

**TRINITY COUNTY PLANNING COMMISSION
SUPPLEMENTAL STAFF REPORT**

PROJECT NAME: Dollar General, Hayfork

REPORT BY: Janice Smith,
Sr. Environmental Compliance Specialist

APPLICANT: Cross Development

AGENT: Joe Dell, Cross Development

APN: 014-140-07

PROPOSAL: Proposed Negative Declaration
Variance from the setback requirements of Title 12 of the Trinity County Code
“Streets, Highways and Public Places”
Use Permit to allow a 9,100 square foot retail store in Retail Commercial
district

LOCATION: In the community of Hayfork, lying at the SE corner of the intersection of Highway 3
and Manzanita Avenue, aka 7610 State Highway 3.

PROJECT INFORMATION:

- A) Planning Area: Hayfork
- B) Existing General Plan Designation: Commercial
- C) Existing Zoning: Retail Commercial C-1
- D) Existing Land Use: vacant
- E) Adjacent Land Use Information:

	<u>Land Use</u>	<u>Zoning</u>	<u>General Plan Des.</u>
North:	Retail Commercial	C-2	C
South:	Residential	R1M	SF-M
East:	vacant	C-1	C
West:	Residential	C-1	C

This is a supplement to the Staff Report that was prepared for the September 10, 2015 Public Hearing regarding this project. At that meeting, the Planning Commission was tied 2-2 on a motion to approve the project, and a motion to deny the project. The Commission decided to continue the item to a later date. County Counsel has since advised that since the motion to approve the Use Permit did not pass, the permit has technically been denied, subject to appeal to the Board of Supervisors. However, since the Commission decided to continue the item, it will now be revisited, and a second public hearing will be held.

The staff report prepared for the previous meeting included the Environmental Initial Study and a response to comments received during the environmental review process. In response to these comments and revisions made to the project by the Applicant, staff recommended deleting two of the proposed Use Permit Conditions. Those two conditions, relating to a storm water collection system and an additional driveway onto Humboldt Street have been eliminated from the list of Use Permit Conditions below, because they are not needed or desirable as explained in the previous 9/10/15 Staff Report and as discussed at the 9/10/15 meeting.

The September 10 staff report, including the Environmental Initial Study and proposed permit conditions, with proposed revisions noted, is attached in Exhibit A. The minutes from the previous meeting, along with two comments that were presented and discussed at that meeting, are also included in Exhibit A.

Since the previous Public Hearing, some new information has been provided:

Design Drawing:

During the previous meeting, members of the public requested an architectural rendering of the proposed commercial building. The Applicant provided an engineering drawing, which is attached as Exhibit B.

Additional Comments:

A letter from Hayfork Resident and Hayfork Community Plan Committee Member Bob Mountjoy was received after the first Public Hearing. The letter referenced several sections of the adopted Hayfork Community Plan relating to Community Design Goals and Objectives that the project should comply with if it is to be approved.

In addition, the letter stated that several Hazards from Chapter 7 of the Hayfork Community Plan would affect the site; inundation from a failure of Ewing Reservoir; an explosion or release at the Bulk Petroleum Facilities across Highway 3; and the 60 dB noise contour associated with Highway 3. The first two are potential hazards to the Project, or users of the Project. However, the noise contour is not significant because a commercial store is not considered a noise sensitive use. The letter and applicable sections of the Hayfork Community Plan (adopted 11/19/1996) are attached as Exhibit C.

STAFF RECOMMENDATION:

If the Planning Commission decides to approve the Use Permit and Variance, the following actions should be taken:

1. Adopt a mitigated Negative Declaration, finding that on the basis of the whole record before the Commission (Board), including the initial study and comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that a negative declaration reflects the commission's independent judgment and analysis; and
2. Approve the Use Permit to allow development of a 9,100 square foot retail store, subject to findings of fact and subject to conditions of approval stated below; and
3. Approve a variance to the 40-foot building setback required in Section 12.08.010 of the County Code, and allow a 10-foot setback between the building and the right-of-way of Humboldt Street.

FINDINGS OF FACT

1. Finding: Sound Principles of Land Use. The use permit is granted on sound principles of land use.

Statement of Fact: This use would be consistent with the provisions of the zoning ordinance, the Land Use Element of the General Plan, and the Hayfork Community Plan.

2. Finding: Not injurious. Granting of the use permit will not be detrimental to the public health, safety or welfare, nor will it create a public nuisance.

Statement of Fact: As conditioned, the facility will enable retail sales of goods and services and can be found compatible with surrounding land uses.

3. Finding: The use permit complies with the objectives of the general plan for the area in which it is located.

Statement of Fact: The use permit is consistent with the objectives of the General Plan in that the facility supports the commercial use of the land as described.

Conditions of Approval
P-15-14

- 1: All external lighting shall be shielded and downcast to prohibit light from being cast beyond the property boundaries. Outdoor lighting, including any lighting for illuminated signs, shall be turned off at 10:00 p.m. in the evenings and not be turned back on until the following day after 6:00 a.m. in the morning. (Twenty-four hour security lighting would be exempt from this time requirement)
- 2: At any time when visible dust is emitted by project operations, all graded areas, access roads, stockpiles and other areas that are not paved, rocked or covered shall be watered by the construction contractor at least daily. Water shall be applied in a fine spray that does not result in runoff from the watered surfaces.
- 3: The construction contractor shall be required to maintain construction vehicles in good running condition.
- 4: Conduct tree and shrub removal between September 1 and January 31. If tree and shrub removal is conducted during the rainy season, trees and shrubs should be cut down and their roots left in the ground until the dry season, to avoid disturbing the earth during the wet season. If tree and shrub removal must be

done during the nesting season (February 1 through August 31), a qualified biologist must conduct nesting bird surveys no more than one week prior to removal. If an active nest more than half completed is located during the nest survey, no trees or shrubs shall be removed until the young have fledged, as determined through additional monitoring by the qualified biologist. The results of the nest surveys shall be sent to the Department of Fish and Wildlife.

5: In the event that previously unidentified cultural or paleontological resources are encountered during construction, there shall be no further excavation or disturbance of that area. The construction crews shall stop work or avoid the materials and their context. The Planning Department shall be notified immediately. A qualified archaeologist shall evaluate the find to determine its historical or archaeological significance. If the find is determined to be a significant historical, paleontological or archaeological resource, the archaeologist shall make recommendations for appropriate mitigation. Work in the area shall not resume until the mitigation measures recommended by the archaeologist have been implemented.

6: In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, the project contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the Trinity County Coroner, the Planning Department and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). If the coroner determines the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. Following the coroner's findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of Trinity County to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

7: The following Best Management Practices shall be implemented during construction:

- Activities that increase the erosion potential shall be restricted to the fullest extent possible to the relatively dry late spring and early fall period (April 15 to November 15) to minimize the potential for rainfall events to mobilize and transport sediment. If these activities must take place during the late fall, winter, or early spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until disturbed ground surfaces have been successfully revegetated.
- Soils shall not be left exposed during the rainy season. Topsoil, seed and mulch, and/or fabric coverings shall be applied to areas where vegetation has been removed to reduce short-term erosion from unfinished areas prior to the start of the rainy season.
- Filter fences and/or catch basins shall be placed below all construction activities to intercept sediment before it leaves the site. These structures shall be installed prior to any clearing or grading activities.
- Sediment control measures shall be in place prior to the onset of the rainy season (November 15) and will be monitored and maintained in good working condition until the disturbed areas have been stabilized.

8: Construction will be done during daylight hours, or 7:00 a.m. to 8:00 p.m., whichever is more restrictive. No construction shall occur on Sunday. All internal combustion engines will be required to have a muffler of a type recommended by the manufacturer.

9: An encroachment permit will be required for all new driveways onto County Roads or State Highway 3. All driveways shall be constructed to the current Trinity County Department of Transportation standards for a commercial driveway, and the Trinity County Fire Safe Ordinance requirements for an access road. Encroachments into the State Highway right-of-way require an encroachment permit from Caltrans and must meet Caltrans standards. The encroachment permit must be applied for before the building permit is issued.

10: A sidewalk with curb and gutter shall be installed along the Manzanita Avenue frontage of the store. Plans for the driveways and sidewalks must be submitted prior to issuance of the building permit.

11: That this permit be subject to the securing of all necessary permits for the proposed development and eventual use from County, State and Federal agencies having jurisdiction. Any requirements imposed by an agency having jurisdiction shall be considered a condition of this permit.

12: This permit shall become effective after all applicable appeal periods have been expired or appeal processes exhausted. Failure of the permittee to make use of this permit within two years or failure to comply with payment of any fees within specified time periods shall result in the automatic expiration of this permit. The County will not provide a notice prior to the expiration date.

13: The use and occupancy of the premises shall be established and maintained in conformance with the provisions of the Trinity County Code and County Zoning Ordinance unless modified by conditions of the use permit.

14: That the application along with supplemental exhibits and related material be considered elements of this entitlement and that compliance therewith be mandatory, unless a modification has been approved by the Planning Commission.

15: This permit shall be subject to revocation or modification by the Planning Commission upon a finding of any one (1) or more of the following grounds:

- a. That one or more of the conditions upon which such permit was granted have been violated.
- b. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare or safety, or as to be a nuisance.

Any such revocation shall proceed as specified in Zoning Ordinance of Trinity County.

16: This entitlement does not become effective or operative and no work shall be commenced under this entitlement until the California Department of Fish and Game filing fees required or authorized by Section 711.4 of the Fish and Game Code are submitted to the Trinity County Planning Department. Said fee of \$2,260.00 shall be made payable to the Trinity County and submitted to the Trinity County Planning Department within 5 days of final action by the Planning Commission. Any waiver of the fee shall be on a form issued by the Department of Fish and Game upon their finding that the project has “no effect” on the environment. If the project is appealed, the payment will be held by the Trinity County Planning Department until the appeal is decided. Depending on the outcome of the appeal, the payment will either be filed with the County Clerk (if the project is approved) or returned to the payer (if the project is denied). Failure to pay this fee by the specified deadline shall result in the entitlement becoming null and void. The applicant has the sole responsibility to insure timely compliance with this condition.

EXHIBIT A

SEPTEMBER 10, 2015 MEETING MATERIALS

Staff Report

Minutes

Written comments presented at the meeting

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PROJECT DESCRIPTION: The application is for a use permit for a 9,100 square foot retail store with a variation for the setback requirements in one corner of the parcel. The building will be a pre-engineered metal structure housing a Dollar General retail store. Dollar General sells discounted groceries, housewares and personal items. Signage will consist of two signs on the building and one sign on pylons near the approach along Highway 3. The signs will be designed in accordance with the current County sign ordinance. If a permit is required for the sign, it will be obtained before erecting the sign.

The store will operate daily from 8:00 a.m. to 10:00 p.m. Approximately 3-5 people will be employed, approximately 2-3 people per shift. Thirty parking spaces will be provided on the parcel. The store entrance will be from Manzanita Avenue. Water and sewage will be provided by Hayfork Water District #1. Telephone and power are available at the property without extending any lines. Landscaping will be planted along State Highway 3, Manzanita Avenue and Humboldt Street.

Title 12 of the County Code, “Streets, Highways and Public Places” requires a 40-foot building setback for all properties abutting on all primary, secondary and other County roads. A variance from the setback from the County road right-of-way is required at the southeast corner of the building. Humboldt Street runs along the back of the parcel at an angle, so that the parcel is not square. There is a pinch point between the road and the southeast corner of the building, where there is only 10 feet between the building and the road right-of-way. See Figure 3. The required 10-foot landscaping setback will be met at this location. All other setbacks can and will be met.

ENVIRONMENTAL EVALUATION:

An evaluation of environmental impact (Initial Study) was prepared for this project pursuant to the California Environmental Quality Act (CEQA) finding that this project will not have a significant adverse impact on the environment. Following is a discussion of that evaluation, as well a proposed mitigation measures that have been developed to bring the impacts of this proposal to a level of insignificance.

A Mitigated Negative Declaration of Environmental Impact was prepared on August 7, 2015.

Environmental Checklist and Explanatory Notes

I. AESTHETICS Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I(a,b): The project is not within sight of a scenic vista or scenic resource, historic buildings or designated state scenic highways. The site will be visible from State Highway 3, which is not a designated scenic highway or byway at this location.

I(c): The project will change the existing visual character of the area by adding a new, large metal building housing a store. However, the building will not be inconsistent with the existing visual character of the surrounding area. There are other, similar commercial buildings in the area. Landscaping will be provided between the new facility and the adjoining roads.

I(d): There will be exterior lighting on poles in the parking area. The lights will remain on until at least 10:00 p.m., when the store closes, or possibly all night for security reasons. To prevent excessive glare on neighboring properties or light pollution, the following mitigation measure will be required to reduce potential glare impacts to less than significant:

Mitigation Measure I-1: All external lighting shall be shielded and downcast to prohibit light from being cast beyond the property boundaries. Outdoor lighting, including any lighting for illuminated signs, shall be turned off at 10:00 p.m. in the evenings and not be turned back on until the following day after 6:00 a.m. in the morning. (Twenty-four hour security lighting would be exempt from this time requirement)

II. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program in the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, timberland (as defined by Public Resources Code section 4526), or timberland zoned timber production (TPZ) as defined by Government Code Section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II(a-e): The project site is on a 1-acre Commercial lot in a developed area. The lot is not in agricultural or timber production, and is not a designated Agricultural or Timber Preserve. There is no impact on agricultural or timber production.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III(a-c): The project does not conflict with or obstruct implementation of applicable air quality plans. Trinity County is in attainment for all criteria pollutants and federal standards. The area occasionally exceeds the state standard for particulate matter. Minor emissions from construction (dust, equipment exhaust, etc) will not contribute to an exceedance of the particulate matter standard, because of its short duration.

After construction, the project is expected to generate approximately 385 vehicle trips per day. However, this will not increase overall vehicle emissions because these vehicle trips would likely be displaced from other nearby stores, or generated by vehicles that are already passing by on the adjacent highway.

III(d): The project will generate a minor amount of dust, asphalt emissions, concrete dust and heavy equipment exhaust during construction. Pollution concentrations during the short construction period will not be substantial. However, the standard practices stated below in Mitigation Measures III-1 and III-2 will be implemented to control and minimize air pollutants during construction.

Mitigation Measure III-1: At any time when visible dust is emitted by project operations, all graded areas, access roads, stockpiles and other areas that are not paved, rocked, vegetated or covered shall be watered at least daily. Water shall be applied in a fine spray that does not result in runoff from the watered surfaces.

Mitigation Measures III-2: The construction contractor shall be required to maintain construction vehicles in good running condition.

III(e): The project would not create objectionable odors or otherwise degrade the atmospheric environment. After construction, the project will not generate any new airborne contaminants.

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

IV(a): The project area consists primarily of open grassland with a few trees and shrubs. Vegetation is sparse native upland pine, oak, manzanita and ceanothus. Upland grasses and weeds cover most of the ground surface. There are no listed plant species in the area. The site would not provide habitat for local special-status wildlife species such as northern spotted owl, Pacific fisher, willow flycatcher, foothill yellow legged frog or western pond turtle, because it is a dry upland site with no streams, wetlands or riparian areas, and no large trees suitable for nesting or denning. In addition, the surroundings have a high level of noise disturbance because of the highway and adjacent commercial and residential development.

However, there is a potential for migratory songbirds to be nesting in the trees or shrubs on site. Migratory birds are protected by the Migratory Bird Treaty Act, which prohibits taking of a nest or eggs. Tree removal could result in take of a nest if an active nest was present when the tree was cut down. Therefore, the California Department of Fish and Wildlife requires the following mitigation, which will prevent this potential impact and reduce impacts on special status species to less than significant:

Mitigation Measures IV-1: Conduct tree and shrub removal between September 1 and January 31. If tree and shrub removal is conducted during the rainy season, trees and shrubs should be cut down and their roots left in the ground until the dry season, to avoid disturbing the earth during the wet season.

