each gas over a specified period of time. Gases with a higher GWP absorb more heat that gases with a lower GWP, and thus have a greater effect on global warming and climate change. The GWP metric is used to convert all GHGs into CO_2

equivalent (CO_2e) units, which allows policy makers to compare impacts of GHG emissions on an equal basis. The GWPs and atmospheric lifetimes for each GHG are shown in **Table 4.8-2**.

Table 4.8-2
Greenhouse Gases: Global Warming Potential and Atmospheric Lifetime

GHG	GWP (100-year time horizon)	Atmospheric Lifetime (years)
CO_2	1	50 -200
CH_4	25	12
N_2O	298	114
HFCs	Up to 14,800	Up to 270
PFCs:	7,390-12,200	2,600 – 50,000
SF_6	22,800	3,200
NF_3	17,200	740

Sources: *U.S. Environmental Protection Agency, 2020.*

Thresholds of Significance

Neither the City nor County have adopted numerical thresholds of significance or performance-based standards for GHG emissions. As stated under Regulatory Context, §15064.4 of the CEQA Guidelines gives lead agencies the discretion to determine whether to use a model or other method to quantify GHG emissions and/or to rely on a qualitative or performance-based standard.

For a quantitative analysis, a lead agency could determine a less-than-significant impact if a project did not exceed an established numerical threshold. For a qualitative/performance-based threshold, a lead agency could determine a less-than-significant impact if a project complies with State, regional, and/or local programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

If a qualitative approach is used, lead agencies should still quantify a project's construction and operational GHG emissions to determine the amount, types, and sources of GHG emissions resulting from the project. Quantification may be useful in indicating to the lead agency and the public whether emissions reductions are possible, and if so, from which sources. For example, if quantification reveals that a substantial portion of a project's emissions result from mobile sources (automobiles), a lead agency may consider whether design changes could reduce the project's vehicle miles traveled (OPR, 2018).

Project GHG Emissions

GHG emissions resulting from construction and operation of the proposed project were estimated using the CalEEMod.2016.3.1 software. CalEEMod is a statewide model designed to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CalEEMod also includes the intensity factors for CO_2, CH_4, and N_2O for the utility company that will serve the proposed project. Therefore, CalEEMod uses PacifiCorp's mix of renewable and non-renewable energy sources to estimate indirect GHG emissions associated with electricity use. Site-specific inputs and assumptions for the proposed project

include, but are not limited to, the following. Output files, including all site-specific inputs and assumptions, are provided in **Appendix A**.

- Emissions from construction are based on all construction-related activities associated with proposed and future uses, including but not limited to grading, use of construction equipment, material hauling, trenching, and site preparation.
- The increase in operational emissions would be due to the addition of electricity and power consumption to operate new equipment at the WWTP. The generation of electricity through combustion of fossil fuels (e.g., coal, natural gas, and petroleum) produces GHG emissions.
- Demolition activities would generate approximately 300 tons of solid waste, mainly pavement that is removed to accommodate the proposed improvements.
- Construction would commence in the spring of 2023 and would be completed in approximately six months.

Estimated GHG emissions for the proposed project are shown in **Table 4.8-3.** As indicated, construction emissions are amortized over the life of the project, defined as 30 years, and added to the operational emissions.

TABLE 4.8-3
Estimated Annual Greenhouse Gas Emissions (Metric Tons)

Source	Carbon Dioxide (CO_2)	Methane (CH_4)	Nitrous Oxide (N_2O)	Carbon Dioxide Equivalent (CO_2e)
Energy	3.4	Trace	Trace	3.41
Construction (Amortized over 30 years)	7.15	0.002	0	7.2
Total	10.55	0.002	0	10.61

Source: CalEEMod, 2021. Note: Total values may not add due to rounding (see Appendix A).

Conclusions

As stated above, neither the City nor County have adopted numerical thresholds for GHG emissions. Numerical thresholds that have been referenced for other projects in the north State range from 700 MT per year CO_2e (Tehama County) to 1,100 MT per year CO_2e for both construction and operational emissions and 10,000 MT per year CO_2e for stationary sources (various communities in the Sacramento Valley and Northeast Plateau air basins). As indicated in **Table 4.8-3**, the project's GHG emissions are negligible in comparison to these thresholds.

The project does not include an increase in capacity in the City's sewer system that could potentially lead to population growth. As documented in Section 4.17 (Transportation), the project does not include any components that would increase VMT or result in mobile source emissions over existing levels.

As stated in Section 4.6 under Questions A and B, the project includes replacement of old inefficient pumps, motors, controls, and other miscellaneous equipment at the Seattle Street Lift Station. Motors would be replaced with National Electrical Manufacturers Association (NEMA) premium motors, and pumps, controls, and other equipment would be replaced with new energy-efficient models. This will result in a decrease in energy use and reduction of indirect GHG emissions associated with power consumption at the Lift Station.

The project's increase in operational emissions over existing levels would be attributed to indirect emissions associated with use of electricity to operate new equipment at the WWTP (see Section 4.6, Questions A and B). The project includes installation of a solar PV system at the WWTP

when funding becomes available. Renewable energy sources generally produce little to no GHG emissions. Although the WWTP would not operate solely from solar, installation of a solar system would reduce the amount of electricity used at the WWTP.

In addition, as described under Regulatory Context, the State has adopted numerous policies that call for the development of additional State regulations to reduce GHG emissions to achieve the State's established targets. The State's RPS program was enacted to increase the amount of electricity generated and sold to retail customers from eligible renewable energy resources. The RPS, as amended, establishes a target of 60 percent renewable energy by 2030 and 100 percent renewable energy by 2045.

Electricity for the proposed project would be provided by PacifiCorp, a company based in Portland, Oregon, that provides electric service to certain areas in California, Oregon, Washington, Utah, Wyoming, and Idaho. According to PacifiCorp's 2019 Integrated Resource Plan (IRP), PacifiCorp must comply with State RPS requirements for California, Oregon, Washington, and Utah. PacifiCorp's 2019 IRP demonstrates that by 2030, PacifiCorp will have reduced GHG emissions by nearly 60 percent from 2005 levels. Emissions reductions would be achieved by adding renewable energy sources, leveraging new technology, and continuing to phase out coal-fueled generation plants.

Therefore, impacts would be less than significant because contractors would be required to comply with State regulations that require the use of fuel-efficient equipment during construction; old pumps, motors, and miscellaneous equipment would be replaced with new energy-efficient pumps, motors, and miscellaneous equipment; indirect GHG emissions from the production of electricity will continue to decrease through implementation of State regulations that require electricity to be generated from renewable energy sources; no increase in VMT would occur as a result of the project; and the project does not have growth-inducing impacts that could result in increased GHG emissions. Further, the project includes installation of a solar PV system to offset use of electricity at the WWTP when funding becomes available.

Question B

See discussions under Regulatory Context and Question A above. There are no adopted local plans associated with GHG emissions. The City would ensure compliance with applicable State regulations adopted for the purpose of reducing GHG emissions through contractual obligations. There would be no impact.

CUMULATIVE IMPACTS

GHG emissions and global climate change are, by nature, cumulative impacts. Unlike criteria pollutants, which are pollutants of regional and local concern, GHGs are global pollutants and are not limited to the area in which they are generated.

As discussed above, the State legislature has adopted numerous programs and regulations to reduce statewide GHG emissions, including indirect emissions that are produced when electricity is generated from fossil fuels. As the use of renewable energy sources for electricity generation increases in accordance with existing State regulations, GHG emissions associated with the use of electricity will continue to decrease. Because the project will comply with regulations adopted to reduce GHG emissions, the project's contribution to cumulative GHG emissions would be less than significant.

MITIGATION

None necessary.

DOCUMENTATION

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4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

e.	For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

REGULATORY CONTEXT

FEDERAL

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is the primary federal law for the regulation of solid waste and hazardous waste in the United States and provides for the "cradle-to-grave" regulation of hazardous wastes, including generation, transportation, treatment, storage, and disposal. The USEPA has primary responsibility for implementing the RCRA. The RCRA requires businesses, institutions, and other entities that generate hazardous waste to track such waste from the point of generation until it is recycled, reused, or properly disposed of.

USEPA's Risk Management Plan

Section 112(r) of the federal CAA (referred to as the USEPA's Risk Management Plan) specifically covers "extremely hazardous materials" which include acutely toxic, extremely flammable, and highly explosive substances. Facilities involved in the use or storage of extremely hazardous materials must implement a Risk Management Plan (RMP), which requires a detailed analysis of potential accident factors and implementation of applicable mitigation measures.

Federal Occupational Safety and Health Administration (OSHA)

The Occupational Safety and Health Act (OSHA) prepares and enforces occupational health and safety regulations with the goal of providing employees a safe working environment. OSHA regulations apply to the work place and cover activities ranging from confined space entry to toxic chemical exposure. OSHA regulates workplace exposure to hazardous chemicals and activities through regulations governing workplace procedures and equipment.

U.S. Department of Transportation

The United States Department of Transportation regulates the interstate transport of hazardous materials and wastes through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA, discussed previously.

STATE

California Code of Regulations (CCR), Title 22, Definition of Hazardous Material

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22, §66260.10, of the CCR as: *"A substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may*

either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed."

California Building Standards Code

The California Building Standards Code (CBSC) consists of 13 parts, including the California Building Code, Energy Code, Fire Code, and Green Building Standards Code. Part 9 of the CBSC is the California Fire Code (CFC) that includes standards for minimum fire safety for construction, alteration and demolition operations.

Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the RCRA and the State Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment.

California Occupational Safety and Health Administration (Cal/OSHA)

The California Occupational Safety and Health Administration (Cal/OSHA) has primary responsibility for developing and enforcing state workplace safety regulations, including requirements for safety training, availability of safety equipment, accident and illness prevention programs, hazardous substance exposure warnings, and emergency action and fire prevention plan preparation. Cal/OSHA enforces hazard communication program regulations, which include identifying and labeling hazardous substances, communicating information related to hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites.