If tree and shrub removal must be done during the nesting season (February 1 through August 31), a qualified biologist must conduct nesting bird surveys no more than one week prior to removal. If an active nest more than half completed is located during the nest survey, no trees or shrubs shall be removed until the young have fledged, as determined through additional monitoring by the qualified biologist. The results of the nest surveys shall be sent to the Department of Fish and Wildlife.

IV(b-c): The site is entirely dry upland habitat. There are no creeks, riparian areas or wetlands or other sensitive natural communities on this site.

IV(d): The project will not interfere with fish or wildlife migration. Wildlife is not expected to migrate through this small site surrounded by roads and residential and commercial developments. There are more suitable migration corridors and nursery sites nearby that are more likely to be used by wildlife.

IV(e-f): The project will not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. The project area is not subject to any specific ordinances or plans regarding biological resources.

V CULTURAL RESOURCES Would the project.	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V.(a-b): A records search was requested from the Northeast Center of the California Historical Resources Information System (CHRIS) in June of 2015. CHRIS replied, stating that, according to their records, no prehistoric or historic sites have been recorded in the project area. The Hayfork area is part of the Nor Rel Muk Band of Wintu’s territory. Historic uses of the area include gold mining, farming and ranching.

The project involves grading and shallow excavations for utilities and a landscape detention basin. It is unlikely that cultural resources would be unearthed during minor grading on this small site within a developed area.

However, in the event unexpected cultural resources are encountered during construction, the following mitigation will be required to reduce the impact to less-than-significant:

Mitigation Measure V-1: In the event that previously unidentified cultural or paleontological resources are encountered during construction, there shall be no further excavation or disturbance of that area. The construction crews shall stop work or avoid the materials and their context. The Planning Department shall be notified immediately. A qualified archaeologist shall evaluate the find to determine its historical or archaeological significance. If the find is determined to be a significant historical, paleontological or archaeological resource, the archaeologist shall make recommendations for appropriate mitigation. Work in the area shall not resume until the mitigation measures recommended by the archaeologist have been implemented.

V.(b): The Native American archaeological site identified by Rich et al. (2009) is situated near, but outside of, the proposed project area. No archaeological materials have been identified in the road realignment footprint (Rich et al. 2009, Rich and Grantham 2009). Because the project will require substantial ground disturbance occurring in relatively close proximity to known archaeological resources, a monitoring/discovery plan has been developed in consultation with the Tsnungwe Tribe to insure that potential impacts to a significant archaeological resource are avoided (Mitigation Measure V-1).

V.(c): There are no known paleontological resources in the project area, therefore, no impact is anticipated. Mitigation Measure V-1, above, includes provisions for the unexpected discovery of paleontological resources during construction.

V.(d): Although unlikely, if human remains were unearthed the following mitigation measure will be implemented.

Mitigation Measure V-2: In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, the project contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the Trinity County Coroner, the Planning Department and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). If the coroner determines the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. Following the coroner’s findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of Trinity County to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Expose people or structures to 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Publication 42.				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Would the project result in disturbance of ultra-mafic rock or soils potentially containing naturally occurring asbestos?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII(a,c,d): There are no known faults crossing the project area. The area is not mapped on an Alquist-Priolo Earthquake Fault Zoning Map. No Quaternary faults (faults having recent movement within the past 2 million years) have been recognized in the area. Seismic shaking may occur, generated by more distant active faults. However, these would not be likely to lead to ground failure or liquefaction at the project site, due to the nature of the materials underlying the site. The site is underlain by non-marine sediments of the Weaverville Formation. The coarse sediments underlying the site are not subject to liquefaction, expansion, lateral spreading or differential subsidence. The area to be disturbed is flat, so the potential for landslides is very low.

VI(b): Grading will be minimal for this project, and graded areas will be covered by the building, paved with asphalt or concrete, or landscaped. No steep slopes will be disturbed. Therefore, there is little potential for erosion or loss of topsoil.

VI(e): The project does not involve septic tanks. The project will be connected to the Trinity County Waterworks District #1 public sewer system.

VI(f): The underlying soils and rock to be excavated are non-marine sedimentary rocks that are not ultramafic. Therefore, there is no potential of naturally occurring asbestos being present at the project site.

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

VII(a): The project is estimated to generate 385 trips per day. However, these new trips would be customers who would otherwise be travelling to another store, or who would be driving by on the adjacent highway and only travel a very short distance out of their way to stop at the store. There would not be a significant net increase in emissions from customers or employees driving to the new store. The project itself would not emit any greenhouse gases, except for a short time during construction.

VII(b): The project is consistent with zoning and the Land Use Element of the Trinity County General Plan. It would not conflict with any adopted County plans or policies.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VIII(a-b): Routine construction activities would not create a significant hazard to the public. Minor equipment maintenance involving the transfer of fuels, oils, greases, hydraulic fluids and solvents may occur during construction, but construction would be very short-term. The potential of release of such materials is low. Once constructed, there would be no significant hazard to the public, because the store will not sell, or stock hazardous materials.

VIII(c): The project is within ¼ mile of Hayfork High School. However, it will not emit hazardous emissions or handle hazardous waste.

VIII(d): The site is not on any lists of known hazardous materials sites.

VIII(e,f) The project is located within Zone D of the Hayfork Airport Land Use Compatibility Plan (ALUCP). Development in this zone should not attract large numbers of people, must not be noise-sensitive, should not present a hazard to flight and should not be over 70 feet tall. Children’s schools, hospitals, and nursing homes are discouraged. The proposed project is a retail store that is not over 70 feet tall and will not attract large numbers of people at a time, or cause a hazard to flight. The project is allowable in Zone D of the ALUCP. The project is not within the vicinity of a private airstrip.

VIII(g): he project will not interfere with emergency response services or the emergency evacuation of residences in the vicinity. No public roads will be closed for this project.

VIII(h): The project is in a known wildland fire interface. The building will be a metal structure, and will not be used for long-term occupation. Customers and employees can be easily evacuated from the structure if necessary. The project will not affect evacuation routes in the event of a wildfire or other emergency.

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Violate any applicable water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year floodplain, as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year floodplain structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX(a): The project will not generate wastewater, except to the public sanitary sewer system. However, during the short period of construction, violations of water quality standards for turbidity could occur if erosion and sedimentation is not controlled, or if disturbed areas are left uncovered. Turbidity standards will not be exceeded due to erosion and sedimentation control practices that will be implemented during and after construction. Discharges to Ewing Gulch are unlikely, due to the flat terrain and the distance from the project site to the creek. The finished project will reduce erosion by paving and landscaping areas that are bare soil now.

During construction, erosion and sedimentation from stormwater will be further mitigated by the following mitigation measure:

Mitigation Measure IX-1: The following Best Management Practices shall be implemented during construction:

- **Activities that increase the erosion potential shall be restricted to the fullest extent possible to the relatively dry late spring and early fall period (April 15 to November 15) to minimize the potential for rainfall events to mobilize and transport sediment. If these activities must take place during the late fall, winter, or early spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until disturbed ground surfaces have been successfully revegetated.**
- **Soils shall not be left exposed during the rainy season. Topsoil, seed and mulch, and/or fabric coverings shall be applied to areas where vegetation has been removed to reduce short-term erosion from unfinished areas prior to the start of the rainy season.**
- **Filter fences and/or catch basins shall be placed below all construction activities to intercept sediment before it leaves the site. These structures shall be installed prior to any clearing or grading activities.**
- **Sediment control measures shall be in place prior to the onset of the rainy season (November 15) and will be monitored and maintained in good working condition until the disturbed areas have been stabilized.**

IX(b): The project will not use groundwater or interfere with groundwater recharge.

IX(c-e): Nearly an acre of new impermeable surface will be created by the building, parking lot and driveways. Grading, paving and constructing the building will alter the existing drainage pattern of the site. The applicant proposes grading the pad to drain away from the building, and placing landscape detention basins along the eastern property line and southwest corner of the site. However, the adjacent roads do not have any drainage facilities. No roadside ditches or gutters are currently available to collect runoff, and water currently sheet flows onto the roads. Concentrated runoff and higher flow rates from the site would exacerbate this problem. Therefore, the following mitigation measures will be required:

Mitigation Measure IX-2: A storm water collection system must be installed to divert runoff into Ewing Gulch, which is approximately 220 feet west of the project site. The developer must verify that the receiving downstream culverts have adequate capacity to handle the increased flows. Because this stormwater system would cross adjacent private property or Caltrans right-of-way, a drainage easement or encroachment permit must be obtained to secure the right to discharge the drainage offsite. The revised drainage plan and any necessary discharge right must be provided to the County prior to approval of the final Building Permit.

IX(f): The project will have no other effects on water quality.

IX(g-h): The project is just outside the 100-year floodplain of Ewing Gulch. See Figure 4. Ewing Gulch flows past the northwest corner of the project parcel. The building will not be located within, or adjacent to the floodplain. The area closest to the floodplain will be a paved driveway entering the parking lot from Manzanita Avenue. The parking lot and driveway will not impede or redirect the flood flows. Therefore, there is no significant impact on 100-year flood flows.

IX(i-j): The project would not attract people to flood prone areas or cause new areas to become prone to flooding. Therefore, it will not expose people or structures to a significant risk of loss, injury, or death involving flooding or inundation by seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X(a): The project will not physically divide a community or change land use patterns in the area.

X(b): The project is consistent with current zoning and the Land Use Element of the General Plan and the Hayfork Community Plan.

X(c): The project site is not subject to any habitat conservation plan or natural community conservation plan.

XI. MINERAL AND ENERGY RESOURCES Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the use of energy or non-renewable resources in a wasteful or inefficient manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI(a-b): The project will not effect the availability of any mineral resources. The project is not on a site that contains an important mineral resource.

XI(c): The project will not waste energy or non-renewable resources. Energy use would consist of power for lighting, cash register, etc. typical for a retail store. Water use would be for routine cleaning and restrooms. There would be no excessive use of resources.

XII. NOISE Would the project result in:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII(a): The only noise generated by this project would be during construction. Noise would be typical construction noise such as equipment engines, grading, and compaction of soils and paving equipment. Trinity County does not have a noise ordinance. The Noise Element of the General Plan does not have standards that apply to construction activities. Although there are residences nearby, the area is primarily a downtown commercial area, where ambient noise is fairly high during the day. Construction will only occur during daylight hours, Monday through Saturday, as required by the following mitigation measure:

Mitigation Measure XII-1: Construction will be done during daylight hours, or 7:00 a.m. to 8:00 p.m., whichever is more restrictive. No construction shall occur on Sunday. All internal combustion engines will be required to have a muffler of a type recommended by the manufacturer.

XII(b): During construction, vibrations will be generated by heavy equipment moving earth at the site, and compaction of the soils. There will be no pile driving, blasting or other excessive noise or vibration. Grading will be minimal, and the project will be completed in a short time. The vibrations will be short term, during daylight hours only, and not close enough to be felt by any sensitive receptors.

XII(c): The finished project will not result in a permanent increase in noise levels. Noise generated by store operation would be consistent with noise from nearby commercial activities. The store would be closed from 10:00 p.m. to 8:00 a.m.

XII(d): Use of heavy equipment during project construction will cause some noise for a short period of time. Afterwards, there would be no substantial increase in permanent ambient noise. As discussed above, this temporary increase in noise will not be significant, because of the existing ambient noise in the downtown commercial district.

XII(e): The project is located in Zone D of the Hayfork Airport Land Use Compatibility Plan. However, the Plan indicates that the 65 dB noise contour is fully contained on the airport property, and does not extend to the project site. Therefore, the project will not expose people to excessive aircraft noise.

XII(f): The project is not located within two miles of a private airstrip.

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII(a-c): The project will have no effect on population, nor will it displace any housing.

XIV. PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV(a) – (f): The project involves construction of one retail store in a commercial district. This will have no effect on public facilities or infrastructure. Water for fire protection will be provided from the public Trinity County Waterworks District #1, which can provide adequate pressure for sprinklers. Driveways will be designed in accordance with the Trinity County Fire Safe Ordinance, to ensure fire vehicle access.

XV. RECREATION	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

recreational facilities that might have an adverse physical effect on the environment?				
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XV(a-b): The project does not increase population or otherwise increase the use of existing parks and recreational facilities. The project will not indirectly lead to the need to expand recreational facilities, nor will it increase use of other recreational facilities such that physical deterioration would occur.

XVI. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI(a-b): The project is expected to generate 385 vehicle trips per day. Most of the travel would be on State Highway 3, which has adequate capacity to accommodate this increase. Actually, most of the trips would already be using State Highway 3 in this area, either to access other stores, or passing by anyway. Additional trips will enter the store from Manzanita Avenue. The driveway to enter the store will be near the intersection of Manzanita Avenue and State Highway 3. The project will not add through traffic to much of Manzanita Avenue. However, the Trinity County Department of Transportation will require an additional driveway from the store onto Humboldt Street to provide better circulation within the parking lot, particularly for trucks. This will increase traffic on Manzanita Avenue between State Highway 3 and Humboldt Street by approximately half of the total 385 vehicles per day (or 192 vehicles) including occasional delivery trucks. In addition, some trucks may choose to travel on Oak Avenue to Humboldt Street and along Humboldt Street to access the loading area from the Humboldt Street entrance without having to make the sharp U-turn from Manzanita to Humboldt to the rear entrance. This will add a small amount of truck traffic to Humboldt Street between Oak and Manzanita Avenues.

To ensure the new driveways meet county standards, the following mitigation measure will be required:

Mitigation Measure XVI-1: An encroachment permit will be required for all new driveways onto Manzanita Avenue and Humboldt Street. All driveways shall be constructed to the current Trinity County Department of Transportation standards for a commercial driveway, and the Trinity County Fire Safe Ordinance requirements for an access road. The encroachment permit must be applied for before the building permit is issued.

XVI(c): The project will have no effect on air traffic patterns.

XVI(d): The increase of nearly 200 trips per day along Manzanita Avenue from State Highway 3 to Humboldt Street will increase the hazard to pedestrians at this location. The following measure is proposed to improve pedestrian safety:

Mitigation Measure XVI-2: A sidewalk with curb and gutter shall be installed along the Manzanita Avenue frontage of the store. Plans for the driveways and sidewalks must be submitted prior to issuance of the building permit.

XVI(e): The project will not affect emergency access. No public roads will be blocked or closed during construction or store operation.

XVI(f): The project will have no effect on existing or proposed transit, bikeways or pedestrian facilities, except that a pedestrian facility will be added along Manzanita Avenue.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII(a, b, e): The project will not generate an exceptional amount of wastewater requiring treatment that would exceed the capacity of the public wastewater system or require the expansion of that system. The only wastewater generated will be from routine cleaning and restroom use.

XVII(c): Trinity County Department of Transportation, in reviewing the grading plans, noted that the adjacent roads do not have any drainage facilities. No roadside ditches or gutters are currently available to collect runoff, and water currently sheet flows onto the roads. Therefore, the Developer will be required to direct drainage approximately 220 feet west to Ewing Gulch, and do a hydrologic study to determine if the additional flows will

adversely impact downstream facilities, and mitigate those impacts. The expense of the necessary improvements to the stormwater drainage facilities will be the responsibility of the Developer. Mitigation Measure IX-2, repeated below, will address this impact.

Mitigation Measure IX-2: A storm water collection system must be installed to divert runoff into Ewing Gulch, which is approximately 220 feet west of the project site. The developer must verify that the receiving downstream culverts have adequate capacity to handle the increased flows. Because this stormwater system would cross adjacent private property or Caltrans right-of-way, a drainage easement or encroachment permit must be obtained to secure the right to discharge the drainage offsite. The revised drainage plan and any necessary discharge right must be provided to the County prior to approval of the final Building Permit.

XVII(d): Water will be supplied by the public Trinity Water Works District #1. The project will not use excessive amounts of water. Water use would be primarily for routine washing and cleaning and restrooms. This low water demand would not exceed the water district’s capacity to provide water.

XVII(f-g): The project will not generate sufficient waste to have an impact on landfill facilities.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant	Less Than Significant With Mitigation	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects, as defined in Section 15130.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII(a): As documented above, the project, with mitigation, will have no effect on special status fish, wildlife or plant species or important examples of major periods of history or prehistory.

XVII(b): Since the project will have no effect of sensitive resources, its effects will not result in a cumulative adverse effect on the human or natural environment. There are no other projects in the immediate vicinity that would contribute to the effects of this project.

XVIII(c): The project, as mitigated, would not have any environmental impacts that would cause adverse effects on human beings.

DISCUSSION:

The proposed Use Permit Conditions are based on the Mitigation Measures in the above CEQA document and on comments from public agencies during routing, to address any areas of environmental concern.

However, upon further review of the project, staff recommends two changes:

1. The Applicant has demonstrated that all stormwater runoff can be retained in on-site detention basins and infiltrated into the ground without discharging to adjacent stormwater facilities. Therefore, Mitigation Measure IX-2, in the Hydrology section above, will not be necessary, and Condition 8, stated below, can be eliminated.
2. Section XVI Transportation/Traffic, above states that the Trinity County Department of Transportation will require an additional driveway from the store onto Humboldt Street to provide better circulation within the parking lot, particularly for trucks. With the single driveway as designed, delivery trucks would have to enter from the single entrance on Manzanita Avenue and then back around a corner in the parking lot to reach the loading docks located at the southwest corner of the building. However, the second entrance would increase traffic on Manzanita Avenue between State Highway 3 and Humboldt Street by approximately half of the total 385 vehicles per day (or 192 vehicles) including occasional delivery trucks. Actually, the turn from Manzanita Avenue into the Humboldt Street entrance would be very difficult for truck-and-trailer type delivery trucks, so they would probably have to travel on Oak Avenue to Humboldt Street and along Humboldt Street to access the loading area from the Humboldt Street entrance. This would add truck traffic to Oak Street and Humboldt Street between Oak and Manzanita Avenues. These streets are narrow residential streets with no shoulders or sidewalks. Staff therefore recommends eliminating the requirement for a second entrance. On site internal circulation issues should be resolved on site rather than impacting the adjacent residential communities with truck traffic. Condition 10, below, should therefore be deleted.

These recommended changes would not result in new environmental impacts that have not been analyzed in the CEQA document, because the off-site drainage impact would be eliminated, and the elimination of the second driveway would eliminate an off-site traffic impact.

STAFF RECOMMENDATION:

Staff recommends the following:

1. Adopt a mitigated Negative Declaration, finding that on the basis of the whole record before the Commission (Board), including the initial study and comments received, that there is no substantial evidence that the project will have a significant effect on the environment and that a negative declaration reflects the commission's (board's) independent judgment and analysis; and
2. Approve the Use Permit to allow development of a 9,100 square foot retail store, subject to findings of fact and subject to conditions of approval stated below, with the exception of Conditions 8 and 10, which shall be eliminated; and
3. Approve a variance to the 40-foot building setback required in Section 12.08.010 of the County Code, and allow a 10-foot setback between the building and the right-of-way of Humboldt Street.

FINDINGS OF FACT

1. Finding: Sound Principles of Land Use. The use permit is granted on sound principles of land use.

Statement of Fact: This use would be consistent with the provisions of the zoning ordinance, the Land Use Element of the General Plan, and the Hayfork Community Plan.

2. Finding: Not injurious. Granting of the use permit will not be detrimental to the public health, safety or welfare, nor will it create a public nuisance.

Statement of Fact: As conditioned, the facility will enable retail sales of goods and services and can be found compatible with surrounding land uses.

3. Finding: The use permit complies with the objectives of the general plan for the area in which it is located.

Statement of Fact: The use permit is consistent with the objectives of the General Plan in that the facility supports the commercial use of the land as described.

Conditions of Approval
P-15-14

1: All external lighting shall be shielded and downcast to prohibit light from being cast beyond the property boundaries. Outdoor lighting, including any lighting for illuminated signs, shall be turned off at 10:00 p.m. in the evenings and not be turned back on until the following day after 6:00 a.m. in the morning. (Twenty-four hour security lighting would be exempt from this time requirement)

2: At any time when visible dust is emitted by project operations, all graded areas, access roads, stockpiles and other areas that are not paved, rocked or covered shall be watered by the construction contractor at least daily. Water shall be applied in a fine spray that does not result in runoff from the watered surfaces.

3: The construction contractor shall be required to maintain construction vehicles in good running condition.

4: Conduct tree and shrub removal between September 1 and January 31. If tree and shrub removal is conducted during the rainy season, trees and shrubs should be cut down and their roots left in the ground until the dry season, to avoid disturbing the earth during the wet season. If tree and shrub removal must be done during the nesting season (February 1 through August 31), a qualified biologist must conduct nesting bird surveys no more than one week prior to removal. If an active nest more than half completed is located during the nest survey, no trees or shrubs shall be removed until the young have fledged, as determined through additional monitoring by the qualified biologist. The results of the nest surveys shall be sent to the Department of Fish and Wildlife.

5: In the event that previously unidentified cultural or paleontological resources are encountered during construction, there shall be no further excavation or disturbance of that area. The construction crews shall stop work or avoid the materials and their context. The Planning Department shall be notified immediately. A qualified archaeologist shall evaluate the find to determine its historical or archaeological significance. If the find is determined to be a significant historical, paleontological or archaeological resource, the archaeologist shall make recommendations for appropriate mitigation. Work in the area shall not resume until the mitigation measures recommended by the archaeologist have been implemented.

6: In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, the project contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the Trinity County Coroner, the Planning Department and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). If the coroner determines the remains to be Native American, he or she shall contact the Native American Heritage Commission within 24 hours. Following the coroner's findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of Trinity County to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

7: The following Best Management Practices shall be implemented during construction:

- Activities that increase the erosion potential shall be restricted to the fullest extent possible to the relatively dry late spring and early fall period (April 15 to November 15) to minimize the potential for rainfall events to mobilize and transport sediment. If these activities must take place during the late fall, winter, or early spring, then temporary erosion and sediment control structures must be in place and operational at the end of each construction day and maintained until disturbed ground surfaces have been successfully revegetated.
- Soils shall not be left exposed during the rainy season. Topsoil, seed and mulch, and/or fabric coverings shall be applied to areas where vegetation has been removed to reduce short-term erosion from unfinished areas prior to the start of the rainy season.
- Filter fences and/or catch basins shall be placed below all construction activities to intercept sediment before it leaves the site. These structures shall be installed prior to any clearing or grading activities.
- Sediment control measures shall be in place prior to the onset of the rainy season (November 15) and will be monitored and maintained in good working condition until the disturbed areas have been stabilized.

8: A storm water collection system must be installed to divert runoff into Ewing Gulch, which is approximately 220 feet west of the project site. The developer must verify that the receiving downstream culverts have adequate capacity to handle the increased flows. Because this stormwater system would cross adjacent private property or Caltrans right-of-way, a drainage easement or encroachment permit must be obtained to secure the right to discharge the drainage offsite. The revised drainage plan and any necessary discharge right must be provided to the County prior to approval of the final Building Permit.*

9: Construction will be done during daylight hours, or 7:00 a.m. to 8:00 p.m., whichever is more restrictive. No construction shall occur on Sunday. All internal combustion engines will be required to have a muffler of a type recommended by the manufacturer.

10: An additional driveway shall be constructed onto Humboldt Street in order to provide for internal circulation.*

11: An encroachment permit will be required for all new driveways onto Manzanita Avenue and Humboldt Street. All driveways shall be constructed to the current Trinity County Department of Transportation standards for a commercial driveway, and the Trinity County Fire Safe Ordinance requirements for an access road. The encroachment permit must be applied for before the building permit is issued.

12: A sidewalk with curb and gutter shall be installed along the Manzanita Avenue frontage of the store. Plans for the driveways and sidewalks must be submitted prior to issuance of the building permit.

13: That this permit be subject to the securing of all necessary permits for the proposed development and eventual use from County, State and Federal agencies having jurisdiction. Any requirements imposed by an agency having jurisdiction shall be considered a condition of this permit.

14: This permit shall become effective after all applicable appeal periods have been expired or appeal processes exhausted. Failure of the permittee to make use of this permit within two years or failure to comply with payment of any fees within specified time periods shall result in the automatic expiration of this permit. The County will not provide a notice prior to the expiration date.

15: The use and occupancy of the premises shall be established and maintained in conformance with the provisions of the Trinity County Code and County Zoning Ordinance unless modified by conditions of the use permit.

16: That the application along with supplemental exhibits and related material be considered elements of this entitlement and that compliance therewith be mandatory, unless a modification has been approved by the Planning Commission.

17: This permit shall be subject to revocation or modification by the Planning Commission upon a finding of any one (1) or more of the following grounds:

- a. That one or more of the conditions upon which such permit was granted have been violated.
- b. That the use for which the permit was granted is so conducted as to be detrimental to the public health, welfare or safety, or as to be a nuisance.

Any such revocation shall proceed as specified in Zoning Ordinance of Trinity County.

18: This entitlement does not become effective or operative and no work shall be commenced under this entitlement until the California Department of Fish and Game filing fees required or authorized by Section 711.4 of the Fish and Game Code are submitted to the Trinity County Planning Department. Said fee of \$2,260.00 shall be made payable to the Trinity County and submitted to the Trinity County Planning Department within 5 days of final action by the Planning Commission. Any waiver of the fee shall be on a form issued by the Department of Fish and Game upon their finding that the project has “no effect” on the environment. If the project is appealed, the payment will be held by the Trinity County Planning Department until the appeal is decided. Depending on the outcome of the appeal, the payment will either be filed with the County Clerk (if the project is approved) or returned to the payer (if the project is denied). Failure to pay this fee by the specified deadline shall result in the entitlement becoming null and void. The applicant has the sole responsibility to insure timely compliance with this condition.

*** Staff recommends deleting these conditions.**

INITIAL STUDY - EVALUATION OF ENVIRONMENTAL IMPACT

Project Name: Fountain Ranch Road Realignment (PW-10-04)

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 (mitigation measures) have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find 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 "potentially significant impact" or "potentially significant unless mitigated" impact 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. 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.

James C. Smith for:
Richard Tippett, Planning Director,
Trinity County Planning Department