California Department of Forestry and Fire Protection (CAL FIRE)

The Bates Bill (AB 337), enacted in 1992, required CAL FIRE to work with local governments to identify high fire hazard severity zones throughout each county in the State. CAL FIRE adopted Fire Hazard Severity Zone (FHSZ) Maps for State Responsibility Areas (SRAs) in November 2007. Pursuant to California Government Code §51175-51189, CAL FIRE also recommended FHSZs for Local Responsibility Areas (LRAs). Over the years, CAL FIRE has updated the maps and provided new recommendations to local governments based on fire hazard modeling.

The fire hazard model considers wildland fuels (natural vegetation that burns during the wildfire); topography (fires burn faster as they burn up-slope); weather (fire burns faster and with more intensity when air temperature is high, relative humidity is low, and winds are strong); and ember production and movement (how far embers move and how receptive the landing site is to new fires). The model recognizes that some areas of California have more frequent and severe wildfires than other areas.

Regional Water Quality Control Board

The SWRCB and RWQCBs regulate hazardous substances, materials, and wastes through a variety of state statutes, including the Porter-Cologne Water Quality Control Act and underground storage tank cleanup laws. The Regional Boards regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Any person proposing to discharge waste within the State must file a report of waste discharge with the appropriate regional board. The proposed project is located within the jurisdiction of the NCRWQCB.

Hazardous Materials Emergency Response/Contingency Plan

Chapter 6.95, §25503, of the California Health and Safety Code requires businesses that handle/store a hazardous material or a mixture containing a hazardous material to establish and implement a Business Plan for Emergency Response (Business Plan). A Business Plan is required when the amount of

hazardous materials exceeds 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for compressed gases.

A Business Plan is also required if federal thresholds for extremely hazardous substances are exceeded. The Business Plan includes procedures to deal with emergencies following a fire, explosion, or release of hazardous materials that could threaten human health and/or the environment.

California Accidental Release Prevention Program (CalARP)

The goal of the California Accidental Release Prevention Program (CalARP) is to prevent accidental releases of substances that pose the greatest risk of immediate harm to the public and the environment. Facilities are required to prepare a Risk Management Plan in compliance with CCR Title 19, Division 2, Chapter 4.5, if they handle, manufacture, use, or store a federally regulated substance in amounts above established federal thresholds; or if they handle a state regulated substance in amounts greater than state thresholds and have been determined to have a high potential for accident risk.

LOCAL

City of Dorris General Plan

The City of Dorris' General Plan includes the following Goals, Policies, and Implementation Measures (IM) that apply to the proposed project:

Safety Element		
Goal	S-1	Protect residents from fire hazards.
	S-3	A city protected from potential hazardous material spills.
Policy	S-1.1	In the review of proposed development projects, the City shall consider fire-related hazards and appropriate fire protection measures.
	S-3.1	The City shall take reasonable steps to prepare for a hazardous materials spill and protect its residents should one occur.
IM	S-1.1.1	During the environmental review phase of proposed projects (CEQA), the City will review fire protection issues and appropriate safety standards, including adequate fire flow supply and emergency access.
	S-1.1.2	The City shall take appropriate measures to support a well-staffed, trained and equipped volunteer fire department, and will maintain supportive mutual aid agreements with other fire protection agencies.
	S-2.1.1	Participate with Siskiyou County in the development and periodic review of an Emergency Services Plan that outlines procedures to respond to natural disasters, and inform the public of the plan's content and implications.
	S-2.1.2	All emergency personnel and facilities should develop the capability to function when utility services are interrupted.
	S-3.1.1	The City will, in cooperation with other emergency service providers, maintain an emergency response plan that identifies the necessary steps to be taken in the case of hazardous materials spills related to the railroad and/or the highway, and will be prepared to quickly implement these measures in the event of an accident.

DISCUSSION OF IMPACTS

Questions A and B

The project would not result in any long-term impacts related to the transport, use, or disposal of hazardous materials. During construction, limited quantities of hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, etc., may temporarily be brought into areas where improvements are proposed. There is a possibility of accidental release of hazardous substances into the environment, such as spilling petroleum-based fuels used for construction equipment. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws. Additionally, construction contractors are required to implement BMPs for the storage, use, and transportation of hazardous materials.

In the early 1970s, the U.S. Environmental Protection Agency established national regulations to gradually reduce the lead content in gasoline. In addition, in 1976, the California Air Resources Board (CARB) adopted regulations that led to a phase-out of lead in gasoline. As of January 1, 1992, California banned the use of leaded gasoline in motor vehicles (California Code of Regulations §2253.4 *et seq.*). The potential for ADL is highest along major transportation routes (e.g., freeways, highways, and arterial streets in heavily populated urban areas) that were heavily traveled prior to the mid-1980s. Given the rural nature of roadways in the project area, and presumed low traffic volumes during the time leaded gasoline was in use, there is a very low potential for significant amounts of ADL to be present in the project area.

Therefore, impacts associated with the potential release of hazardous materials into the environment would be less than significant.

Question C

Collection system improvements on 5th Street, Seattle Street, West 2nd Street, Triangle Street, South Oregon Street as well as neighboring improvements in public utility easements are located within 0.25 miles of Butte Valley Elementary and High School. However, as described under Questions A and B, the project would not result in any long-term impacts related to the transport, use or disposal of hazardous materials. Because project construction would involve the use of relatively small quantities of hazardous substances, work would be conducted in accordance with existing requirements, and potential impacts could occur only during construction activities, impacts would be less than significant.

Question D

The Cortese list is prepared in accordance with California Government Code §65962.5. The following databases were reviewed to locate Cortese list sites.

- List of Hazardous Waste and Substances sites from the Department of Toxic Substances Control (DTSC) EnviroStor database.
- SWRCB GeoTracker Database.
- List of solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
- List of active Cease and Desist Orders and Clean-Up and Abatement Orders from the SWRCB.

Review of the above records identified one active clean-up site in the project area as follows:

Shell, Dorris

The Dorris Shell cleanup site is located ±50 feet east of the proposed sewer collection system improvements within the alleyway between S. California Street and S. Main Street, and ±50 feet north of the improvements on W. 4th Street. The case was opened in 1999 following an unauthorized release during removal of underground storage tanks.

This cleanup site is a former retail petroleum fueling facility and is currently vacant, with the former dispenser canopy and mini mart building still onsite. A product skimmer was installed in July 2006 and is still in use. Bioventing and ozone sparging pilot tests were conducted in 2007 and 2008. Full-scale ozone sparging began in August 2013 and was suspended around June 2019. Since 2000, 11 groundwater monitoring wells have been installed and are periodically monitored. According to groundwater data, water quality objectives (WQOs) have not been achieved.

According to a 2019 summary report, the petroleum release is limited to the soil and shallow groundwater. Therefore, the affected groundwater is not currently being used as a source of drinking water, and it is highly unlikely that the affected groundwater will be used as a source of drinking water in the foreseeable future. All monitoring wells are located within the cleanup site boundaries and none would be impacted by project construction.

The above records do not identify any other active clean-up sites within a three-mile radius of the project site. While the Shell cleanup site is in close proximity to proposed improvements, the maximum depth of excavation would be five feet. According to the Site Conceptual Model prepared by Lawrence and Associates, shallow zone groundwater occurs 20- to 30-feet deep. Therefore, the project does not have the potential to encounter ground water and no impact would occur.

Question E

The closest public airport to the project site is the Butte Valley Airport, located approximately five miles south of the project site. Due to this distance, no portion of the project site is located within an airport influence area. According to the Federal Aviation Administration (FAA), the project site is not located in the vicinity of a private airstrip. Therefore, there would be no impact.

Question F

The proposed project does not involve a use or activity that could interfere with long-term emergency response or emergency evacuation plans for the area. Although a temporary increase in traffic could occur during construction and could potentially increase emergency response times, construction-related traffic would be minor due to the overall scale of the construction activities. Further, construction-related traffic would be spread over the duration of the construction schedule and would be minimal on a daily basis.

In addition, temporary traffic control during completion of activities that require work in the public right-of-way is required and must adhere to the procedures, methods and guidance given in the current edition of the California Manual on Uniform Traffic Control Devices (MUTCD). Specific requirements for traffic safety measures would be included in the City's contract documents. At the discretion of the State, the contractor may be required to submit a temporary traffic control plan for review and approval prior to issuance of an encroachment permit for work in the state right-of-way (e.g., for grading work at the intersection of the WWTP access road with US 97). The plan must illustrate the location of the work, affected roads, and types and locations of temporary traffic control measures (i.e., signs, cones, flaggers, etc.) that would be implemented during the work. These requirements ensure that impacts are less than significant.

Question G

As documented in Section 4.20 (Wildfires), the proposed project does not include any development or improvements that would increase the long-term risk of wildland fires or expose people or structures to a significant risk involving wildland fires.

Equipment used during construction activities may create sparks that could ignite dry grass. Also, the use of power tools and/or acetylene torches may increase the risk of wildland fire hazard. However, the CFC includes requirements that must be followed during construction, including Chapter 33 (Fire Safety During Construction and Demolition) and Chapter 35 (Welding and Other Hot Work). These regulations prescribe safeguards for construction, alteration, and demolition operations intended to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment, and promote prompt response to fire emergencies.

Regulations address fire protection systems, access to the site and buildings by fire personnel, hazardous materials storage and use, and temporary heating and other ignition sources. When necessary, trained personnel must be provided to perform constant patrols and watch for the occurrence of fire. Specific safeguards are included for welding, cutting, open torches, and other hot work operations to prevent sparks or heat from igniting exposed combustibles. Implementation of existing CFC regulations ensures that impacts during construction would be less than significant.