8/7/15
Date

P 15-14 Cross Development

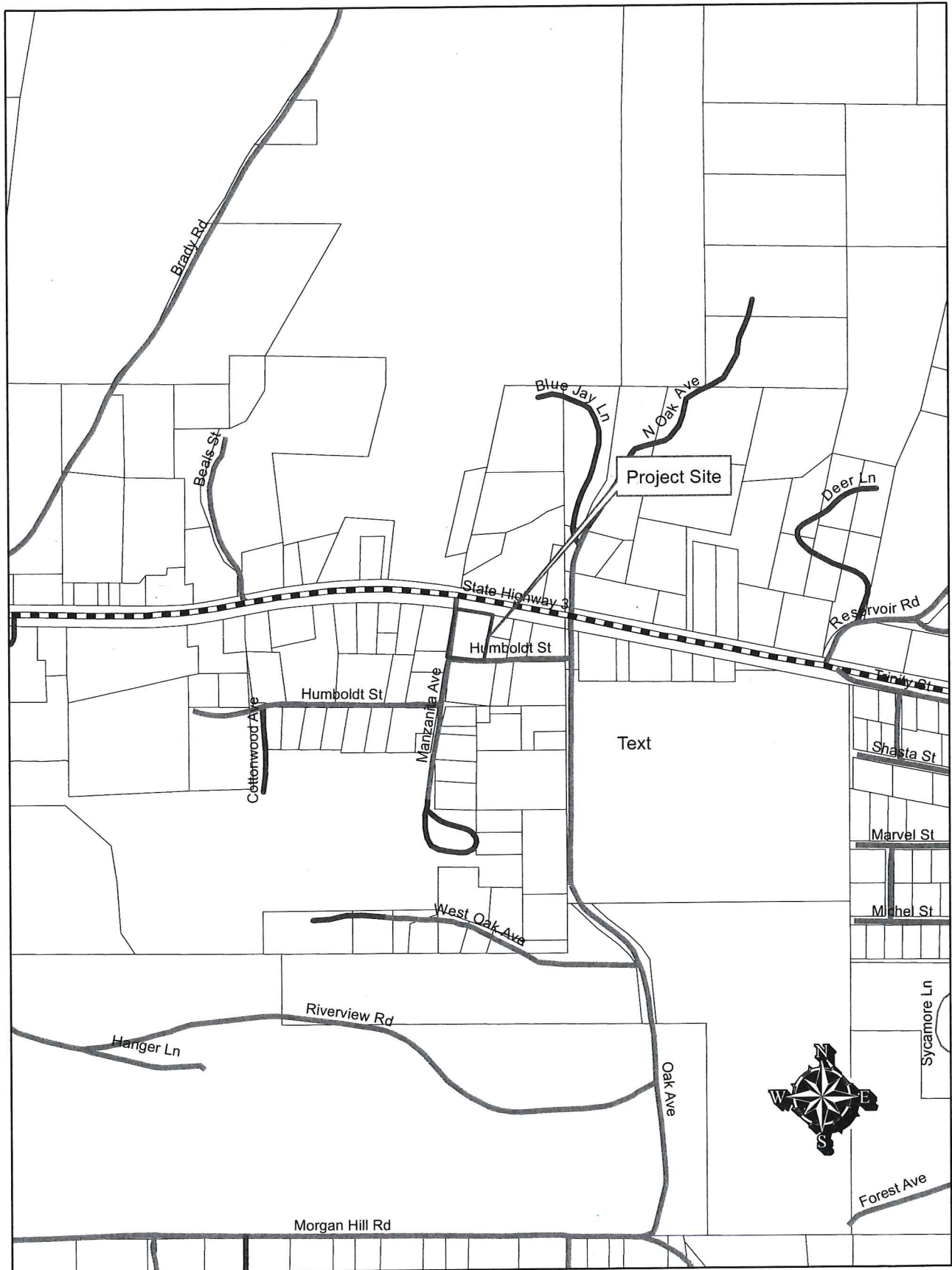


FIGURE 1

Proposed Location of Dollar General, Hayfork, CA

FIGURE 2

Legend
\$ Dollar General



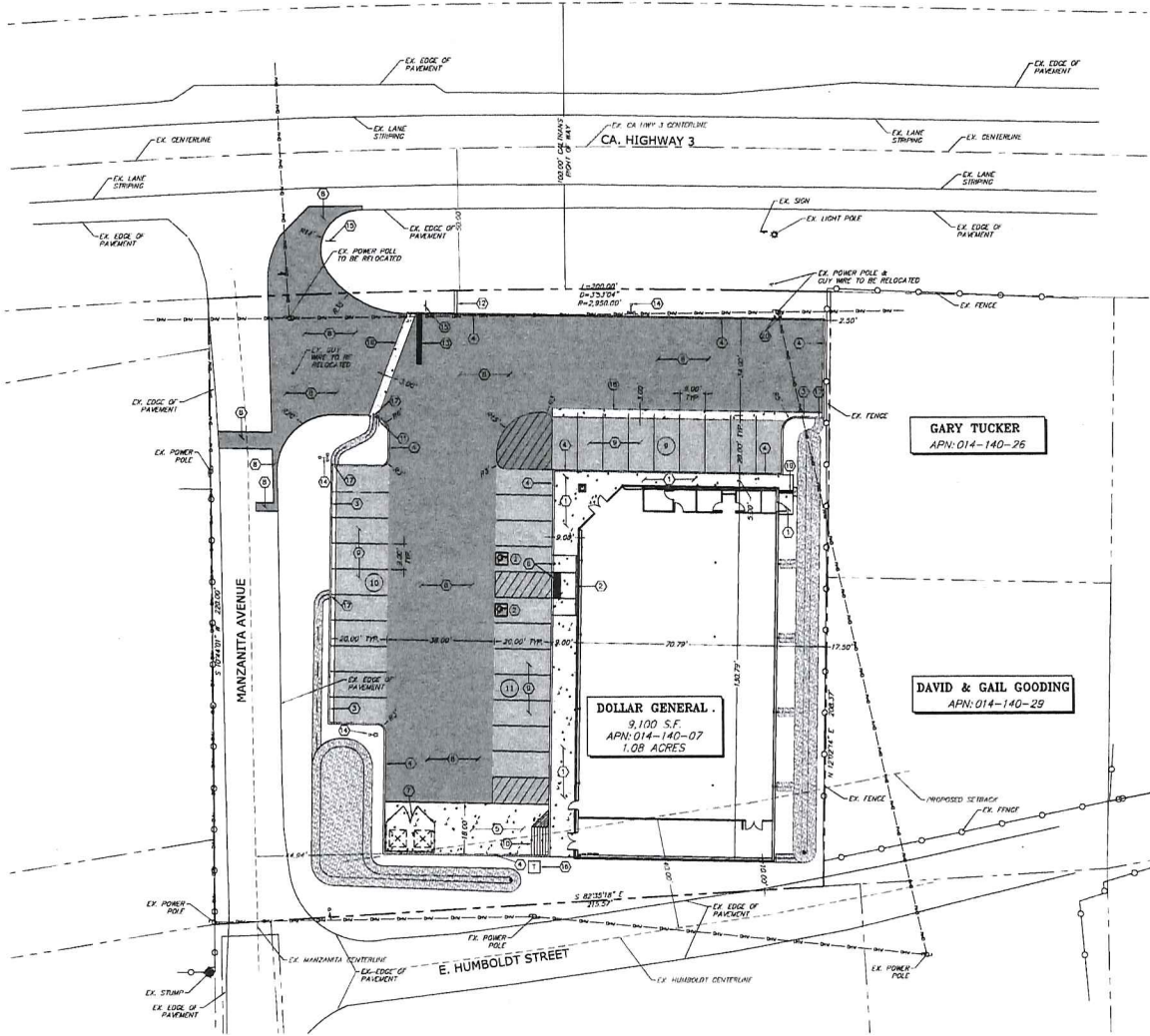
Google earth

© 2015 Google

100 ft

FIGURE 3

PROJECT LEGEND	
A.P.N.: 014-140-07	
SITE SETBACKS:	
CA HWY 3 E	= 50 FEET
MANZANITA E	= 40 FEET
HUMBOLDT E	= 40 FEET
PARKING:	
REQUIRED 1,000 S.F.	8,100 / 300 = 30 SPACES
PROVIDED	= 30 SPACES



- NOTES:**
1. HUMANMENT STRIPING, LANE MARKINGS SHALL BE IN ACCORDANCE WITH THE CALIFORNIA MUTCD.
 2. PARKING SPACE LINES SHALL BE 4-INCH WIDE WHITE STRIPES.
 3. ACCESSORY WITH LOADING & UNLOADING ACCESSIBLE SHALL BE MARKED BY A DOTTED PAVED AREA WITH THE BLUE SQUARE MARKING LINES A MINIMUM OF 3 FEET FROM THE CENTERLINE. MARKING LINES A CONTRASTING WITH THE PAVING SURFACE, PREFERABLY BLUE OR WHITE. THE MARKING SURFACE SHALL BE FINISHED TO THE GRADE WITH CURB AT (12X18 MIN) LOADING AND UNLOADING ACCESSIBLE. THIS NOTICE SHALL BE MARKED IN WHITE LETTERS THE SIZE 12" HIGH AND LOCATED SO THAT IT IS VISIBLE TO TRAFFIC EMPLOYMENT OFFICIALS. REQUIREMENTS TO CONFORM TO TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS.
 4. PARKING STALL INSTALLATION AND MATERIALS SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MUTCD.
 5. ALL EXISTING CONDITIONS EXPOSED TO FINISHING AND FINISHING CONDITIONS SHALL BE MAINTAINED AS NEAR AS POSSIBLE. ANY IMPROVEMENTS TO RESULT IN 4:38 - 7:58 AM ON TUESDAY.
 6. REFERENCED "GENERAL NOTES" ON SHEET C01.
 7. REFERENCED "SIGN/CHARACTERS" ON SHEET C01.
 8. REFERENCED "LEGEND" ON SHEET C01.

- CONSTRUCTION NOTES:**
1. CONSTRUCT SIDEWALK PER DETAIL 2, SHEET C02.
 2. CONSTRUCT ACCESSIBLE RAMP AND STALL AS PER DETAIL 3, SHEET C02.
 3. CONSTRUCT TRIP P.C.C. CURB & GUTTER AS PER DETAIL 6, SHEET C02.
 4. CONSTRUCT P.C.C. MEDIAN CURB PER DETAIL 7, SHEET C02.
 5. CONSTRUCT 6" CONCRETE SECTION OVER 6" CLASS 2 AGGREGATE BASE AS PER DETAIL 8, SHEET C02. FOR JOINTS IN CONCRETE SEE DETAIL 8 & 9 ON SHEET C02.
 6. INSTALL ACCESSIBLE PARKING STALL SIGNAGE AS PER DETAIL 2, SHEET C03.
 7. INSTALL TRASH ENCLOSURE SEE ARCHITECTURAL SHEET A120 FOR DESIGN.
 8. CONSTRUCT HEAVY ASPHALT SECTION OF 4" ASPHALT CONCRETE PAVEMENT, 10-20 OVER 8.5" CLASS 2 AGGREGATE BASE AS PER DETAIL 4, SHEET C03.
 9. CONSTRUCT LIGHT ASPHALT SECTION OF 3" ASPHALT CONCRETE PAVEMENT, 10-20 OVER 8.5" CLASS 2 AGGREGATE BASE AS PER DETAIL 4, SHEET C03.
 10. CONSTRUCT DELIVERY RAMP AS PER DETAIL 3, SHEET C03.
 11. INSTALL "UNAUTHORIZED PARKING" AS PER CDC 11290.4 & CONSTRUCT SIGN BASE AND POLE AS PER DETAIL 6, SHEET C03.
 12. SITE PAVEMENT COORDINATE WITH ELECTRICAL.
 13. CONSTRUCT 12" WIDE WHITE STOP BAR AND STOP LEGEND AS PER MUTCD STANDARDS.
 14. INSTALL SITE LIGHTING, COORDINATE LOCATION AND SIZE WITH LIGHTING PLANS. SEE DETAIL 71 ON SHEET 251 FOR LIGHT POLE BASE.
 15. INSTALL 12" WIDE 12" STOP SIGN AS PER CALIFORNIA 2015 MUTCD AND 100' AS PER DETAIL 6, SHEET C03. ENGINEER TO LOCATE STOP SIGN AND STOP BAR IN FIELD PRIOR TO CONSTRUCTION.
 16. PROPOSED TRANSFORMER & PAD LOCATION, COORDINATE EXACT LOCATION & DESIGN WITH LOCAL ENERGY MAINTENANCE.
 17. CONSTRUCT CURB OPENING AS PER DETAIL 7, SHEET C03.
 18. CONSTRUCT 3" WIDE LONGITUDINAL VALLEY GUTTER AS PER DETAIL 6, SHEET C03.
 19. CONSTRUCT SIDEWALK CROSS DRAIN AS PER DETAIL 6, SHEET C03.
 20. CONSTRUCT 6" PIPE ROLLERS AS PER DETAIL 2, SHEET C03 WITHOUT SIGNAGE.

SITE PLAN
SCALE: 1" = 20'-0"



2 DAYS BEFORE YOU DIG CALL USA TOLL FREE 1-800-227-2600

ALL DRAWINGS HEREIN ARE THE PROPERTY OF TECTONICS DESIGN GROUP AND MAY NOT BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN AUTHORIZATION OF TECTONICS DESIGN GROUP.

DESIGNED: N.D.J.
CHECKED/STAMPED: N.D.J.

REGISTERED PROFESSIONAL ENGINEER
No. C62348
Exp. 9/30/15
CIVIL
STATE OF CALIFORNIA
5/19/2015

TECTONICS DESIGN GROUP

1000 W. 10TH STREET, SUITE 100
DENVER, CO 80202
www.tdg.com

Dollar General Development, LLC
Hayfork, California
AD, SUITE 225, DALLAS, TEXAS 75252
17430 CAMP

DATE: 4/2/15	SUBMITTAL RECORD:	DATE: 4/2/15	SUBMITTAL
4/23/15	4/23/15	4/23/15	80% REVIEW SET
5/13/15	5/13/15	5/13/15	PERMIT SET
			CALIFORNIA SUBMITTAL
SHEET TITLE: SITE PLAN		SHEET: C2.1	

FIGURE 4

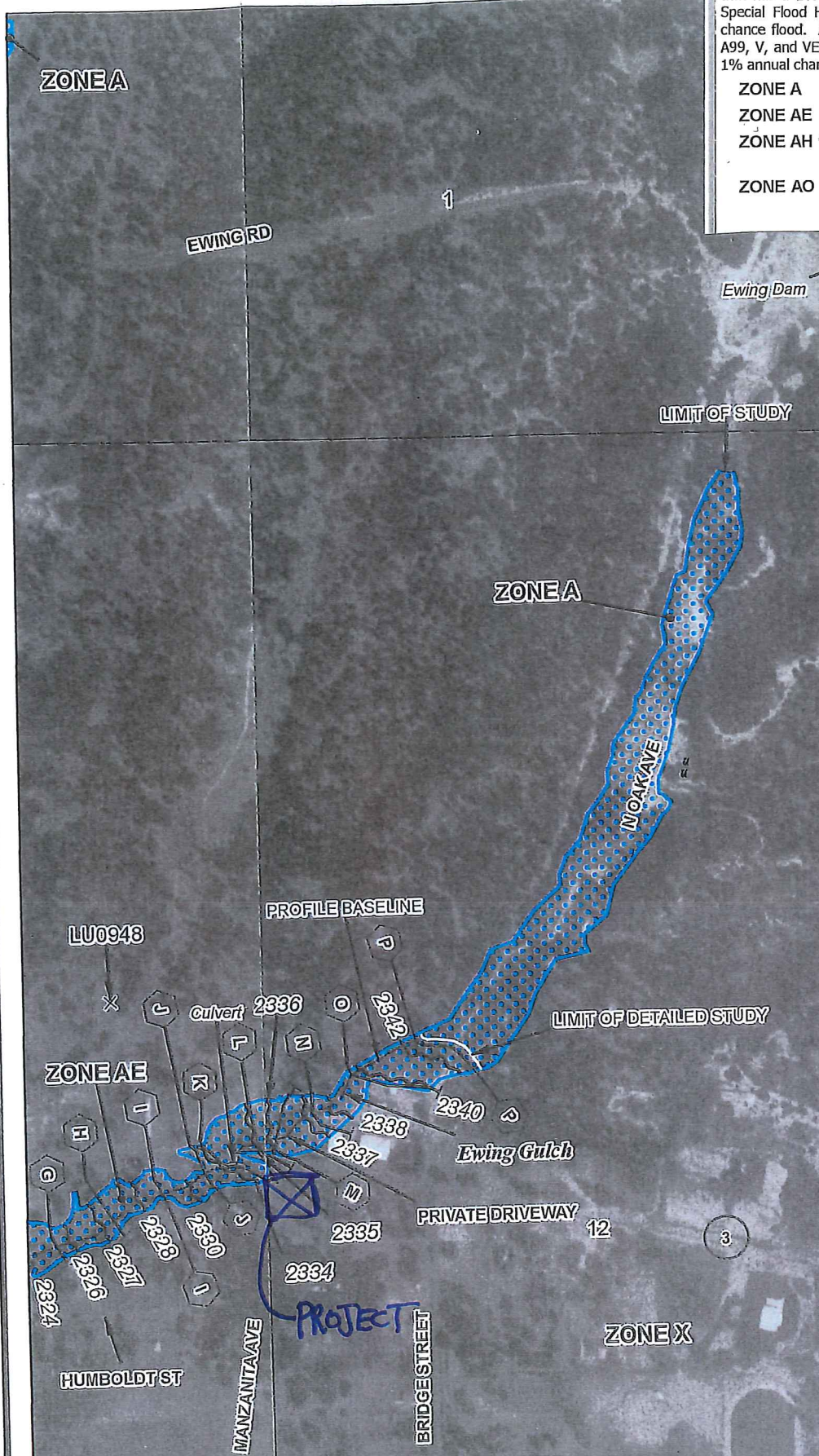
LEGEND



SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A No Base Flood Elevations determined.
- ZONE AE Base Flood Elevations determined.
- ZONE AH Depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TRINITY COUNTY,
CALIFORNIA AND
INCORPORATED AREAS

PANEL 592 OF 925

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
TRINITY COUNTY	060401	0592	D

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER
06105C0592D

MAP REVISED:
SEPTEMBER 2, 2009



Federal Emergency Management Agency

TRINITY COUNTY PLANNING COMMISSION

Regular Meeting

September 10, 2015 at 7:00 p.m.

Hayfork High School Library

Hayfork

MINUTES

1. CALL TO ORDER

Chairman Frasier called the meeting to order at 7:00 p.m. Members present: Commissioner Brown, Commissioner Frasier, Vice Chair Stewart, Commissioner Matthews. Staff present: Department of Public Works Director Richard Tippet, Environmental Specialist Jan Smith and Clerk Naomi Merwin.

2. PUBLIC COMMENT

Members of the public may address the Planning Commission concerning matters within their jurisdiction, which are not listed on the agenda and to request that a matter be agendized for a future meeting. No action may be taken on these matters at this meeting.

No one came forward.

3. MINUTES

Upon motion by Vice Chair Stewart second by Commissioner Matthews and carried, the Commission approved the minutes of August 13, 2015.

OLD BUSINESS

4. USE PERMIT AND VARIANCE TO SETBACKS FOR RETAIL STORE P-15-14

Public Hearing: Proposed Use Permit and Variance to setbacks for the development of a 9100 square foot retail store. Setback variance is from County Road right of way. Located at 7610 State Highway 3, Hayfork. APN 014-140-07. Applicant: Cross Development.

Chair Frasier opened the item and asked staff to provide a rundown.

Director Tippet: I am going to have Jan Smith, our transportation specialist give the presentation for this item being that she is more qualified and prepared the environmental document.

Jan Smith: The project is a use permit and variance to the setback requirements for the development of a 9,100 sq. ft. retail store that will be a Dollar General store. The use permit is required because any store over 5,000 sq. ft. is required to get a use permit even in commercial zone, which this is. The variance is needed because the parcel is not square and by the time you put the building on there the back line is only going to

be 10 feet from the property line and it is supposed to be 20 feet, so a variance is needed for that. The project would be a Dollar General store, metal building, selling groceries, miscellaneous house wares and personal items at discounted prices. There will be two signs on the building and one sign out front on Highway 3 at the intersection of Manzanita. The back would be Humboldt Avenue. It is right across from Frontier Fuel. The store would be open 8:00 am to 10:00 pm, they expect to employ about 3 to 5 people, 2 to 3 people per shift. There are 30 parking spaces proposed. The entrance is on Manzanita Ave. a little way up from Hwy 3. Water and sewer will be provided by Hayfork water district, telephone and power are also available. There will be landscaping along Hwy 3, Manzanita Ave. and Humboldt St.

We did an environmental evaluation and a summary of the impacts and mitigation measures. The surrounding land use is retail commercial, as well as residential on the sides and in the back; it is right across from Frontier Fuel so it is in a commercial district already. Construction should be a fairly short period of time, and would start shortly after the permit is approved and should only take a few months. There will be standard measures to control dust, erosion and sediment; cutting nesting trees before nesting season; standard mitigation measures in place if encountering archaeological remains, they have to stop work and involve the county, archaeologist, and likely the Nor Rel Muk tribe. Construction will be allowed from 7:00 am to 8:00 pm to control the noise. During operation some of the impacts are permanent, outdoor lighting; the lights will be designed to direct the light downward reducing lighting glare to adjacent properties. There is a drainage issue, where are not drainage facilities along the adjacent roads. We had proposed for them to convey their drainage underground to Ewing Gulch, but they have designed a system to retain all water on site in retention basins that will percolate into the ground and they have demonstrated they can retain 100 year storm in their basins, so no offsite drainage facilities are needed. Trinity County Department of Transportation was concerned about internal circulation. The trucks are going to come in Manzanita Ave. to the store and then the trucks have to back around a corner surrounded by parking spaces to get back to the loading dock. At first we asked them to provide a back driveway on Humboldt St. near Manzanita Ave. so the trucks could pull straight through, however we realized the turn from Manzanita Ave. to the entrance on Humboldt St. was too tight for a truck to make, and then trucks would likely turn on Oak St. and travel down the length of Humboldt to get to the back entrance and we didn't want to do that because Humboldt St. is very narrow and Oak St. isn't set up for that. We didn't want truck traffic on those residential streets that are too narrow and don't have shoulders or sidewalks. So we are recommending now that the back entrance is eliminated and let them have their front entrance and their trucks will have to back around the corner. They have a template showing how this will be done; we would rather keep the problem internal to the site rather than external to the neighbors. This would also generate pedestrian traffic to the store from the Manzanita Ave. and Humboldt St. neighborhoods, so we are recommending that there be a sidewalk on Manzanita Ave. up to the driveway to go in.

We sent this to the state agencies and sent notices around to the adjacent property owners and received a few comments. Fish & Game commented that they wanted the trees cut out before the birds are nesting, so we incorporated that. We received a couple of comments from locals. One neighbor has concerns about the additional driveway and that putting traffic on Humboldt St would create traffic hazards, undue stress and increased noise for residents on Humboldt St. As long as we eliminate this rear access then we keep it internal to the site and don't put those issues on neighbors. Another concern is in regards to the retention pond on the west side, shaded in the drawing, he is

concerned people will loiter and/or litter there and that it needs to be secured somehow. There is security lighting on the site, I'm not sure if it will illuminate that area, I believe it is more towards the front of the building, but perhaps there could be some additional lighting back there. He is also concerned about property values, with having a store there, and general stress of living next to a retail store and having that activity there. We also received a late comment from Hayfork Fire District stating that Humboldt St. and Manzanita Ave. need to be widened to accommodate safety traffic and equipment. It would be nice to have those streets wider for emergency vehicles, but since we are eliminating the offsite issue and not affecting those streets with this project, it is not our responsibility to make the streets wider. In addition they also want the water line to the hydrant and service to the property to be a 12" main. There is a 12" main on the opposite side of the highway in front of Frontier Fuel; there is a hydrant over there as well off that 12" main. I talked to Craig Hair at the water district, he thought that would be enough pressure they could fight the fire from that side of the Hwy not a fire fighter, but thought it was adequate. Also an 8" main on the side of the Hwy Dollar General is on and a couple of 6" mains on Manzanita Ave. and Humboldt St. as well. They will not have a sprinkler system it is not required, and it is an all metal building, so it is not a highly flammable building. The water district would provide them with whatever water needs they want as far as the lateral, they would work the water needs out. They are also concerned about the increase in emergency calls due to traffic collisions at Hwy 3 and Manzanita Ave. Traffic study didn't indicate an issue for high risk at the intersection, there is good sign distance, and it wouldn't be particularly more hazardous than other driveways on Hwy 3.

Staff recommends approving the project with the changes to eliminate two conditions; number 8 regarding offsite drainage and number 10 regarding the rear access.

Chair Frasier: Thank you. Now we'll open to public comment. Anyone that wishes to speak will walk up to the podium and state your name for the record and we'll give you a couple minutes. Please keep it civil and orderly.

David Gooding: Thank you for coming to Hayfork instead of making all of us drive to Weaverville. I am the owner of the residence at 5200 Humboldt St. My parcel is adjacent to the proposed location of the Dollar General store and I've reviewed application P-15-14, I have concerns, some of which have been addressed by the staff report. The driveway on Humboldt St. is no longer an issue. Another concern is additional vehicle and pedestrian traffic will bring more litter and trespassing to nearby properties. The other concern is the area behind the building, between the building and my fence, where I was concerned there would be loitering, litter and drug paraphernalia. You did address that and I've also talked to Joe Dell about that to install security fencing and lighting to reduce the number of people hanging out there. I think Dollar General can be a welcome addition to our community as long as they are a good neighbor, consider our concerns, and help preserve the peaceful use and enjoyment of our homes. If you haven't already please take a drive down Humboldt St. and you will see what I was talking about in terms of the narrow street and traffic.

Brian Gossman: Business owner in Hayfork. Read the mission statement from Dollar Generals website calling them fast words with no content; stated Dollar Generals vantage is their customer's lack of knowledge. Stated, studies find within the first five years of chain stores opening in small, rural communities, an average of three to five other local businesses that sell similar goods are forced to downsize, lay off employees and

eventually close. Dollar General will cost taxpayers in Hayfork more than they will produce in revenue; studies show that chain stores create a net deficit of \$500 per 1,000 sq. ft. In contrast small-scale, main street businesses have a positive impact on public revenue of \$350 per 1,000 sq. ft. The two main factors between the costs of chain stores and specialty retail shops are higher road maintenance costs and greater demand for public safety services. Continued with a side note; 2014 study shows 52-79% of revenue from local businesses re-circulated back in the community compared with just 14-30% with Dollar General. Cheap imports from low wage countries along with stagnant wages for U.S. retail workers are why you pay less for Dollar General's goods. A recent lawsuit against Dollar General showed that the hours that the Dollar Store general managers are allowed to assign rarely cover the work that is needed to be done; the store operates on a skeleton staff, leaving employees overworked, underpaid and sometimes injured. Budget payroll hours based on sales, geography and other metrics, it's up to store managers to come in under their payroll ceiling. On average Dollar General stores hire 8 to 10 employees, but pay their cashiers close to minimum wage, allowing little of the money the store takes in to circulate back into the local economy. California is filled with successful business persons, why is someone from Texas and Tennessee coming here to open a chain Dollar Store. Are you going to go to them if you have a grievance. Does an out of town entrepreneur have Hayforks best interests at heart in running a business. Dollar General is bad business to have here. Hayfork will be the next fish on their hook.

Jim Bayley: Stated he and his wife operate Bayley's lumber and hardware in Hayfork, and have just closed escrow on the Discount Store. Carry almost everything Dollar General will carry. We also have two grocery stores here in town. We've been very blessed, this community has supported us. We have 14 employees, some of them are managers and earn living wages and have families that live here. Hourly employees make \$10 to \$14, for Hayfork, a living wage. Concerned about what these part-time positions are going to provide. Hayfork has two grocery stores, both those families have been here for decades, they are part of the community; their kids have been raised here. They give to the community constantly, our business gives to the community because I feel that we should support the community the way the community supports us. We rarely say no, we probably give between \$15,000 to \$20,000 a year for fair, buying livestock animals, booster club, school projects, clubs and organizations, personal fundraisers for people who are sick. I have a real question whether Dollar General will do that, in fact they won't. Every dollar you take away from local businesses that gives back to this community, that goes to Dollar General, besides the meager wages, they leave this valley, they're gone. When you shop at one of the local businesses there's a very good chance that some of it is going to stay here. We shop at the local grocery stores, we buy gas here, tires, local construction contracts, those dollars for the most part stay here. Dollar general dollars are gone, never to come back to this community. It's ironic that we're starting this new business right now and competition is around the corner. And we're not afraid of competition, but we're not comparing apples to apples here, and businesses that support the community and are for the community versus whatever else we are getting. Thank you.

Melanie Tibideau – I'm here today to ask that you deny the special variance and permit for the Dollar General store. In keeping with your own mission statement to assist in maintaining and enhance the economic and aesthetic viability and physical function of the County. I don't believe the Dollar General store is in line with the statement. Chain stores do not re-circulate dollars back into the community like local businesses do. A dollar spent at a chain store is sent out of the community to that store's headquarters.

Every dollar spent at a locally owned store is going to re-circulate around the community six to 16 times before it leaves the community. Every dollar spent creates \$5 to \$14 dollars of value, the multiplier effect. In Hayfork I know from personal experience and observation that local businesses support local people and they are especially generous to the kids in our town providing them with opportunities that they don't otherwise have. I'm a parent, an active volunteer in our school system, and a Girl Scout troop leader. I know how much Wiley's contributes to the school and that money helps these kids pursue endeavors that they would not otherwise have the finances to do. I go to Ernie's and I mention to Larry and Diane that we are doing a craft project for our girl scout troop, and I don't even have to ask them to donate. That's community. All of this is done with a smile on their face, and that is a big deal. Our snack shack at the ball field has healthy snack options because Nor Rel Pom donated. Dollar General is not going to do that. Local business supports our FFA to a phenomenal degree. Is Dollar General going to spend thousands of dollars on local livestock? Local businesses play a crucial role in our community where our resources are scarce. Support of our community by local businesses is one thing that makes our community special and helps increase the quality of life here. I believe Dollar General is a direct threat to that spirit. We already have four stores, Wiley's, Discount, Nor Rel Pom and Dairy Store that offer consumables to the public. According to their stock folder Dollar Generals sales are over 70% from consumables. There is a case in Maryland where a Dollar General came before the planning commission and there was an issue about local competition. Dollar General committed to doing only 13% of their floor space to consumables, after opening they were stocking 60-70% of consumables with no recourse for the community. Our community is isolated and our customer base finite. Money spend on consumables at the chains is not money spent in the local retailers. I don't think we're going to increase our tax revenues, it's the same amount of dollars redistributed. I see nothing but negative economic impacts on our community. I respectfully disagree with the 2nd findings of fact in staff report, I believe allowing Dollar General to operate in Hayfork is injurious, detrimental to the public health, safety and welfare. Concludes that Dollar General has been cited/fined for selling unsafe products. Dollar General sells products mostly to low-income people of color; that is who they target. Are we faring well when our businesses can't compete with this unethical, void of integrity business model. I hope that you will take that into consideration and that the health of our community will come first and foremost in your decision. Thank you.

Iris: I live across the street from where you want to put Dollar General. This is the first time I've lived in a neighborhood. I just got a dog and I walk her every day in front of my house. If you put a Dollar General in I will not be able to walk my dog or ride my bike anymore. I want to be able to have fun in front of my house as long as I live in Hayfork. My family won't shop there. In front of my house there will be trucks pulling in and out all the time, I won't be able to sleep with all of the shining lights. These are the reasons I think you should not have a Dollar General in town. This will also affect my friends and teachers, please do not allow the Dollar General. Thank you.

Lisa Hammell: Business owner, on the volunteer fire department, work for the ambulance, and we live directly across the street from where the proposed site of the Dollar General is. Aside from the economic issues that will affect our local economy for bringing in Dollar General into a town that has businesses run by local owners, we are concerned about the large impact on our small neighborhood. Because of the large amount of traffic to get to the store our street will be overused, it is ridiculous to say that the traffic will not affect us, we live hundreds of feet from the site. This directly affects

my family. My children ride our bikes in front of our house in our neighborhood, walk the dog in the street. My kids wait for the bus right at the corner of Humboldt St. and Manzanita Ave. right where the parking lot will be. This is going to create too much traffic for our area. This is also going to create a hazard for other people on my street for children, disabled people, people with pets; being on the volunteer fire department and the ambulance I show up to hazards. Aside from the noise and light pollution that will be brought into our living environment, we are concerned about loitering, people camping next to the store, concerned about our safety, our neighbors safely our home and children, because we will have such a high traffic area. Humboldt St. is a very quiet, slow, narrow street. It is sad to think that we will have to view a metal building instead of the mountains. We have four grocery stores, we have all the products they want to bring, we don't need it. The proposed building site for this project is not where it belongs, it has houses on three sides of it, it is going directly into our neighborhood. Would you want trucks and extra traffic on your small street, if it was your neighborhood how would you feel about it. Thank you.

JD Hudman –It is a very tight knit community, every business has supported everyone in this community one way or another. We don't want it. I haven't heard anybody that supports this and I don't know how it has even come about to give a permit to a corporation that does such dirty business into our little town. We're proud to be little, we like it that way, we like knowing our neighbors, knowing where our money is going, circulating in our businesses. I don't even drive to Redding; I shop here at our little stores, just so they get a little pinch of my money. Please, from my personal opinion, we do not want this in our town.

Ryan Howell: Speaking on behalf of neighbors John and Connie Brown – We live at 53 Humboldt St. We don't think it is a good idea, for one Humboldt St. is not big enough for big trucks to be going in and out. Also that lot is small how do they plan on putting a store and parking lot in without affecting the people that already live around it. We as a neighborhood would not be happy with it. There are too many negatives compared to the positives. It will take away from the other businesses in town. We don't need it.

Louise Norgaard: I am for and I know a number of other people who are for a Dollar General store. When I first moved here the first thing they told me is once a month you go to Redding, you go to Winco, Costco; you buy all your groceries there because they are too expensive here. I have found that they are very expensive here. I shop at the Dollar General in Weaverville, I buy the name brand products, and all of those products are there. The same things you can buy at Dollar General you can buy at Wiley's for \$2 to \$4 more, the same name brands. A lot of people in this town are on welfare or social security and the prices in the Dollar General are within reach of most people who have a limited or set monthly income. I don't think that the place is a good place for the reasons that others have stated; I thought it would be on Oak at Hwy 3 because it is accessible from Hwy 3. I would agree that it should be moved to a different location, it would be more practical for everyone if they could do that. But if they don't then I still think we need a Dollar General. Bayley's says they will be carrying the same products, but I don't think they will be carrying as much or as inexpensively. I want it, and I have spoken to others who also do. Thank you.

Paul Kline: Wife grew up in Hayfork and I've been here last 10 years. I love the businesses here, I've spent thousands of dollars, but I also believe in our free market society and our system of government. And I personally would buy from Dollar General.

The things I would buy from Dollar General are things I don't buy currently from businesses that exist here, because I don't want to pay higher prices. I don't see how a store that small can create that much traffic, this isn't a Walmart. Hayfork used to be a lot bigger, used to be more congested than it is now. In terms of buying corporate things, yes you can buy from the local stores, but they are still selling corporate products. The products we are buying locally are not made here. As far as where it should be located, if it's zoned for commercial then they have a right to build there. When I bought my house I looked at the zoning on the adjacent properties. I don't see Dollar General putting every business in town out of business. I think it will be good because it will create more competition for the local businesses to reduce their prices. I think it will be a benefit to low-income people here, and it will create jobs, yes they are low paying jobs, but the jobs we have here are low paying. The jury and the verdict will be on the people that are here. Whether they purchase and keep that business afloat, if it's not good for Hayfork then it's not going to stay, people won't shop there. I don't think it's that big a deal.