CUMULATIVE IMPACTS

Other than wildfires, hazard-related impacts associated with the proposed project are site specific and have the potential to affect only a limited area on a temporary basis during construction of the improvements. The transport, use, and disposal of hazardous chemicals would be regulated in a similar fashion to other cumulative projects using hazardous chemicals for site-specific activities. In addition, pursuant to conditions for issuance of encroachment permits, the proposed project and cumulative projects must implement temporary traffic control measures (i.e., signs, cones, flaggers, etc.) to ensure that emergency response vehicles are not hindered by construction activities. Likewise, the California Fire Code includes requirements that must be followed for construction operations and for building safety. Because the proposed project and cumulative projects are required to implement measures to reduce the potential for adverse impacts associated with hazards and hazardous materials, including wildfire, the proposed project's cumulative impacts would be less than significant.

MITIGATION

None necessary.

DOCUMENTATION

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City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

Federal Aviation Administration. 2020. Airport Facilities Data. https://www.faa.gov/airports/. Accessed July 2020.

Siskiyou County. 1997. Siskiyou County General Plan, Land Use Element. https://www.co.siskiyou.ca.us/sites/default/files/pln_gp_landusepolicies19970910.pdf. Accessed June 2020.

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_____. 2018. Siskiyou County Draft Hazard Mitigation Plan Volume 2. https://www.co.siskiyou.ca.us/sites/default/files/fileattachments/emergency_services/page/1391/oes_20191008_siskiyoucohmp_vol.2_statesubmittal_femaupdate2019.pdf. Accessed July 2020.

Siskiyou County Office of Education. 2021. Siskiyou County Schools. https://www.siskiyoucoe.net/schools. Accessed February 2021.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would:	☐	☐	☒	☐
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

REGULATORY CONTEXT

FEDERAL

Clean Water Act (CWA)

The CWA (33 USC §1251-1376), as amended by the Water Quality Act of 1987, is the major federal legislation governing water quality and was established to *"restore and maintain the chemical, physical, and biological integrity of the Nation's waters."* Pertinent sections of the Act are as follows:

1. Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
2. Section 401 (Water Quality Certification) requires an applicant for any federal permit that would authorize a discharge to waters of the U.S to obtain certification from the state that the discharge will comply with other provisions of the Act.
3. Section 402 establishes the NPDES, a permitting system for the discharge of any pollutant (except for dredged or fill material) into waters of the U.S. This permit program is administered by the SWRCB and is discussed in detail below.
4. Section 404, jointly administered by the USACE and USEPA, establishes a permit program for the discharge of dredged or fill material into waters of the U.S.

Federal Anti-Degradation Policy

The federal Anti-Degradation Policy is part of the CWA (Section 303(d)) and is designed to protect water quality and water resources. The legislation directs states to adopt a statewide policy that protects designated uses of water bodies (e.g., fish and wildlife, recreation, water supply, etc.). The water quality necessary to support the designated use(s) must be maintained and protected.

Safe Drinking Water Act

Under the 1974 Safe Drinking Water Act, most recently amended in 1996, USEPA regulates contaminants of concern to domestic water supply, which are those that pose a public health threat or that alter the aesthetic acceptability of the water. These types of contaminants are classified as either primary or secondary Maximum Contaminant Levels (MCLs). MCLs and the process for setting these standards are reviewed triennially.

Federal Emergency Management Agency (FEMA)

FEMA is responsible for mapping flood-prone areas under the National Flood Insurance Program (NFIP). Communities that participate in the NFIP are required to adopt and enforce a floodplain management ordinance to reduce future flood risks related to new construction in a flood hazard area. In return, property owners have access to affordable federally-funded flood insurance policies.

National Pollutant Discharge Elimination System

Under Section 402(p) of the CWA, the USEPA established the NPDES to enforce discharge standards for both point-source and non-point-source pollution. Dischargers can apply for individual discharge permits, or apply for coverage under the General Permits that cover certain qualified dischargers. Point-source discharges include municipal and industrial wastewater, stormwater runoff, combined sewer overflows, sanitary sewer overflows, and municipal separate storm sewer systems. NPDES permits impose limits on discharges based on minimum performance standards or the quality of the receiving water, whichever type is more stringent in a given situation.

STATE

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code §13000 *et seq.*) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of waters of the State. The Porter-Cologne Act applies to surface waters, wetlands, and groundwater, and to both point and non-point sources of pollution. The Act requires a Report of Waste Discharge for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of surface or groundwater of the state. The RWQCBs enforce waste discharge requirements identified in the Report.

State Anti-Degradation Policy

In 1968, as required under the Federal Anti-Degradation Policy, the SWRCB adopted an Anti-Degradation Policy, formally known as the *Statement of Policy with Respect to Maintaining High Quality*

Waters in California (State Water Board Resolution No. 68-16). Under the Anti-Degradation Policy, any actions that can adversely affect water quality in surface or ground waters must be consistent with the maximum benefit to the people of the State, not unreasonably affect present and anticipated beneficial use of the water, and not result in water quality less than that prescribed in water quality plans and policies.

National Pollutant Discharge Elimination System

Pursuant to the federal CWA, the responsibility for issuing NPDES permits and enforcing the NPDES program was delegated to the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB). NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the U.S. Below is a description of relevant NPDES general permits.

Construction Activity and Post-Construction Requirements

Discharges from construction sites that disturb one acre or more of total land area are subject to the NPDES permit for *Discharges of Storm Water Runoff associated with Construction Activity* (currently Order No. 2009-009-DWQ), also known as the Construction General Permit. The permitting process requires the development and implementation of an effective Storm Water Pollution Prevention Plan (SWPPP). Coverage under the Construction General Permit is obtained by submitting a Notice of Intent (NOI) to the SWRCB and preparing the SWPPP prior to the beginning of construction. The SWPPP must include BMPs to reduce pollutants and any more stringent controls necessary to meet water quality standards. Dischargers must also comply with water quality objectives as defined in the applicable Basin Plan. If Basin Plan objectives are exceeded, corrective measures are required.

The Construction General Permit includes post-construction requirements for areas in the State not covered by a Standard Urban Storm Water Management Plan (SUSWMP) or a Phase I or Phase II MS4 Permit. These requirements are intended to ensure that the post-construction conditions at the project site do not cause or contribute to direct or indirect water quality impacts (i.e., pollution and/or hydromodification) upstream or downstream.

Where applicable, the SWPPP submitted to the SWRCB with the NOI must include a description of all post-construction stormwater management measures. The SWRCB SMARTS post-construction calculator or similar method would be used to quantify the runoff reduction resulting from implementation of the measures. The applicant must also submit a plan for long-term maintenance with the NOI. The maintenance plan must be designed for a minimum of five years and must describe the procedures to ensure that the post-construction stormwater management measures are adequately maintained.

Dewatering Activities (Discharges to Surface Waters and Storm Drains)

Construction dewatering activities that involve the direct discharge of relatively pollutant-free wastewater that poses little or no threat to the water quality of waters of the U.S. are subject to the provisions of NCRWQCB Order R1-2015-0003 (NPDES No. CAG0024902), *Waste Discharge Requirements for Low Threat Discharges to Surface Waters in the North Coast Region,* as amended. WDRs for this order include discharge prohibitions, receiving water limitations, monitoring, and reporting, etc. The District may be required to obtain coverage under this order, which would be initiated by submitting a Notice of Intent to the NCRWQCB.

Dewatering Activities (Discharges to Land)

Construction dewatering activities that are contained on land and do not enter waters of the U.S. are authorized under SWRCB Water Quality Order No. 2003-003-DWQ, provided that the dewatering discharge is of a quality as good as or better than the underlying groundwater, and there is a low risk of nuisance.

Water Quality Control Plans (Basin Plans)

Each of the State's RWQCBs is responsible for developing and adopting a basin plan for all areas within its region. The Plans identify beneficial uses to be protected for both surface water and groundwater. Water quality objectives for all waters addressed through the plans are included, along with implementation programs and policies to achieve those objectives. Waste discharge requirements (WDRs) were adopted in order to attain the beneficial uses listed for the Basin Plan areas.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA), enacted in September 2014, established a framework for groundwater resources to be managed by local agencies in areas designated by the Department of Water Resources as "medium" or "high" priority basins. Basins were prioritized based, in part, on groundwater elevation monitoring conducted under the California Statewide Groundwater Elevation Monitoring (CASGEM) program.

The SGMA requires local agencies in medium- and high-priority basins to form Groundwater Sustainability Agencies (GSAs) and be managed in accordance with locally-developed Groundwater Sustainability Plans (GSPs). Medium- and high-priority basins must be managed under a GSP by January 31, 2022. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans.

LOCAL

City of Dorris General Plan

The City of Dorris' General Plan includes the following Goal, Policy, and Implementation Measures (IM) that apply to the proposed project:

Open Space and Conservation Element		
Goal	OC-1	Protection of the City's water resources.
Policy	OC-1.1	Work with public agencies and private landholders to protect the quality of the region's groundwater and the City's municipal water supply.
IM	OC-1.1.1	The City shall continue to monitor the quality of water at all existing and future sources of water in the City's system.

DISCUSSION OF IMPACTS

Questions A and E

The discharge of wastewater from the WWTP is regulated by the SWRCB under WDR Order No. 98-4, ID No. 1A771410SIS. The Order establishes discharge prohibitions, discharge specifications, solids disposal, and other conditions in order to meet the provisions contained in the California Water Code. The Order maintains that the WWTP and related control systems must be efficient and in good working order to achieve compliance with the WDRs.

As stated above, the current WWTP is a pond system design and there is no pre-treatment of sewage. Percolating water travels vertically through the ground, eventually making its way to groundwater. As stated in Section 4.3 (Air Quality) under Question D, the addition of an aeration system would help reduce biological oxygen demand, total suspended solids, ammonia, and nitrogen levels. The new treatment process is also expected to reduce sludge volumes overall by better removing solids from the effluent prior to percolation. It is expected that these improvements would

improve groundwater quality. In addition, the installation of groundwater monitoring wells would allow the City to ensure that no impacts to groundwater occur.