Scott Madvig: There will be nothing fair in the competition with the local stores. People say I have to pay \$2 more, well Jim and Wiley's don't buy in bulk. I don't know how this works but why or is it not possible to have the residents of Hayfork vote on it. I have to agree with Jim as far as putting back into the community. That's not going to happen with Dollar General, and I don't think it's going to be fair business competition.

Tyler Crow: Owner/operator of Nor Rel Pom foods. I came up here from Santa Rosa, and I moved up here to escape the urban sprawl and escape the chain stores and things of that nature. One of the wonderful things about Hayfork is I know all of the business owners here. We all start our employees well above the minimum wage. I support the \$15 an hour minimum wage, I am incrementally moving my employees up to that. Right now my lowest paid employee is \$13 an hour. Dollar General's assistant manager's average pay is \$10 an hour. That is not a living wage in my opinion and I don't see them moving their employees up anywhere near to \$15 an hour. They will have 2 to 3 employees, I have 7 employees. I don't see the benefit of hiring 2 to 3 part time, minimum wage employees.

Kenny Wiley: 3rd generation of the Wiley family to be fortunate to serve this community with the family business. Can't stress enough how important the community aspect is. We've been talking the last few days about what is Hayfork, what's the plan, where are we going. People come and see a quaint little town with friendly people. Other towns in the North state have gone full fledged corporate, you talk to these people and ask how they are doing and they don't have mom and pop stores, they have all the chain stores. It seems once you hit the 3,000 population mark corporate wants to come in. There is example after example of when a corporate company comes into a small community, they have corporate buying power and you cannot compete with that. Small businesses in other towns are selling products at zero profit to try to compete with chain stores. This community hasn't let corporate businesses come in so far and we've done well. Do we want to thrive or do we want to survive? Everyone knows that we are booming now; there is an industry here that is providing extra cash flow. We are a town of 2,400 residents now, year round, population dies off during the winter. A few years ago we had 1,800. This is a small community and I do not think the Dollar General will be entertaining a town of 1,800 that has no booming industry. Now we have a very unstable industry and Dollar General is jumping on the bandwagon. We've made this extra money thankfully because people are coming to our business and because we make improvements to our business. A lot of people were talking about economic impact, and

I'm going to throw out some numbers here, while it's not a practice of mine to throw out what we give to the community but this is educational. People need to know how generous people in this community are. Wiley's has given to the community. Support reasonable, fair and honest prices, that is what our philosophy has been for 53 years. The difference between these affordable prices is the corporate buy in. You can't compare that, you can't compare to bulk. We pay 8-10% freight charges. People have said we are robbing the community, this is what goods cost to live in this community. This is what it costs our store at our level of buying power. You can't compare a box store. They are building a bigger store than Wiley's and going to sell at box store prices. Going to seriously affect all five stores in town. All of us are on a different purchasing scale, you cannot compare us to that, it is unfair. The amount of money that comes out of these businesses is ridiculous. \$75,000 on twelve beef. These businesses save all year long to buy from the 4-H kids at auction. When families are in need they all donate, don't have to sent it to corporate or send a letter. According to Dollar General's website they will not consider giving a donation unless it is a 501c3 organization. Thrive not survive. We give on average \$15,000-\$20,000 on average every year. Last year we gave \$25,000 out of our pockets, we chose to give that to the community. Do you want that to stay in the community or do you want it to go. We employ 14 people, we want to encourage our people to stay, we want them to have a healthy lifestyle in Hayfork. We want them to be able to afford a house. We pay our key people \$15 to 20. If I look around this room, \$55,000 a year businesses give back to this community. If a box store comes in and undercuts our prices, and we don't have any gravy on top, that's going to take away \$55,000 year to this community. If we had 1,800 people here I don't think Dollar General would be here. If we had 2,400 people here and no industry that's booming I don't think they'd be here. It's a cash crop that they are taking advantage of. The local businesses can thrive on that and give it back to the community. What is the philosophy and where do we want to go with Hayfork. I have the understanding that in the Hayfork community plan strategic plan Hayfork is designated a village. What is a village? A village is a community that keeps themselves strong. If that is the philosophy of Hayfork, to keep it a village, to support each other, if they come to town we might be surviving and that would be a sad thing.

Mike Ware: I participate in a lot of meetings. These folks here tonight, these are our owners, they come seldom to make a point. They are here in force. We have an issue with marijuana. How is it that that lot is zoned commercial? Everything else around that is residential. Frontier is the only one. It is a residential area and should never have been zoned commercial. You are making decisions here that don't make sense. Zone here, zone there. This is a major problem much greater than what marijuana is. You hear people say marijuana has supported a lot in this town, and it will continue to as it grows. But you don't hear anyone saying that Dollar General is going to grow our community. And that is what we should care about, growing our community and making it stronger. We don't have jobs here and I think this will take away from jobs. Environmental impact report, did you do it during sunrise/sunset. You can't see traffic coming to pull out on Hwy 3 at sunrise. This is going to put extra tax on law enforcement, on our community aid. If the one law enforcement officer is constantly tied up in accidents, what is he going to do? Please take a step back and take a look at the issues, and don't make a decision tonight. I appreciate what you've done here, by having it in Hayfork. We are a small community and a small county, and to take dollars out of this county is not a good idea.

Joe Dell: Representing Cross Development. We're the development company looking at

the site and have applied for the use permit. Thank you for coming here tonight I know it isn't east. It's difficult hearing from both sides of the story and trying to make a decision that weighs in the community and weighs the growth of the county. I resonate with both sides, I'm from a small town, was opposed to growth at first and saw how growth makes communities thrive and provides convenience and service to areas that don't have that. It's good to see everyone coming out to voice their concerns, and good to hear those that support the project. Unfortunately a lot more people show up in opposition than voting for projects like this. Projects like this are greatly needed in rural communities, where there are more options for choice and convenience. I can't address everything tonight, but I'll try to address them at a higher level. Most of the concerns I heard deal with traffic and safety, and trash. Security is a major issue in any type of building. I believe given the site plan you have seen with the removal of the drive approach on Humboldt Street, and the improvements on Manzanita Ave. will help. You can see on the plans that the Manzanita Ave. approach had been widened and more visible, has greater ability to handle the traffic. For Dollar General, typically delivery is once a week in the morning hours. We keep the truck turning on the property so trucks are not turning on side streets and creating congestion. Concern about trucks driving down Manzanita Ave. or Humboldt St. is negated 100%, the truck cannot drive down Humboldt St. We've done multiple traffic studies. It wasn't warranted on this particular project from CalTrans or Trinity County Department of Public Works. We'd be happy to do a traffic study as well if the commission finds it necessary to determine the amount of traffic that is there. Average number of cars is 8 to 10 cars per hour during peak hours and about 8 cars throughout the day every hour. Majority of traffic is already traffic in the area. It will draw people into the community, and that is a positive thing for bringing a Dollar General into the community. It is going to bring revenue into the city of Hayfork and Trinity County. It is going to allow people to buy staple goods here in Hayfork, they will save money and then they are able to buy the locally grown beef and other products that Dollar General doesn't carry but the local stores have. Dollar General does not have fresh cuts or the produce that these other stores have, will they compete on a different level yes, absolutely. Competition is how the country has grown; it is good for development and is good for the people and the communities. We have done economic studies and competition always tends to prevail. In the short term it hurts, in the long run it promotes growth, convenience and things in a community that typically aren't there at the time. It will compete; I'm not here to tell you Dollar General won't compete. A big thing tonight was the community, I agree, I'm from a small community and businesses that give back. In fact Dollar General does give back to the communities they are a part of. Dollar General has a literacy fund since 1993. Every community Dollar General is in has ability to get funds from this literacy fund. To date \$100 million have been given back to communities. This program supports reading for children, adults, those who struggle reading. Dollar General being in Hayfork, in Trinity County opens the school district to get money from Dollar General through the literacy fund, including countless other opportunities. Examples of ways Dollar General has given back to communities: Medina County, Dollar General was the center for back to school push for people who could not afford school supplies. Dollar General does give back to the communities they are in. Dollar General is a large corporation, yes, but so are gas stations and other companies in Trinity County. People go to shop at Redding to get certain staple items they need often for cost. Dollar General will give them the convenience to save, while staying close to home, save them money and allow them to spend more money on other premium items they can purchase from the other businesses in town. The property is zoned commercial; this is a permitted use, other than the size of the building, which is what the use permit is for. So we would ask that you approve the use permit and variance for Dollar General.

Dollar General is going to hire people from Hayfork, your neighbors, your family, people you know to run the store. Employees run 6 to 10. 40% full-time, 60% part-time. Full time employees are offered benefits. Dollar General offer wages that are competitive to the market they are in. As far as what they pay and how they operate I cannot answer that. I don't work for Dollar General; I work for the development company that is building the building. Dollar General does not own the property/building. Cross Development are the owners of the property/building for the foreseeable future. If Dollar General leaves it's our responsibility to maintain the property, find a new tenant, to make sure it stays not an eyesore. We are the actual owners of the building. A few people have said let the dollars speak. I agree whole heartedly with that, to not approve a use permit simply because there's competition with local stores is not a valid reason to not approve it. Truly if the people in Hayfork don't want a Dollar General store, the other stores won't be impacted if people decide to continue to shop at those stores. I encourage you to think broader on the task at hand, convenience is needed, lower prices on certain products is needed, there are countless other people in the community that will benefit from the Dollar General. Last thing on lighting, all lights go off at 10:00 pm except for one security light over a door. We can continue to light the side of the building where there is a concern about loitering. No problem putting up a fence on the east side of the building. We are 100% open to meeting the needs of the community within reason. Mr. Gooding's request to fence the building to the property line to block off that area is a reasonable request and I have no problem accommodating that request. If the county has certain guidelines for lighting and it being directed downward, if the county would allow us to keep the lights on that section to make Mr. Gooding feel more secure we would do that. I do ask that you approve the use permit and variance for the Dollar General. I believe it will be a valuable asset to the community, I do not believe it is going to be a detriment to human health. It is quite clear from the staff report and the CEQA review that it is not going to be a detriment to human health. Thank you for your time and I ask that you vote to approve the use permit and variance request. Happy to answer questions you have about the site layout, building, property.

Chair Frasier: Would there be any practical way to realign your parking spaces so you would have access from Manzanita Ave. with parking in the back so you would get that 20ft setback from Humboldt St? And if someone was to drive off Humboldt St. they would be going into a parking lot instead of the back of the building.

Joe Dell: We looked at that in countless ways. Restriction of the size of the site restricts us from pushing it all the way forward to allow parking. But I think the variance is for the 40 ft. setback from the centerline from Humboldt St. not the property line. The actual variance request is for the setback to the centerline of Humboldt St. to the building, not the property line. To answer your question, it's not big enough to maneuver a truck in. We're in for building permits as well and they've been reviewed. The actual look of the building is much nicer than a big metal barn. We've identified that area where traffic could run into the building, so 6 ft. concrete bollards are being installed on that side of Humboldt St. to prevent traffic from going into the building until they get clear of that setback. They will be placed on that side of the building, painted bright yellow, to protect that side of the store.

From audience: Will there be landscaping along Hwy 3?

Joe Dell: There is. There is a landscape plan and the county has the plans. There is landscaping on Hwy 3, Manzanita Ave. and Humboldt St. as a condition of approval.

You can approve projects with additional conditions of your own. If you want additional landscaping if you want additional lighting, specific things, you can request that. That is why we are here, to discuss those and to possibly entertain those conditional approvals, where we can work with county staff tweaking site plan and layout, the look of the building. Whatever is going to make the community feel it will be a better fit or layout for Hayfork. I'm not sure if that was mentioned, you can approve with conditions correct?

Vice Chair Stewart: Yes.

Audience: What is the proposed water consumption for landscaping?

Joe Dell: Water consumption generally for Dollar General is an average of 250 gallons per day both building and landscaping. It's actually less than a single family residence. We'll work with the fire dept about 12 inch main. Typically national fire protection codes don't require a 12 inch main to feed a system of our size; technically they don't require fire suppression. The building does have fire suppression, there will be sprinklers, and there will be a 6 inch main that will feed the suppression system. And probably install a fire hydrant on our side of the highway. I believe our plans call out a fire hydrant on our size of the street, if the fire department doesn't want it they dictate what we should or should not do. Usually the fire department will check the hydrant flow rate and if it flows properly it should suffice for fire suppression. We will have sprinklers in the building to fight any fires on site. Any other questions?

Chair Frasier: I think we're good, thank you.

Heather Gossman – Says a lot the Dollar General didn't send anyone here to talk about the company. They sent the person who is building the building.

Chair Frasier: Can I stop you real quick. We're not really putting Dollar General on trial. This is the guy we're dealing with, he is the guy building the building and that is where our jurisdiction is. Our jurisdiction is whether or not we can approve a building with this setback, not whether or not we can approve Dollar General. That's not for us to decide as the Planning Commission. Our job is to decide whether the building is compatible with the general plan and the Hayfork community plan. As the planning commission is more to do with safety and setback, all that. I do realize that a lot of people are upset that don't want a Dollar General in Hayfork. I do want to let people know this is more about the lot plan and the zoning rather than about Dollar General.

Audience: It's also about economic viability isn't it? That is in your mission statement.

Vice Chair Stewart: It's part of the land use.

Heather Gossman: If we're not here to talk about the type of business going into the building then I don't understand why we're here. And why we don't have a right to speak our minds.

Chair Frasier: You do have the right and I'm not trying to shut you down on what you say about Dollar General. Just so people are clear it's about land use. As the Planning Commission we don't get to pick and choose the businesses that come into Hayfork. The people of Hayfork get to choose the businesses that come into Hayfork.

Heather Gossman: How? Everything shifted, we were talking about Dollar General and now we're just talking about a huge building.

Christine Seronello: This conversation is surprise to me. If you are here just to talk about zoning, setbacks, and as far as your concerned if the zoning is right anyone come in and do what they want. What kind of recourse do we have as a community do decide what kind of businesses come in here?

Commissioner Brown: The general plans and community plans are out of date, the issues that are brought up, especially issues of mixed commercial and residential, are legacies of decisions that were made in the 1960's, 1970's it is up to this community to put pressure on their board of supervisors.

Christine Seronello: Our strategic plan has been finished for quite some time. The impression I'm getting if the zoning is right and the planning commission is okay with it, anyone can bring in any legal business regardless of whether the community wants it?

Chair Frasier: Just to answer that in a simple way. Would you like *me* to determine what businesses are in town? They way you vote on it is by not going into that store.

Christine Seronello: I would like the community to vote on it. Why can't we have a vote.

Audience: We need someone to represent us as a community.

Chair Frasier – They way you vote on it is by not going into that store. There is no form of government that determines that in our county. Who would enforce that. Once you start voting on what retail business are allowed are you going to go back in time to see if Bayley's is allowed, Wiley's is allowed? There's a hard line there somewhere you have to decide.

Christine Seronello: We did decide to be a village. And a village is not one that has big box stores.

Vice Chair Stewart: The purpose of the planning commission is to deal with land use issues. You can deal with stores like Dollar General with part of your land use decisions; economics plays a part in land use, environmental impacts plays a part in land use. And the Hayfork Community Plan plays a part in land use. If we finish this up and get to the point where the commissioners say things, I have some things to say. But we need to finish the public comment.