The proposed project has the potential to temporarily degrade water quality due to increased erosion during project construction; however, as discussed under Regulatory Context above, the SWRCB Construction General Permit requires implementation of an effective SWPPP that includes BMPs to control construction-related erosion and sedimentation and prevent damage to streams, watercourses, and aquatic habitat.

The project would be subject to post-construction requirements included in the SWRCB Construction General Permit to ensure that the post-construction conditions at the project site do not cause or contribute to direct or indirect impacts from stormwater runoff (i.e., pollution and/or hydromodification) upstream or downstream.

In addition, if dewatering is required during construction, the project would be subject to a NCRWQCB General Order that includes specific requirements for monitoring, reporting, and implementing BMPs for construction dewatering activities. The City also must file a Report of Waste Discharge for any discharge of waste to land or surface waters that may impair a beneficial use of surface or groundwater of the state.

As discussed under Regulatory Context above, the SGMA established a framework for groundwater resources to be managed by local agencies in areas designated by the Department of Water Resources as medium or high priority basins. The project site is located within the Butte Valley Groundwater Basin, which was designated as a medium priority basin in 2019. The GSA for the Butte Valley Groundwater Basin is the Siskiyou County Flood Control and Water Conservation District. The District is currently in the process of developing a draft GSP for the Basin, which must be submitted to the Department of Water Resources by January 31, 2022. Compliance with NCRWQCB permit conditions ensures that the project would not violate any water quality standards or waste discharge requirements or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Question B

The proposed project would not require new groundwater supplies for construction or operation. The proposed project includes the installation of subsurface pipelines and force mains, as well as improvements to the Seattle Street Lift Station and the WWTP. Paved areas that are disturbed would be re-paved following installation of these improvements. New impervious surfaces associated with the proposed project include the new headworks and control/blower building; however, the proposed improvements would add less than 200 square feet of impervious surfacing, which is a negligible amount. Thus, the project would not substantially increase the amount of impervious surface in the study area in a manner that would prevent the infiltration of water into the soil. For these reasons, impacts on groundwater supplies and recharge are less than significant, and the project would not impede sustainable groundwater management of the basin.

Question C

As discussed under Question B, the project would add a negligible amount of new impervious surfacing; thus, the project would not increase the rate or amount of surface runoff or otherwise affect drainage patterns in the area. Further, no work would be conducted in streams or other waterways. In addition, BMPs would be implemented throughout construction to minimize erosion and runoff in accordance with existing regulations. Therefore, impacts would be less than significant.

Question D

A tsunami is a wave generated in a large body of water (typically the ocean) by fault displacement or major ground movement. The project site is located over 120 miles east of the Pacific Ocean and is not in a tsunami zone. A seiche is a large wave generated in an enclosed body of water in response

to ground shaking. There are no large water bodies in the Butte Valley Basin that could generate seiches potentially affecting the project area. According to the FEMA Flood Map Service Center (Panel 06093C0775D, effective January 19, 2011), the project site is not located within a designated flood hazard zone. Therefore, there is no potential for release of pollutants due to inundation by seiche, tsunami, or flood.

CUMULATIVE IMPACTS

Completion of the proposed project and other potential cumulative projects in the region could temporarily degrade water quality due to increased erosion during construction; however, all development projects in the County are required to obtain coverage under the NPDES permit for *Discharges of Storm Water Runoff Associated with Construction Activity* and implement an effective SWPPP that includes BMPs to minimize erosion. In addition, all projects are required to comply with local regulations for stormwater runoff and storm drain systems. These regulations are intended to reduce the potential for cumulative impacts to water quality during construction. In addition, all projects in the County are subject to regulations for development in flood hazard areas to ensure that impacts related to flooding are minimized or avoided. With implementation of federal, State, and local regulations, the cumulative impact of the proposed project and other regional projects with respect to hydrology and water quality would be less than significant.

MITIGATION

None necessary.

DOCUMENTATION

California Department of Water Resources. 2020. GAMA Groundwater Information System. https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/default.asp?CMD=runreport&myaddress=callahan%2C+ca. Accessed July 2020.

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Federal Emergency Management Agency. National Flood Hazard Map (Panel 06093C0775D), effective January 19, 2011. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed July 2020.

4.11 LAND USE AND PLANNING

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

REGULATORY CONTEXT

FEDERAL

There are no federal regulations pertaining to land use and planning that apply to the proposed project.

STATE

California Government Code

California Government Code (CGC) §65300 *et seq.* contains many of the State laws pertaining to the regulation of land uses by cities and counties. These regulations include requirements for general plans, specific plans, subdivisions, and zoning. State law requires that all cities and counties adopt General Plans that include seven mandatory elements: land use, circulation, conservation, housing, noise, open space, and safety. A General Plan is defined as a comprehensive long-term plan for the physical development of the county or city, and any land outside its boundaries that is determined to bear relation to its planning. A development project must be found to be consistent with the General Plan prior to project approval.

LOCAL

City of Dorris

The City's General Plan includes goals, objectives, policies, and programs designed for the purpose of avoiding or minimizing environmental effects. The City of Dorris Municipal Code implements the City's General Plan. The purpose of the land use and planning provisions of the Code (Chapter 18, Zoning) is to provide for the orderly and efficient application of regulations and to implement and supplement related laws of the state of California, including but not limited to the California Environmental Quality Act (CEQA).

DISCUSSION OF IMPACTS

Question A

Land use impacts are considered significant if a proposed project would physically divide an existing community (i.e., result in a physical change that interrupts the cohesiveness of a neighborhood). The proposed project would not create a barrier for existing or planned development; therefore, there would be no impact.

Question B

As discussed in each resource section of this Initial Study, the proposed project is consistent with applicable goals, objectives, policies, and implementation measures of the Dorris General Plan and regulations of the regulatory agencies identified in Section 1.7 of this Initial Study. Where necessary, mitigation measures are included to reduce impacts to less-than-significant levels. Therefore, with implementation of the Mitigation Measures identified in Section 1.10, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. No additional mitigation measures are necessary.

CUMULATIVE IMPACTS

Cumulative projects in the vicinity of the project area, including population growth resulting from build-out of the City's and County's General Plans, would be developed in accordance with local and regional planning documents. Thus, cumulative impacts associated with land use compatibility are expected to be less than significant. In addition, with implementation of the recommended mitigation measures, the proposed project is consistent with goals, policies, and implementation measures included in the city of Dorris General Plan, and would not contribute to the potential for adverse cumulative land use effects.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 1999. Dorris Municipal Code, Updated 2011. Chapter 18, Zoning. https://www.dorrisca.us/wp-content/uploads/2019/11/Dorrisfullcode1119.pdf. Accessed December 2020.

_____. 2018. City of Dorris Zoning Map. PDF on file with the City of Dorris.

4.12 MINERAL RESOURCES

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

REGULATORY CONTEXT

FEDERAL

There are no federal or local regulations pertaining to mineral resources that apply to the proposed project.

STATE

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act (SMARA), Chapter 9, Division 2 of the Public Resources Code (PRC), provides a comprehensive surface mining and reclamation policy to ensure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. Mineral Resource Zones (MRZs) are applied to sites determined by the California Geological Survey (CGS) as being resources of regional significance, and are intended to help maintain mining operations and protect them from encroachment of incompatible uses. The Zones indicate the potential for an area to contain significant mineral resources.

DISCUSSION OF IMPACTS

Questions A and B

According to the California Geological Survey, there are no publicly known, economically viable deposits of precious metals in the vicinity. Neither the project site nor adjacent areas are designated or zoned for mineral extraction activities. Therefore, there would be no impact.

CUMULATIVE IMPACTS

As documented herein, the proposed project would not result in impacts to mineral resources; therefore, the project would not contribute to adverse impacts associated with cumulative impacts to mineral resources.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 1999. Dorris Municipal Code, Updated 2011. Chapter 18, Zoning. https://www.dorrisca.us/wp-content/uploads/2019/11/Dorrisfullcode1119.pdf. Accessed December 2020.

____. 2018. City of Dorris Zoning Map. On file with the City of Dorris.

State of California, Department of Conservation, California Geological Survey. 2021. SMARA Mineral Lands Classification Data Portal. http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed February 2021.

4.13 NOISE

Would the project result in:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☒	☐	☐

b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

NOISE FUNDAMENTALS

Commonly used technical acoustical terms are defined as follows:

Ambient Noise The distinctive pre-project acoustical characteristics of a given area consisting of all noise sources audible at that location.

A-Weighting The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Decibel, or dB The fundamental unit of measurement that indicates the intensity of a sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations pertaining to noise that apply to the proposed project.

STATE

California Government Code §65302(f)

California Government Code §65302(f) requires a Noise Element to be included in all city and county General Plans. The Noise Element must identify and appraise major noise sources in the community (e.g., highways and freeways, airports, railroad operations, local industrial plants, etc.). A noise contour diagram depicting major noise sources must be prepared and used as a guide for establishing land use patterns to minimize the exposure of residents to excessive noise. The Noise Element must include implementation measures and possible solutions that address existing and foreseeable noise levels.

LOCAL

City of Dorris General Plan

The City of Dorris' General Plan includes the following Goal, Policy, and Implementation Measures (IM) that apply to the proposed project:

Noise Element		
Goal	N-1	Citizens protected from unhealthy noise levels.
Policy	N-1.1	The City shall take measures within its authority to protect residents and noise-sensitive land uses from high noise levels that would be detrimental to public health and comfort.

IM	N-1.1.2	During review of proposed noise generating uses that are non-vehicular, the City shall require compliance with noise standards noted in Table 5-2 [of the General Plan] at the property line when adjacent uses are residential or otherwise determined to be sensitive receptors.

DISCUSSION OF IMPACTS

Question A

Some individuals and groups of people are considered more sensitive to noise than others and are more likely to be affected by the existence of noise. A sensitive receptor is defined as any living entity or aggregate of entities whose comfort, health, or well-being could be impaired or endangered by the existence of noise. Locations that may contain high concentrations of noise-sensitive receptors include residential areas, schools, parks, churches, hospitals, and long-term care facilities.

The effects of noise on people can include annoyance, nuisance, and dissatisfaction; interference with activities such as speech, sleep, and learning; and physiological effects such as hearing loss or sudden startling. A common method to predict human reaction to a new noise source is to compare a project's predicted noise level to the existing environment (ambient noise level). A change of 1 dBA generally cannot be perceived by humans; a 3-dBA change is considered to be a barely noticeable difference; a 5-dBA change is typically noticeable; and a 10-dBA increase is considered to be a doubling in loudness and can cause an adverse response (Caltrans, 2013).

Operational

Improvements at the WWTP with the potential to increase operational noise level above existing levels include a new headworks, control/blower facility, and emergency back-up generator. The headworks would have an open channel design and would be located in the pond berms. The blower equipment would be enclosed in the control building and the static tube aeration system in the treatment ponds would be shielded by the surrounding berms. The back-up generator would only be used in emergency conditions and noise generated would be temporary. Given that the noise level at the WWTP would be minimal and that the nearest sensitive receptors are over 1,400 feet from the WWTP, operational impacts would be less than significant.

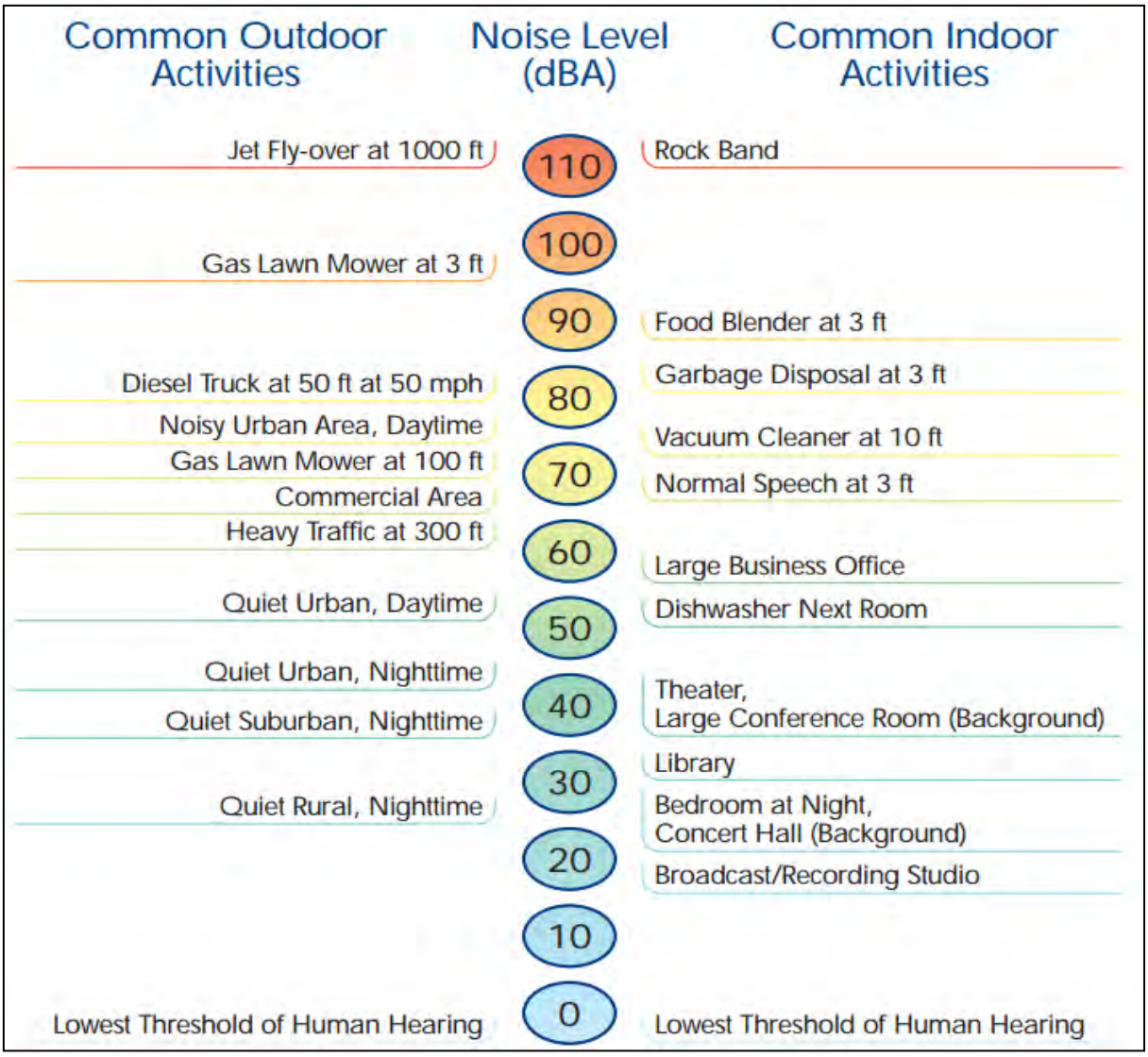
Construction

Construction activities would temporarily increase noise levels at nearby sensitive land uses. Construction would occur adjacent to single-family residences throughout most of the work area. Additional sensitive receptors in the project area include Butte Valley Elementary and High Schools. Construction activities could occur as close as 15 feet from some of the dwelling units abutting alleyways where improvements would be located. Sensitive receptors in the vicinity of the Seattle Street Lift Station include residences surrounding the site; the nearest residence is approximately 50 feet from the controls building. There are no sensitive receptors in close proximity to the WWTP site.

Temporary traffic noise impacts along local streets would occur due to an increase in traffic from construction workers commuting to the site; however, it is not anticipated that worker commutes would significantly increase daily traffic volumes. Noise also would be generated during delivery of construction equipment and materials to the project site.

Noise impacts resulting from other construction activities would depend on: 1) the noise generated by various pieces of construction equipment; 2) the timing and duration of noise-generating activities; 3) the distance between construction noise sources and noise-sensitive receptors; and 4) existing ambient noise levels. **Figure 4.13-1** shows noise levels of common activities to enable the reader to compare construction-noise with common activities.

FIGURE 4.13-1
Noise Levels of Common Activities



Source: Caltrans, 2016

Noise levels from construction-related activities would fluctuate, depending on the number and type of construction equipment operating at any given time. As shown in **Table 4.13-1**, construction equipment anticipated to be used for project construction typically generates maximum noise levels ranging from 74 to 89 decibels (dBA) at a distance of 50 feet.

Noise from construction activities generally attenuates at a rate of 6 dBA per doubling of distance, assuming the intervening ground is a smooth surface without much vegetation. At an attenuation rate of 6 dBA, 74 to 89 dBA noise levels would drop to 68 to 83 dBA at a distance of 100 feet, 62 to 77 dBA at a distance of 200 feet, and 58 to 73 dBA at a distance of 300 feet. At a distance of 15 feet, 74 to 89 dBA noise levels would increase to 84 to 99 dBA.

Because it is a logarithmic unit of measurement, a decibel cannot be added or subtracted arithmetically. The combination of two or more identical sound pressure levels at a single location involves the addition of logarithmic quantities as shown in **Table 4.13-2.** A doubling of identical sound sources results in a sound level increase of approximately 3 dB. Three identical sound sources would result in a sound level increase of approximately 4.8 dB.

For example, if the sound from one backhoe resulted in a sound pressure level of 80 dB, the sound level from two backhoes would be 83 dB, and the sound level from three backhoes would be 84.8 dB.

TABLE 4.13-1
Examples of Construction Equipment
Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 feet from Source
Roller	74
Concrete Vibrator	76
Pump	76
Saw	76
Backhoe	80
Air Compressor	81
Generator	81
Compactor	82
Concrete Pump	82
Compactor (ground)	83
Crane, Mobile	83
Concrete Mixer	85
Dozer	85
Excavator	85
Grader	85
Loader	85
Jack Hammer	88
Truck	88
Paver	89
Scraper	89

Sources: U.S. Department of Transportation, Federal Transit Administration, 2018. Federal Highway Administration, 2017.

TABLE 4.13-2
Cumulative Noise: Identical Sources

Number of Sources	Increase in Sound Pressure Level (dB)
2	3
3	4.8
4	6
5	7
10	10
15	11.8
20	13

Sources: U.S. Department of Transportation, Federal Transit Administration, 2018. The Engineering Toolbox, 2018.

In addition, as shown in **Table 4.13-3**, the sum of two sounds of a different level is only slightly higher than the louder level. For example, if the sound level from one source is 80 dB, and the sound level from the second source is 85 dB, the level from both sources together would be 86 dB; if the sound level from one source is 80, and the sound level from the second source is 89 dB, the level from both sources together would be 89.5.

TABLE 4.13-3
Cumulative Noise: Different Sources

Sound Level Difference between two sources (dB)	Decibels to Add to the Highest Sound Pressure Level
0	3
1	2.5
2	2
3	2
4	1.5
5	1
6	1
7	1
8	0.5
9	0.5
10	0.5
Over 10	0

Sources: U.S. Department of Transportation, Federal Transit Administration, 2018. The Engineering Toolbox, 2018.

With two pieces of equipment with a noise level of 89 dBA (92 dBA cumulative noise level) operating simultaneously within 15 feet of a sensitive receptor, noise levels could reach approximately 102 dBA at the exterior of single-family residences abutting alleyways where improvements would occur.