Tiffany Therman: I haven't seen a picture of the building, only a drawing, looks like it does not coincide with the feel of Hayfork town. I think you as Planning Commissioners we entrust you to provide buildings that fit in with the feel and are not an eyesore or eye pollution. I've seen the Dollar General in Weaverville and it's very unattractive. Is it the same model here in Hayfork? Community deserves to see at least an architectural sketch. It's right when you come into town, it's the hallmark of what you see when you get into the main part of town. I think you need to inform the community a little more as far as what's going to be there as far as the building goes. Thank you.

Scott Murrison: I thought that more people understood that this country is founded on

capitalism, you can't pick and choose. The way you pick and choose is to not shop there. They cannot make the decisions of who can build and store and who cannot build a store. Or you, or I, or anyone. That is the way it works. You don't want it there, don't take your dollars there. This is a free enterprise system, that is originally what made this country great.

Audience: Scott is a multiple business owner in this town, what is your personal opinion?

Scott: You think I want to compete with them?

Jim Bayley: I feel like we've been down a rabbit hole talking about the type of business. Let's turn back to variance, black and white does it fit. It sounds like there is an exception being made here. It sounds like this store is going in with a shoehorn. You can make a decision based on the appropriateness; is this the right business to make an exception for, is it good because it's surrounded by all these residential houses. You have the ability to stay within the letter of the law and look at it whether it is a good idea to give all these exceptions and variances.

Christine Seronello: A piece from the Hayfork Community Strategic Plan, the one that has been adopted by the Board of Supervisors. On the subject of businesses: objective 4.1 states, consider the goals and desires of the residents, community groups, and land area as a whole when evaluating the economic opportunities and the needs of businesses.

Chair Frasier: I'm going to close down the public comment unless someone hasn't had a chance that has something new to say. I'll bring this back to commission.

No one came forward.

Vice Chair Stewart: I have things to say.

Director Tippet: Just to remind the commission first we have to have questions answered, discussions about the project, then what we need is a motion on the floor and then you can make personal judgments or comments on the project itself.

Chair Frasier: Can't we just make a motion to discuss the project? Before we discuss it instead of a motion to approve or deny?

Director Tippet: You can discuss questions and things like that. You must have motion to discuss merits of the project.

Chair Frasier – You have to have a motion to approve or disapprove?

Director Tippet: Yes.

Vice Chair Stewart: I have no questions.

Chair Frasier: Commissioner Brown do you have questions?

Commissioner Brown: A lot of criticisms centered around transportation and safety along Hwy 3. I think safety on Humboldt was dealt with removing the driveway. I guess this is

a question for Jan, how was the traffic study conducted?

Jan Smith: Not a formal traffic study. We projected numbers from Dollar General of how many vehicles per day they anticipated and compared that to existing traffic on the Hwy assuming that most of traffic stopping at the Dollar Store would be stopping anyways. It did not lead to congestion on the Hwy. We did not do a detailed study of the safety of pulling out of the intersection in particular because it had plenty of sight distance. I did not realize in the morning and evening the sun may hit you in the face. That's not something that usually gets picked up in a traffic study. Not a formal traffic study done.

Director Tippet: I would also like to add that Hwy 3 is a state highway; I don't have any jurisdictional authority to tell Caltrans what to do. Caltrans would need to request a traffic study. I can request a traffic study on Manzanita Ave.

Chair Frasier: Their encroachment would need to be approved by Caltrans?

Director Tippet: Yes. The right of way line is within Caltrans. Caltrans is the common authority on that part of the project.

Joe Dell: I can speak to the technical aspects of that. We do need to have an encroachment permit from Caltrans.

Jan Smith: The project was routed to Caltrans for comment and they did not comment on the project.

Chair Frasier: Ok. Any other questions? My main question was answered by Joe.

Vice Chair Stewart: Move to deny the variance and use permit. I do not find it consistent with Hayfork Community Plan, specifically because of 5.2-E on pg. 9-12, "avoid locating incompatible land uses adjacent to one another". A small retail establishment might be ok on that plot of land. A 9,100 sq. ft. retail store is too large to put into a residential area that is surrounded on three sides by houses. I don't feel it's an appropriate location for a business of that size. They also state that we should discourage leap-frog or strip-tight development. They don't specifically say big box or small box store but certainly a small box store is closer to a strip-tight development than a small retail store would be, and I don't feel it's appropriate there. The finding where it says it is "not detrimental to public health, safety and welfare and will not create a public nuisance". I feel that it will create a public nuisance to the area surrounding it, it's all residential. Even though there will not be traffic going into the store any place but Manzanita Ave., I can't believe that there won't be increased surface traffic all around the store, because people will get to it other ways besides Hwy 3. That the use permit complies with objective of the General Plan for the area in which it's located, it's too large for C-1 zoning. I don't believe we should put something that's almost double the size of the recommended 5,000 sq. ft. for C-1, and those are my reasons.

Director Tippet: The legality of citing Hayfork Community Plan as a finding toward a motion of denial may not be able to be done, not sure if it was adopted by the Board of Supervisors. I need to talk to county counsel about that finding. The problem is that a community plan has to be done certain ways, follow a certain process, and sent out to certain agencies and I'm not sure how that process went.

Jan Smith: Is it the Hayfork Community Plan or the Hayfork Strategic Community Plan?

Vice Chair Stewart: It's the Hayfork Community Plan that is on the website.

Director Tippet: Adopted in 1996?

Vice Chair Stewart: Whatever one is on the website is the one I'm using.

Jan Stewart: This is the Hayfork Community Plan (holding it up) the Hayfork Strategic plan that Christine Seronello was referring to I'm not sure if that was adopted.

Vice Chair Stewart: It's from the website from the link that Naomi sent me.

Director Tippet: I remember Frank and I had a discussion about Community Plans out there that aren't accepted into the General Plan as part of that document. These are the type of problems come in; you can have General Plan inconsistencies within the Community Plan that need to be vetted. This is why they wanted to do the whole General Plan for the county rather than each community being different. Findings that you make on the General Plan are the correct findings that we can go with. But if we start with the other ones we might end up with technical legalities that might make the vote or findings problematic down the road.

Vice Chair Stewart: Strike number one and I find number 2 not correct and number 3 not correct as I stated previously.

Chair Frasier: Public comment is closed right now.

Christine Seronello: Is what is on the county website not valid information? Is that what we need to know now?

Chair Frasier: At this point none of us know if that's valid. We have a motion and we should.

Director Tippet: Jan did find something in the adopted plan in 1996, policy 5.2-E is "avoid incompatible land uses adjacent to one another".

Chair Frasier: That's the same wording.

Jan Smith: That is the same policy number.

Director Tippet: That is adopted by the board.

Chair Frasier: We have a motion.

Commissioner Graham: I have a question. Regarding the 5,000 sq. ft. recommended building size in a C-1 zone, can anyone clarify that? Seems like the significant issue, if that is the case it makes it clearer to me it would be incompatible. If you're almost doubling the size the recommended footprint of the structure, that's a significant issue.

Director Tippet: It did come up. 30-M on the zoning code, pg. 157, commercial building

size states, a use permit shall be required for any building over 5,000 sq. ft. of any building or such construction that result in over 5,000 sq. ft of floor on any parcel zoned C-1 or C-2. I think the intention on that was to give the commission a voice on the larger buildings that get proposed.

Vice Chair Stewart: And my voice is we don't do it.

Audience: You've got a motion.

Commissioner Matthews: Obviously this is a challenging issue and I'm torn. It's unclear to me that we have enough information to make a decision. This issue with the General Plan and the Hayfork Plan seems to be unclear. The community is unclear, we're unclear. I'm tempted to suggest we delay this until we have information from council. But obviously I have to respond to the motion.

Chair Frasier: We haven't had a second yet.

Vice Chair Stewart: Quick question, we don't need advice from council because the findings were drawn from the 1996 adopted plan?

Director Tippett: The 1996 Hayfork Community Plan was adopted and it did make the finding she was looking for. So you are making it on approved documentation.

Chair Frasier- One of my concerns with 5,000 sq. ft. size, I have to admit I kind of skipped over that. When I was reviewing the staff report the biggest issues seem to be the road easement, the setback from Humboldt St. and that is what I was concentrating on. The building size didn't seem that big of an issue. Seems like any building of that size will require a use permit.

Vice Chair Stewart: In C-1 or C-2.

Chair Frasier – Honestly I didn't put that much time or energy into the building size.

Commissioner Brown – I didn't either. My thought process was looking at, it's unfortunate that it's zoned the way it is. A couple questions I have would be, are the adjacent properties, I thought I read they are both C-1 on either side.

Chair Frasier: On the East and West is C-1, and on the South side, across Humboldt St. is residential.

Vice Chair Stewart: There are homes on all three sides.

Commissioner Matthews: Except the North.

Commissioner Brown: My dilemma gets back to the issue that that was originally zoned that way and a retail store is an allowed use on the property that it is zoned for. I tend to side with the folks. I hate the Wal-Mart effect and that makes it difficult for me, but I feel that the onus is on the people not to shop there if they don't want to spend their money there.

Audience: County says on a C-1 you can't have anything bigger than a 5,000 sq. ft.

building.

Director Tippett: I'd like to add to that discussion. One of the things I didn't talk about is ratios. There is also a ratio on a lot of commercial properties the building cannot occupy more than 40%.

Commissioner Brown: What is it for C-1?

Director Tippett: C-1 maximum lot size is 40%. For a retail commercial or C-1 district section 20-K, maximum lot coverage: the total lot area covered by the structure shall not exceed 40% of total area of the lot.

Joe Dell: It covers under 20% of the lot.

Vice Chair Stewart: It doesn't matter because there's the 5,000 sq. ft. limit. We can deny the variance based on the fact that it's over 5,000 sq. ft.

Director Tippett: You have to be careful on variances. A variance has to be something that you are willing to do on all actions that are similar in nature to the action you take now.

Chair Frasier: The variance in question isn't the size of the building it's how close it is to Humboldt St. The use permit is for the building. We still have a motion floating around out there. Does anybody want to second it?

Commissioner Matthews: I'll Second.

Chair Frasier: We have a motion and second to disallow the use permit on Stewarts findings. We have a motion and a second, all in favor?

Vice Chair Stewart: aye

Commissioner Matthews: aye.

Chair Frasier: I have a hard time denying something that we can make legal, that we can make work. My other issue is I know how people feel and it's tough.

Commissioner Matthews: Either way it's going to get appealed to the Board of Supervisors. It may end up being litigated or something else. We are not the final say.

Chair Frasier: I take this very seriously. I have a hard time denying a project, there are definitely issues with this project. [reviewing Hayfork community plan].

Audience: Dollar General will be fine. They'll recover. 5,000 sq. ft., it's simple.

Chair Frasier: It's not that simple.

Vice Chair Stewart: We need to make a decision.

Chair Frasier: What do you think Kyle?

Commissioner Brown: I feel like if I'm denying it, I'm denying it because it's Dollar General and I don't know that I would make the same choice for a mom and pop store that was coming in and wanted a variance.

Vice Chair Stewart: I would. In all honesty I would make exactly the same choice because the people in that neighborhood don't deserve to see a store that large.

Commissioner Brown: I agree with that, the zoning is there.

Vice Chair Stewart: The zoning is there for 5,000 sq.ft.

Commissioner Brown: With a use permit any C-1 that somebody wants to put a bigger building on.

Vice Chair Stewart: But we don't have to let them.

Commissioner Matthews: Call a roll call vote.

Chair Frasier – We'll start with Kyle, we'll do a roll call vote. We'll vote up or down and if we don't have a vote we're going to have to recess this and try again at a later date I guess.

Director Tippet: You could make a second motion.

Chair Frasier: Or make a second motion. Remember the motion is to deny.

Commissioner Brown: So I either say yay or nay?

Commissioner Brown: Nay.

Chair Frasier: Nay.

Vice Chair Stewart: Yay.

Commissioner Matthews: Yay.

Motion fails for lack of support, vote 2-2

Chair Frasier: Anyone want to entertain a second motion?

Vice Chair Stewart: It will be the same.

Chair Frasier: Brown do you have a motion?

Commissioner Brown: I don't, like Commissioner Stewart said. Morally, like I said I have problems with this, but in terms of what I'm here to do, I will make a move that we accept staff's recommendations for the stated findings.

Chair Frasier: We have a motion, do we have a second?

Vice Chair Stewart: The motion dies with a lack of second.

Chair Frasier: Director Tippet you're going to have to give me guidance on this because I haven't been through this yet before. What do we do now?

Director Tippett: I believe that since nothing has happened, we adjourn.

Commissioner Matthews: We need to have our full board.

Director Tippett: Yes. What you have to do is Commissioner Stewart and Commissioner Brown have to make their motions again, when you have a full board.

Commissioner Matthews: At this point no action can be taken, it's not approved.

Director Tippett: That is my understanding. I will be checking with county counsel.

Chair Frasier: When you do bring this up can we bring county counsel on the phone at the next one to ask questions.

Director Tippett: My recommendation for tonight would be to continue the item to the next meeting so we still keep the item alive.

Chair Frasier: Next question, are we going to be back in Weaverville? Or are we going to come here?

Audience: No.

Director Tippett: I leave that to you to decide.

Vice Chair Stewart: The other question is are we going to go through public comment again?

Audience: Yes.

Director Tippett: I would defer that to county counsel.

Commissioner Matthews: Public hearing is closed. Unless the chair reopens it it's a done matter.

Chair Frasier: It will be old business, so we will take it up and it will be a roll call. We're going to need a motion to continue aren't we?

Director Tippett: Yes.

Vice Chair Stewart: I motion to continue this item until our next meeting.

Commissioner Matthews: I'll second that.

Motion Carries unanimously.

Chair Frasier: We will continue this until our next meeting.

NEW BUSINESS

None

10. MATTERS FROM THE COMMISSION

None

11. MATTERS FROM STAFF

Director Tippett: There is free hazardous waste and debris removal program for anyone affected by the fires. Contact Director Tippett for information. The opportunity is only for the first month or two after the fire, so he encouraged people to take advantage of it.

Audience: Is it available in the pines?

Director Tippett: Yes, available to anyone in Trinity County affected by the fires.

Chair Frasier: Anything else from staff.

Director Tippett: No.

12. ADJOURN

The hearing was adjourned by the Chair at 9:05 pm.

Jan Smith

From: Naomi Merwin
Sent: Wednesday, September 09, 2015 3:47 PM
To: Jan Smith
Cc: Leslie Hubbard
Subject: FW: dollor store

See comment below received today from HFVFD.

Naomi Merwin
Accountant Technician Senior
Trinity County
Department of Transportation
(530) 623-1365 Ex. 3412
nmerwin@trinitycounty.org

-----Original Message-----

From: chief1@hayforkfire.org [mailto:chief1@hayforkfire.org]
Sent: Wednesday, September 09, 2015 3:16 PM
To: Naomi Merwin <nmerwin@trinitycounty.org>
Subject: dollor store

The Hayfork Fire District has issues with this project in addition to the comment by Cal Fire. The streets Humboldt and Manzanita need to be wider to accommodate emergency traffic and equipment so traffic can safely pass both way with equipment at the curb. Water line to the hydrant and service to the property needs to be a 12 inch main. We are concerned about the increase in emergency calls to area due to traffic collisions on Hiwy 3 at Manzanita by Frontier Fuel.

Jerry Hlavac Interim Fire Chief

September 2, 2015

Richard Tippett, Planning Director

Trinity County Planning Department

61 Airport Road
P.O. Box 2819
Weaverville, CA 96093

RE: COMMENTS ON APPLICATION NO. P-15-14

Dear Mr. Tippett: My name is David N. Gooding. I am the owner of parcel no. 014-140-29, 52 Humboldt Street, Hayfork CA. My parcel is adjacent to parcel 014-140-07, the proposed location of the Dollar General store. I have reviewed application P-15-14. I have the following concerns and comments.