As noted above, assuming typical California construction methods, interior noise levels are about 10 to 15 dBA lower than exterior levels within residential units with the windows partially open, and approximately 20 to 25 decibels lower than exterior noise levels with the windows closed. Interior noise levels could reach 77 to 82 dBA when equipment operates within 15 feet of a residence, provided that the windows were closed.

In addition, OSHA regulations (Title 29 CFR, §1926.601(b)(4)(i) and (ii) and §1926.602(a)(9)(ii)) state that no employer shall use any motor vehicle, earthmoving, or compacting equipment that has an obstructed view to the rear unless the vehicle has a reverse signal alarm audible above the surrounding noise level or the vehicle is backed up only when an observer signals that it is safe to do so.

Although these regulations require an alarm to be only at a level that is distinguishable from the surrounding noise level (±5 dB), some construction vehicles are pre-equipped with non-adjustable alarms that range from 97 to 112 dBA. At a distance of 15 feet, 97 to 112 dBA noise levels would increase to 107.5 to 122 dBA; such noise levels could temporarily be experienced at the exteriors of single-family residences abutting alleyways where improvements would occur. Depending on the decibel level of the alarm, interior noise levels could reach 97 to 102 dBA, provided that the windows were closed.

The exposure to loud noises (above 85 dB) over a long period of time may lead to hearing loss. The longer the exposure, the greater the risk for hearing loss, especially when there is not enough time for the ears to rest between exposures. Hearing loss can also result from a single

extremely loud sound at very close range, such as sirens and firecrackers (Centers for Disease Control, 2018). Even when noise is not at a level that could result in hearing loss, excessive noise can affect quality of life, especially during nighttime hours.

The City does not have specific thresholds for construction noise; however, the California Division of Safety and Health and OSHA have established thresholds for exposure to noise in order to prevent hearing damage. The maximum allowable daily noise exposure is 90 dBA for 8 hours, 95 dBA for 4 hours, 100 dBA for 2 hours, 105 dBA for 1 hour, 110 dBA for 30 minutes, and 115 dBA for 15 minutes (Caltrans, 2013).

In the worst-case scenario, interior noise levels due to construction equipment operation could reach approximately 102 dBA, and could reach approximately 107-122 dBA if reverse signal alarms are used. However, construction equipment does not operate continuously throughout the entire work day. In addition, given the linear nature of the project, construction equipment would be operating adjacent to a particular residence for a relatively short duration and would then proceed to the next work area. In addition, reverse signal alarms are needed only intermittently, and each occurrence involves only seconds of elevated noise levels. Therefore, while construction noise may reach considerable levels for short instances, due to the nature of the project, noise levels from construction are not expected to be continuous/prolonged.

In order to minimize impacts from construction noise, **Mitigation Measure MM 4.3.1(h)** prohibits motorized construction equipment to be left idling for more than five minutes when not in use, **MM 4.13.1** restricts construction noise to the daytime hours of 7 AM to 7 PM, Monday through Saturday, and **MM 4.13.2** requires that construction equipment be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds. Further **MM 4.13.3** mandates that stationary equipment, such as generators and compressors, shall be located at the furthest practical distance from nearby noise-sensitive land uses.

Therefore, noise impacts of the proposed project would be less than significant because: 1) permanent noise level increases due to the new treatment process would be negligible; 2) there is no expectation that noise levels during construction would be at a duration and intensity that would cause hearing loss; and 3) implementation of **Mitigation Measures MM 4.13.1 through MM 4.13.3** and **MM 4.3.1** would minimize noise during construction. Further, construction noise is a temporary impact that would cease at completion of the project.

Question B

Excessive vibration during construction occurs only when high vibration equipment (e.g., compactors, large dozers, etc.) are operated. The proposed project may require limited use of equipment with high vibration levels during construction. Potential effects of ground-borne vibration include perceptible movement of building floors, rattling windows, shaking of items on shelves or hangings on walls, and rumbling sounds. In extreme cases, vibration can cause damage to buildings. Both human and structural responses to ground-borne vibration are influenced by various factors, including ground surface, distance between the source and the receptor, and duration. The most common measure used to quantify vibration amplitude is the peak particle velocity (PPV). PPV is a measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state.

Although there are no federal, state, or local regulations for ground-borne vibration, Caltrans has developed criteria for evaluating vibration impacts, both for potential structural damage and for human annoyance. The Caltrans Transportation and Construction Vibration Guidance Manual (2013) was referenced in the analysis of construction-related vibration impacts. **Table 4.13-4** includes the potential for damage to various building types as a result of ground-borne vibration. Transient sources include activities that create a single isolated vibration event, such as blasting. Continuous, frequent, or intermittent sources include jack hammers, bulldozers, and vibratory rollers.

TABLE 4.13-4
Structural Damage Thresholds from Ground-Borne Vibration

Structure Type	Vibration Level (Inches per Second PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Older residential structures	0.5	0.3
Newer residential structures	1.0	0.5
Historic and some old buildings	0.5	0.25
Newer industrial/commercial buildings	2.0	0.5

Source: Caltrans, 2013

Table 4.13-5 indicates the potential for annoyance to humans as a result of ground-borne vibration.

TABLE 4.13-5
Human Response to Ground-Borne Vibration

Human Response	Vibration Level (Inches per Second PPV)	
	Transient Sources	Continuous/ Frequent/ Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Disturbing	2.0	0.4

Source: Caltrans, 2013

Table 4.13-6 indicates vibration levels for various types of construction equipment that may be used for the proposed project.

TABLE 4.13-6
Examples of Construction Equipment Ground-Borne Vibration

Equipment Type	Inches per Second PPV at 25 feet
Bulldozer (small)	0.003
Bulldozer (large)	0.089
Jackhammer	0.035
Loaded trucks	0.076
Vibratory roller	0.210

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.

Vibration levels from construction equipment use at varying distances from the source can be calculated using the following formula:

$PPV_{Equipment} = PPV_{Ref} \times (25/D)^n$, where D = distance from the equipment and n is a constant (1.1)

Based on this equation, a vibratory roller at a distance of 15 feet would generate a PPV of 0.36 inches per second, while a jackhammer would generate a PPV of up to 0.06 inches per second. As shown in **Table 4.13-5**, these vibration levels would be distinctly perceptible to strongly perceptible but would not rise to a level that would be considered disturbing.

In addition, as shown in **Table 4.13-4**, vibration levels are not anticipated to be at a level that would cause structural damage. Because increased ground-borne vibration is temporary and would cease at completion of the project, and **Mitigation Measure MM 4.13.1** would reduce the potential for human annoyance by limiting construction hours, impacts would be less than significant.

Question C

The closest airport is approximately five miles south of the project site. Due to the distance between the airport and the project site, there would be no impact.

CUMULATIVE IMPACTS

The proposed project would result in a temporary increase in daytime noise levels during construction activities. However, given the linear nature of the project, noise and vibration would be intermittent and occur for short periods of time until the equipment proceeds to the next work area. With implementation of **MM 4.3.1(h) and MM 4.13.1 through MM 4.13.3** and**,** the proposed project's contribution to cumulative noise impacts would be less than significant.

MITIGATION

Implementation of Mitigation Measure MM 4.3.1 (h).

MM 4.13.1 Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7:00 A.M. and 7:00 P.M., Monday through Saturday. Construction activities shall be prohibited on Sundays and federal/state recognized holidays. Exceptions to these limitations may be approved by the City Engineer or his/her designee for activities that require interruption of utility services to allow work during low demand periods, or to alleviate traffic congestion and safety hazards.

MM 4.13.2 Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.

MM 4.13.3 Stationary equipment (generators, compressors, etc.) used during project construction shall be located at the furthest practical distance from nearby noise-sensitive land uses.

DOCUMENTATION

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

Federal Aviation Administration. 2020. Airport Facilities Data. https://www.faa.gov/airports/. Accessed July 2020.

4.14 POPULATION AND HOUSING

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

REGULATORY CONTEXT

There are no federal, State, or local regulations pertaining to population or housing that apply to the proposed project.

DISCUSSION OF IMPACTS

Questions A

The purpose of the proposed project is to repair/replace aging infrastructure and improve efficiency in the wastewater collection and treatment process. No expansion of the collection system or WWTP is proposed that would increase its existing design capacity. Therefore, the proposed project would not induce substantial population growth in the area, either directly or indirectly, and there would be no impact.

Question B

No housing units would be demolished to accommodate the proposed improvements; therefore, there would be no impact.

CUMULATIVE IMPACTS

The proposed project would not induce substantial unplanned population growth in the area and would not directly or indirectly displace housing or people; therefore, it would not contribute to cumulative impacts related to population and housing.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 2019. City of Dorris Housing Element. https://www.dorrisca.us/wp-content/uploads/2019/11/Housing-Element.pdf. Accessed December 2020.

4.15 PUBLIC SERVICES

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

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

REGULATORY CONTEXT

There are no federal, State, or local regulations pertaining to public services that apply to the proposed project.

DISCUSSION OF IMPACTS

Questions A through E

The proposed project does not include the construction of houses or businesses that would increase the number of residents in the area. In addition, as discussed in Section 4.14 under Question A, the proposed project would not induce unplanned population growth in the area. Therefore, the proposed project would not result in the need for new or physically altered governmental facilities; there would be no impact.

CUMULATIVE IMPACTS

As described above, the proposed project would not increase the demand for public services; therefore, no cumulatively considerable impacts would occur.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

4.16 RECREATION

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

REGULATORY CONTEXT

There are no federal, State, or local regulations pertaining to recreation that apply to the proposed project.

DISCUSSION OF IMPACTS

Questions A and B

The proposed project does not include the construction of houses or businesses that would increase the number of residents in the area, nor would it induce substantial unplanned population growth in the area, either directly or indirectly. Therefore, the proposed project would not result in an increased use of existing recreational facilities or require the construction or expansion of recreational facilities. There would be no impact.

CUMULATIVE IMPACTS

As stated above, the proposed project would not impact recreational facilities or require the construction or expansion of recreational facilities; therefore, no cumulatively considerable impacts would occur.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

4.17 TRANSPORTATION

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) (criteria for analyzing transportation impacts – vehicle miles traveled)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☒	☐

REGULATORY CONTEXT

FEDERAL

There are no federal regulations pertaining to transportation/traffic that apply to the proposed project.

STATE

California Streets and Highways Code

California Streets and Highways Code §660 *et seq.* requires that an encroachment permit be obtained from Caltrans prior to the placement of structures or fixtures within, under, or over State highway right-of-way (ROW). This includes, but is not limited to, utility poles, pipes, ditches, drains, sewers, or other above-ground or underground structures.

California Environmental Quality Act

SB 743 of 2013 (CEQA Guidelines §15064.3 *et seq.*) was enacted as a means to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHGs. Pursuant to SB 743, traffic congestion is no longer considered a significant impact on the environment under CEQA. The new metric bases the traffic impact analysis on vehicle-miles travelled (VMT).

VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of a project on transit and non-motorized travel. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure.

LOCAL

The City of Dorris' General Plan includes the following Goal, Objectives, Policies, and Implementation Measure (IM) that apply to the proposed project:

Circulation Element		
Goal	C-1	Safe and efficient access to and from all land uses.
Objective		An adequate street system is the backbone of the community, permitting safe and convenient transportation from home to schools, work, recreation, shopping, and to all other community services. Adequate and safe walkways, bikeways, and trails for non-motorized transportation is also important. It is the objective of the City to see that all transportation routes within the City, motorized and non-motorized, are appropriately designated, constructed, and maintained.
		Ensure that new development does not result in a decline in the effectiveness of the existing transportation network.
Policy	C-2.1	Existing roads should be maintained at levels of service that ensure they are safe, efficient, and economical.
	C-2.3	Level of service shall be the standard for judging whether a road has adequate capacity for average daily traffic to be generated by a proposed project.
	C-2.4	Level of Service "C" shall be the minimum acceptable service level during normal conditions. Peak-hour reduction to level of service "D" may be permitted provided there are plans in place to make improvements required to improve the level of service.
IM	C-2.4.2	When a project proposed within the city limits will impact U.S. 97 or the intersection of a City street with the highway, the City will coordinate with Caltrans to address and resolve issues that may affect the safety and efficiency of related traffic.

In addition, the City of Dorris' Municipal Code Chapter 12.08 (Excavations) was enacted to provide standards and requirements for the issuance of a permit to excavate in, on, or under the surface of any public street, lane, alley, sidewalk, or other public place. Section 12.08.040 (Excavation Maintenance Requirements) includes the requirement to maintain safe crossing and access to private properties at existing driveways during excavation. Section 12.08.050 (Requests for Street Closure) includes conditions for closure of an entire street to vehicular traffic during excavation.

DISCUSSION OF IMPACTS

Questions A through D

The proposed project does not include the construction of housing or commercial/industrial development that would cause a permanent increase in traffic or VMT in the area. The increase in VMT during construction is temporary and would cease at completion of the project.

As discussed in Section 4.9 under Question F, there would be short-term traffic increases due to construction workers and equipment mobilization/demobilization activities, and this increased traffic could interfere with emergency response times. However, temporary traffic controls would be provided during construction in accordance with the MUTCD and the City's Excavations ordinance, which requires that safe street crossings be maintained for vehicles and pedestrians and that access to private properties and fire hydrant be maintained during construction.

The proposed project does not include any components that would remove or change the location of any sidewalk, bicycle lane, trail, or public transportation facility and does not include any components that would increase the potential for hazards due to a design feature or incompatible uses.

Therefore, because a permanent increase in VMT would not occur, safety measures would be employed to safeguard travel by the general public and emergency response vehicles during construction, and the project does not include design feature that would result in hazards or uses that are incompatible with the surrounding area, impacts would be less than significant.

CUMULATIVE IMPACTS

The proposed project would not result in a permanent increase in traffic or VMT and would not conflict with programs, plans, ordinances, or policies addressing the circulation system. Further, the project would not increase hazards due to design features or incompatible uses. Therefore, project implementation would not cumulatively contribute to impacts with respect to these factors.

There would be a temporary increase in traffic associated with construction workers and equipment during construction. However, no concurrent construction activities near the roadway network are anticipated. In addition, construction traffic is a temporary impact that would cease at completion of the project; therefore, the project's transportation-related impacts would not be cumulatively considerable.

MITIGATION

None necessary

DOCUMENTATION

California Department of Transportation. 2020. California Manual on Uniform Traffic Control Devices. https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev-5/camutcd2014-rev5-a11y.pdf. Accessed July 2020.

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_____. 2019. Dorris Municipal Code. https://www.dorrisca.us/wp-content/uploads/2019/11/Dorrisfullcode1119.pdf. Accessed July 2020.

4.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code (PRC) Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. A resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC §5020.1(k)?	☐	☒	☐	☐

b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1? In applying the criteria set forth in subdivision (c) of PRC §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

REGULATORY CONTEXT

There are no federal or local regulations pertaining to tribal cultural resources that apply to the proposed project.

STATE

California Environmental Quality Act

Assembly Bill 52 of 2014 (Public Resources Code [PRC] §21084.2) establishes that *"a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment."* In order to determine whether a project may have such an effect, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if:

1. The tribe requested to the lead agency, in writing, to be informed through formal notification of proposed projects in the geographical area; and

2. The tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation.

The consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Pursuant to PRC §21084.3, lead agencies must, when feasible, avoid damaging effects to a tribal cultural resource and must consider measures to mitigate any identified impact.

PRC §21074 defines "tribal cultural resources" as either of the following:

1. Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR; or are included in a local register of historical resources as defined in PRC §5020.1(k).

   A historical resource described in §21084.1, a unique archaeological resource as defined in §21083.2(g), or a "nonunique archaeological resource" as defined in §21083.2(h) may also be a tribal cultural resource if it meets this criteria.

2. A resource determined by the lead agency, taking into consideration the significance of the resource to a California Native American tribe, to be significant pursuant to criteria set forth in PRC §5024.1(c).

DISCUSSION OF IMPACTS

Questions A and B

See discussion in Section 1.8 (Tribal Cultural Resources Consultation) and Section 4.5 (Cultural Resources).

In response to Native American concerns, and in recognition of the potential for subsurface cultural resources to be encountered, **MM 4.5.1** is included to require that the City request that a qualified Native American representative affiliated with the Klamath Tribes monitor all initial ground-disturbing activities in previously undisturbed soils. Project sites containing undisturbed soils are expected to consist of the Seattle Street Lift Station parcel, the WWTP, and the access road/utility easement between U.S. Route 97 and the WWTP.

Additionally, **MM 4.5.1** provides an opportunity for Native American representatives to voluntarily monitor ground-disturbing activities elsewhere in the project site. In accordance with **MM 4.5.2**, in the event that cultural resources are identified when a Native American monitor is not present, the Klamath Tribes shall be requested to provide a Native American monitor to observe subsequent earth-disturbing construction activities on potentially sensitive lands.

Implementation of **MM 4.5.1** and **4.5.2** ensures that impacts are less than significant.

CUMULATIVE IMPACTS

Cumulative projects in the vicinity of the project area have the potential to impact tribal cultural resources. Tribal cultural resources are afforded special legal protections designed to reduce the cumulative effects of development. Potential cumulative projects and the proposed project would be subject to the protection of tribal cultural resources afforded by Public Resources Code §21084.3. Given the non-renewable nature of tribal cultural resources, any impact to tribal cultural sites, features, places, landscapes or objects could be considered cumulatively considerable. As discussed above, no cultural resources of significance to a California Native American tribe were identified within the project area. In addition, **Mitigation Measures MM 4.5.1 through 4.5.3** address the inadvertent discovery of cultural resources; therefore, the proposed project would have less than significant cumulative impacts to tribal cultural resources.

MITIGATION

Implementation of **MM 4.5.1** and **MM 4.5.2.**

DOCUMENTATION

ENPLAN. 2020. Cultural Resources Inventory Report, Dorris Wastewater Collection System and Lift Station Improvements. On file at NEIC/CHRIS.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒

c.	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☐	☒
d.	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

REGULATORY CONTEXT

There are no federal or local regulations pertaining to utilities and service systems that apply to the proposed project.

STATE

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act (CIWMA) of 1989 is designed to increase landfill life and conserve other resources through increased source reduction and recycling. Goals of the CIWMA include diverting approximately 50 percent of solid waste from landfills and identifying programs to stimulate local recycling in manufacturing and the purchase of recycled products. The CIWMA requires cities and counties to prepare Solid Waste Management Plans and Source Reduction and Recycling Elements to implement CIWMA goals.

DISCUSSION OF IMPACTS

Question A

As discussed in Section 4.14 under Question A, the proposed project would not induce population growth in the area, either directly or indirectly. Therefore, the proposed project would not result in the need for new or expanded water, wastewater treatment, natural gas, or telecommunications facilities.

As stated in Section 3.2, electrical infrastructure would be extended to the WWTP. Potential impacts associated with the electrical service extension are analyzed in applicable sections of this Initial Study. Implementation of the MMs identified in Section 1.10 ensures that impacts are less than significant.

Questions B and C

Relatively small amounts of water would be used during project construction, but this is a temporary impact. As discussed in Section 4.14 under Question A, the proposed project would not induce population growth either directly or indirectly that would require additional long-term water supplies or increase the demand for wastewater treatment. Therefore, there would be no impact.

Questions D and E

The proposed project would generate solid waste during construction, mainly from removal of pavement in public road ROWs to accommodate the pipeline improvements. Construction contractors would be required to comply with federal, State, and local statutes and regulations relating to the disposal of solid waste. There would be no increase in solid waste generation above existing levels in the long term.

Additionally, the proposed improvements would not result in an increased demand for disposal of collected screenings, residual sludge, biosolids, or other solids removed from liquid waste. According to the Project Engineering Report by E&S Engineers & Surveyors Inc., once sludge has been adequately digested, it would be removed in the same manner as for the existing treatment system. Therefore, because the City would ensure through contractual obligations that the contractor complies with applicable federal, state, and local regulation pertaining to solid waste, there would be no impact.

CUMULATIVE IMPACTS

Utility and service systems in the area would not experience a permanent increase in demand for services over existing conditions. Although solid waste would be generated during construction, no permanent increase in solid waste generation would occur. Therefore, the proposed project would have less than significant cumulative impacts to utility and service systems.

MITIGATION

None necessary.

DOCUMENTATION

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

E&S Engineers & Surveyors Inc. 2020. Project Engineering Report, Wastewater Collection & Treatment for the City of Dorris. On file at City of Dorris.

4.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Issues and Supporting Evidence	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire, or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

REGULATORY CONTEXT

FEDERAL

There are no federal regulations pertaining to wildfire that apply to the proposed project.

STATE

California Department of Forestry and Fire Protection (CAL FIRE)

The Bates Bill (AB 337), enacted in 1992, required CAL FIRE to work with local governments to identify high fire hazard severity zones throughout each county in the State. CAL FIRE adopted Fire Hazard Severity Zone (FHSZ) Maps for State Responsibility Areas (SRA) in November 2007. Pursuant to California Government Code §51175-51189, CAL FIRE also recommended FHSZs for Local Responsibility Areas (LRA). Over the years, CAL FIRE has updated the maps and provided new recommendations to local governments based on fire hazard modeling.

The fire hazard model considers wildland fuels (natural vegetation that burns during the wildfire); topography (fires burn faster as they burn up-slope); weather (fire burns faster and with more intensity when air temperature is high, relative humidity is low, and winds are strong); and ember production and movement (how far embers move and how receptive the landing site is to new fires). The model recognizes that some areas of California have more frequent and severe wildfires than other areas.

California Fire Code

California Fire Code, Part 9, Chapter 49 (Wildland-Urban Interface Fire Areas), and California Building Code Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure) include standards for new construction in Wildland-Urban Interface Fire Areas (fire hazard severity zones). The purpose of the standards is to prevent a building from being ignited by flying embers that can travel as much as a mile away from a wildfire and to contribute to a systematic reduction in fire-related losses through the use of performance and prescriptive requirements.

LOCAL

City of Dorris General Plan

The City of Dorris' General Plan includes the following Goal, Objective, Policy, and Implementation Measures (IM) that apply to the proposed project:

Safety Element		
Goal	S-1	Protect residents from fire hazards.
Objective		To reduce the likelihood of fire losses through preventative measures in project development.
Policy	S-1.1	In the review of proposed development projects, the City shall consider fire-related hazards and appropriate fire protection measures.
IM	S-1.1.1	During the environmental review phase of proposed projects (CEQA), the City will review fire protection issues and appropriate safety standards, including adequate fire flow supply and emergency access.
	S-1.1.2	The City shall take appropriate measures to support a well-staffed, trained and equipped volunteer fire department, and will maintain supportive mutual aid agreements with other fire protection agencies.

S-2.1.1	Participate with Siskiyou County in the development and periodic review of an Emergency Services Plan that outlines procedures to respond to natural disasters, and inform the public of the plan's content and implications.
S-2.1.2	All emergency personnel and facilities should develop the capability to function when utility services are interrupted.

DISCUSSION OF IMPACTS

According to Fire Hazard Severity Zones (FHSZ) maps prepared by CAL FIRE, the project site is located in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) in a Local Responsibility Area (LRA).

Question A

See discussion in Section 4.9 under Question F. The proposed project does not involve a use or activity that could interfere with long-term emergency response or emergency evacuation plans for the area. Although a temporary increase in traffic could occur during construction and could potentially interfere with emergency response times, construction-related traffic would be minor due to the overall scale of the construction activities. Temporary traffic controls during completion of activities that require work in the public right-of-way are required and must adhere to the procedures, methods and guidance given in the current edition of the MUTCD. Implementation of traffic control measures during construction ensures that impacts with respect to emergency response are less than significant.

Questions B and C

The majority of improvements would occur in paved and graveled roadways in relatively flat developed areas with low fire hazard risk. Although the project includes installation of powerlines to the WWTP, there is no tall vegetation in the vicinity of the corridor that would increase wildfire risk in the long-term. The proposed project would not involve construction of public roads or otherwise intrude into natural spaces in a manner that would increase wildfire hazards in the long term; and would not require construction of fuel breaks, installation of emergency water sources, or other fire prevention/ suppression infrastructure.

There are no features in the study area, such as slope, prevailing winds, or other factors that would exacerbate wildfire risks in a manner that would expose people living and working in the area to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. As stated in Section 4.9 (Hazards and Hazardous Materials), contractors would be required to implement safeguards during construction to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment, and promote prompt response to fire emergencies. Therefore, impacts would be less than significant.

Question D

The project area is relatively level and no significant surface waters are nearby. Therefore, the proposed project would not expose people or structures to significant post-fire risks resulting from erosion, landslides, slope instability, drainage changes, or flooding. All project improvements, except the headworks, the control/blower building, and new utility poles would be underground and are not at risk due to fire or post-fire effects; therefore, the potential for post-fire impacts would be less than significant.

CUMULATIVE IMPACTS

The proposed project would not impair an adopted emergency response plan or emergency evacuation plan; therefore, it would not contribute to cumulative impacts related to such plans. In addition, the

proposed project would not contribute individually or cumulatively to increased risks associated with postfire hazards. While the project site is not located within a High Fire Hazard Severity Zone, the proposed project would be subject to State fire codes that address fire risks. Likewise, all new construction in the surrounding areas is required to comply with State Building and Fire Codes that were adopted to protect life and property from wildfire risks. Therefore, the project's cumulative impact to increased risks of wildfire would be less than significant.

MITIGATION

None necessary.

DOCUMENTATION

California Department of Forestry and Fire Protection (CAL FIRE). 2021. Fire Hazard Severity Zone Map Viewer. https://egis.fire.ca.gov/FHSZ/. Accessed February 2021.

City of Dorris. 2007. City of Dorris General Plan. https://www.dorrisca.us/wp-content/uploads/2020/07/City-of-Dorris-2007-General-Plan_Updated-07.06.2020.pdf. Accessed July 2020.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION OF IMPACTS

Question A

As discussed in the applicable environmental resource sections above, the proposed project could result in disturbance of nesting birds, including special-status bird species (if present), the introduction and spread of noxious weeds during construction, impacts to cultural resources and tribal cultural resources (if present), impacts to paleontological resources (if present), temporarily increased air emissions, and temporarily increased noise and vibration levels. However, as identified in Section 1.10, mitigation measures are included to reduce all potential impacts to a less than significant level.

Question B

The potential cumulative impacts of the proposed project have been analyzed within the discussion of each environmental resource section above. The mitigation measures identified in Section 1.10 reduce all potential impacts to a less than significant level.

Question C

As discussed in the applicable environmental resource sections above, the proposed project could result in adverse effects on human beings due to temporarily increased air emissions and temporarily increased noise and vibration levels. However, mitigation measures are included to reduce all potential impacts to a less than significant level.

SECTION 5.0 LIST OF PREPARERS

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SECTION 6.0 ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
A-C	Asbestos-Cement
AG	Agricultural
APCD	Air Pollution Control District
APE	Area of Potential Effects
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	Criteria Air Pollutants
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CIPP	Cured-In-Place Pipe
CNDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CRHR	California Register of Historical Resources
CWA	Clean Water Act
CWSRF	Clean Water State Revolving Fund
CY	Cubic Yards
dBA	Decibels, A-Weighted
DOC	Department of Conservation
DTSC	California Department of Toxic Substances Control
EFH	Essential Fish Habitat

EO	Executive Order
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Act
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FMMP	California Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas Emissions
GWP	Global Warming Potential
H_2S	Hydrogen Sulfide
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbons
IS	Initial Study
MCL	Maximum Contaminant Level
mg/m^3	Milligrams per Cubic Meter
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MT	Metric Tons
MUTCD	Manual on Uniform Traffic Control Devices
N_2	Nitrogen
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCRWQCB	North Coast Regional Water Quality Control Board
NEIC/CHRIS	Northeast Information Center of the California Historical Resources Information System
NEMA	National Electrical Manufacturers Association
NF_3	Nitrogen Trifluoride
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Oxides of Nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	California Native Plant Protection Act
NRHP	National Register of Historic Places
NWP	Nationwide Permit
O_2	Oxygen
O_3	Ozone
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety and Health Act
Pb	Lead

PFC	Perfluorocarbons
$PM_{2.5}$	Particulate Matter, 2.5 microns in size
PM_{10}	Particulate Matter, 10 microns in size
PPB	Parts per Billion
PPM	Parts per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
Project	City of Dorris Wastewater Collection and Treatment Project
PV	Photovoltaic
PVC	Polyvinyl Chloride
RCRA	Resource Conservation and Recovery Act
RMP	Risk Management Plan
ROG	Reactive Organic Gases
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCADA	Supervisory Control and Data Acquisition
SCAPCD	Siskiyou County Air Pollution Control District
SF_6	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SCAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	The Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VCP	Vitrified Clay Pipes
WDRs	Waste Discharge Requirements
WWTP	Wastewater Treatment Plant
$\mu g/m^3$	Micrograms per Cubic Meter

APPENDIX A

CalEEMod.2016.3.1 Emissions Reports

APPENDIX B

Biological Study Report
City of Dorris Wastewater Collection and Treatment Project