Section XVI, Transportation/Traffic items a–b, page 15, describes an additional driveway on Humboldt Street to facilitate access for delivery trucks. This driveway is not shown on the site plan, figure 3 of the attachments. This section anticipates 192 additional vehicle trips on Humboldt Street. Humboldt Street is less than 20 feet wide. Additional traffic, especially large delivery trucks would create a traffic hazard as well as put unacceptable stress on the existing street. It would also result in increased noise, especially early in the morning or at night, and dust for the residents on Humboldt Street. All entrances should be on Manzanita Avenue and delivery truck traffic should be restricted to State Highway 3 and Manzanita Avenue and prohibited on Humboldt Street.

Figure 3 (site plan) shows a shaded area between the proposed building and the existing fences of the adjacent parcels, 014-140-29, and 014-140-26. There is no reference to this area in the notes on the site plan. It appears to be a drainage structure between the back of the proposed building and the existing fence. This unsecured secluded area would become attractive to vagrants, drug users, and other undesirable activities. This creates the potential for trash, drug paraphernalia, etc. to be thrown over the fence into the adjacent residences. This area needs to be secured by adequate fencing and security lighting to prevent disturbing the residents of the neighboring properties.

I am concerned about the effect of the proposed development will have on my property value. The increase in vehicle and pedestrian traffic on Humboldt Street will have a negative impact on the peaceful use and enjoyment of the residences on Humboldt Street. More traffic results in additional noise, litter, and trespassing onto the nearby properties. The tenant in my property is a disabled heart transplant recipient. The stress of the aforementioned negative impacts will have a detrimental effect on my tenant's health. Please take the above concerns into account when considering the approval of Application No. P-15-14. Feel free to contact me regarding this matter.

Thank you,

David N. Gooding, owner parcel no. 014-140-29
P.O. Box 1291
Hayfork CA 96041
530 628-5963
dgoodng@reagan.com

EXHIBIT B

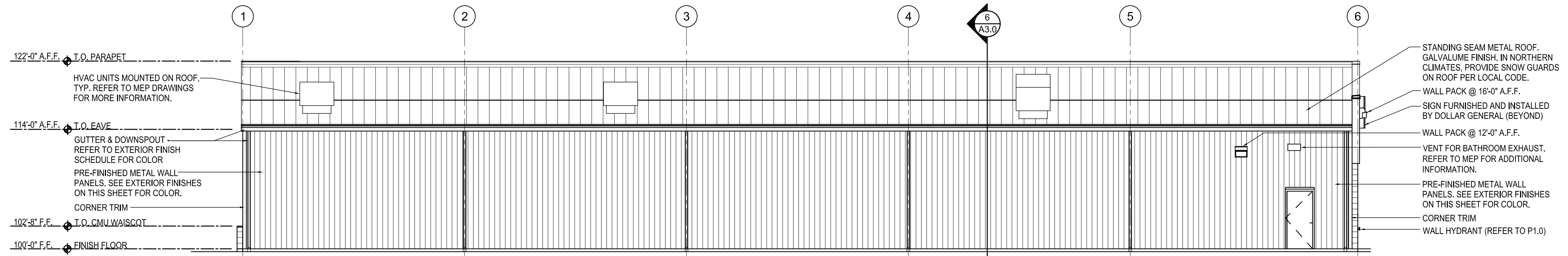
ENGINEERING DRAWING OF PROPOSED BUILDING

EXTERIOR FINISHES

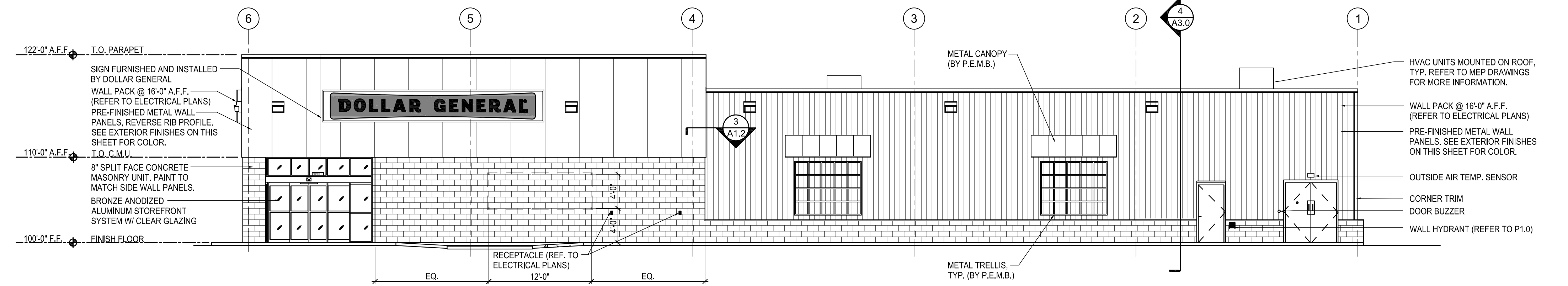
EXTERIOR FINISHES ARE TO MATCH OR BE EQUAL TO CBC METAL BUILDING SYSTEMS FINISH SELECTION	STAIN COOL PAINT SYSTEM	STAIN COOL PAINT SYSTEM	STAIN COOL PAINT SYSTEM	BRONZE	POLAR WHITE	GALVALUME	MATCH ADJACENT WALL
GUTTERS, LEADERS AND DOWNSPOUTS	•	•					
PARAPET CAP & TRIM							
BACK PARAPET, SIDE AND REAR METAL WALL PANELS	•						
ARCHITECTURAL BLOCK AT BUILDING FACADE SHOULD BE SPLIT FACE PRE-FINISHED OR PAINTED (2 COATS-LOXON XP MASONRY COATING A24W400 SERIES) TO MATCH THE SIDE WALL METAL WALL PANEL.	•						
FLAT METAL SOFFIT AT STOREFRONT VESTIBULE CEILING					•		
BUILDING PARAPET WALL (OVER STOREFRONT & CMU AT ENTRY, CANOPY & PARAPET CAP)	•						
STOREFRONT SYSTEM				•			
STANDARD METAL ROOF PANELS						•	

PEMB VENDOR: CBC STEEL BUILDINGS
ATTN: ANSHUMAM SEHDEV (209) 983-0910

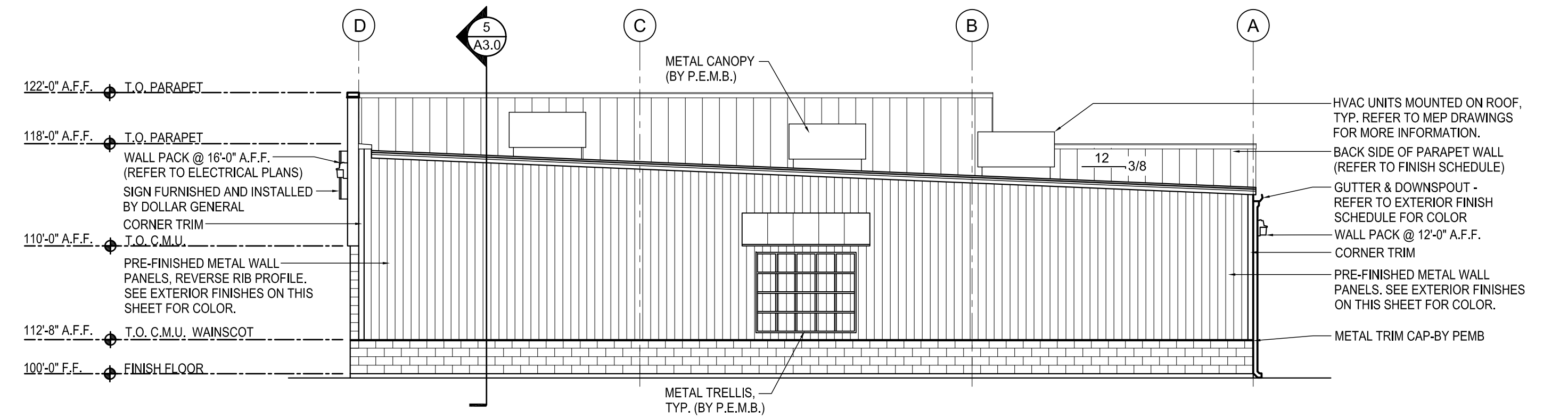
STAIN COOL PAINT SYSTEM
STAIN COOL PAINT SYSTEM
STAIN COOL PAINT SYSTEM
BRONZE
POLAR WHITE
GALVALUME
MATCH ADJACENT WALL
SHERMAN WILKINS
IRON PIG SYSTEM



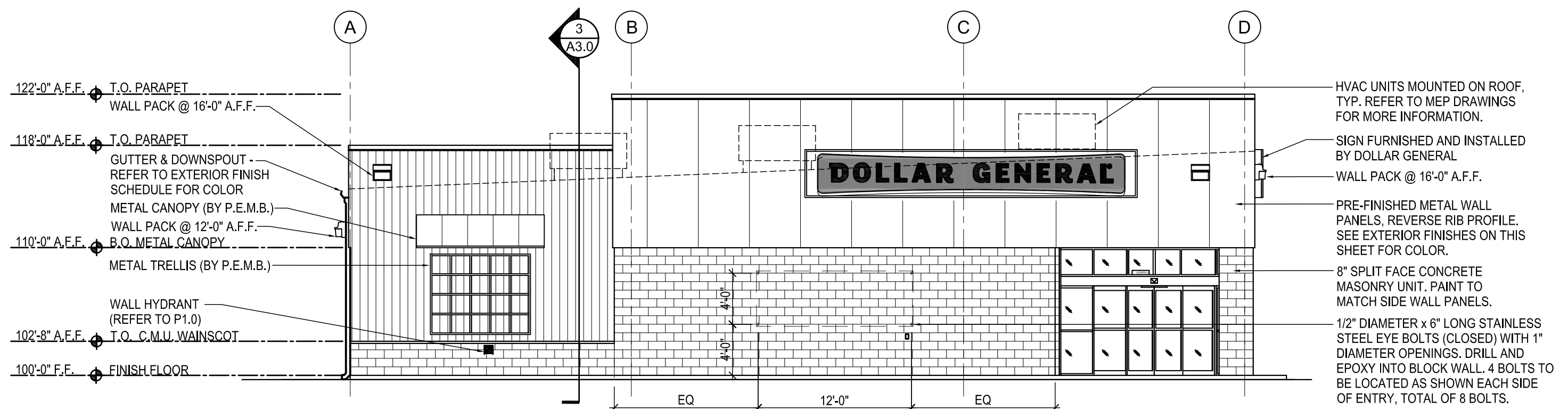
4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



3 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



2 REAR ELEVATION
SCALE: 1/8" = 1'-0"



1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ARCHITECT:
BRIAN RUMSEY
1255 W. 15TH. ST.
SUITE 125
PLANO, TEXAS 75075
PH: 972.398.6644
FAX: 972.312.8666

DOLLAR GENERAL
HAYFORK, CA.

PROJECT:
DOLLAR GENERAL
STATE HWY 3 & MANZANITA AVE
HAYFORK, CA.
TRINITY COUNTY
STORE# 162401

REVISIONS

NO	DATE

DRAWINGS ISSUED FOR:
02MAR15-DESIGN SET
23APR15-PERMIT SET

DATE:
04/23/2015

PROJ. NO.:
15048

SHEET NUMBER
A2.0
EXTERIOR
ELEVATIONS
Copyright © 2015

EXHIBIT C

LETTER FROM BOB MOUNTJOY

**APPLICABLE SECTIONS OF
HAYFORK COMMUNITY PLAN**

OCTOBER 23, 2015

Trinity County Planning Department
Planning Commission

Re: Dollar General Use Permit Application

Commissioners;

Speaking as one of many long-time volunteers for the development of the Hayfork Community Plan and its update, I would like to call your attention to the HCP Chapter 9, Community Design Goals and Objectives, specifically Goal #3, Objective #3.5, p. 9.34:

Encourage site development that promotes a cohesive rather than a fragmented character for the central commercial area.

a. Whenever possible, encourage a "village" character-compact, small-scale buildings related to each other and unified through landscaping and pedestrian circulation.

Historic and existing development in Hayfork has resulted in a rural based mixed-use community throughout the commercial zones. This is not necessarily an undesirable mingling of essential services, provided new development is sensitive to the scale and compatibility with adjacent existing development as stated in the General Description for the C-1 zone. Particularly in this proposal, considering the closely adjacent small-scale residential use, the C-1 Zoning Ordinance 5000 s.f. limitation on floor area is more than adequate for a neighborhood-serving commercial use, which this location would suggest. (Compare to Ernie's Department Store @ approx. 5000 s.f.) The corresponding parking requirement would result in a more reasonable internal and external traffic circulation.

Though not mandated by ordinance, the HCP provides suggested design guidance on p.9.27 and 9.34 that reflects the rural/rustic character of many Hayfork buildings. Wiley's Market is a prime example. Any developer hoping to receive community support for its project, must be sensitive to historic precedence in the design of the building. These principles are documented in the HCP, Chapter 9, Goal #3, Objective #3.3.b.:

Encourage a character and level of architectural quality that reflects the historic, social and cultural heritage of the valley.

b. Encourage architectural forms and materials for buildings that reflect the rural/rustic character of the community.

In the event of an approval for the proposed project to proceed, the commission should be aware of the above design guidelines in its negotiations with the developer.

In the interest of complete disclosure re environmental assessments affecting this site, the following graphic material and the applicable text in the HCP should be made part of the record:

Chapter 7 HAZARDS

Figure 7.3 Inundation Map for Ewing Reservoir

Figure 7.5 Hayfork Bulk Propane and Petroleum Facilities

Figure 7.8 Predominant Noise Sources: Noise Contours

I would appreciate your careful consideration of this precedent-setting proposal.

Bob Mountjoy
P.O. Box 820
Hayfork, CA
96041

628-4474

- b. Encourage pedestrian movement (via sidewalks, trails, signage or other means) within central Hayfork where it is possible to move between activities without conflict with vehicles.

Objectives #3.3 Encourage a character and level of architectural quality that reflects the historic, social and cultural heritage of the valley.

- Policies
- a. Encourage a sense of visual unity in the appearance of the community.
 - b. Encourage architectural forms and materials for buildings that reflect the rural/rustic character of the community.
 - c. Identify a set of thematic elements - architectural details, exterior lighting, pathway treatment, signs - to reinforce the unique image and identity of the community.

Objective #3.4 Provide visual relief to man-made improvements through the use of landscape planting materials.

- Policies
- a. Establish a landscape character in the central commercial area that is in contrast to, but still in harmony with, the backdrop formed by the surrounding valley and mountains.
 - b. Encourage the introduction of color and seasonal change through landscape planting.
 - c. Develop guidelines for paving, curbs, sidewalks and fencing around planter beds and related features that will help to maintain a rural image in the community.

Objective #3.5 Encourage site development that promotes a cohesive rather than fragmented character for the central commercial area.

- Policies
- a. Wherever possible, encourage a "village" character - compact, small-scale buildings related to each other and unified through landscaping and pedestrian circulation.
 - b. Encourage cooperative landscaping and design actions between adjacent landowners and businesses.
 - c. Encourage development of shared open space and parking areas.
 - d. Encourage development of an overall parking program.

selection cutting. Spur ridges and topography can be utilized to minimize the visibility of management activities. The "partial retention" visual management objective requires management activities to remain visually subordinate to the natural vegetation. With sensitive design, timber management goals do not have to conflict with visual objectives of the community.

Visual management on private timberland is largely dependent on the cooperation of the landowners and the California Department of Forestry (CDF). Mechanisms exist to develop "local" logging regulation, *but action by the Board of Supervisors is required*. Maintenance of visual quality from other sources of development (i.e. mining, land development, etc.), where warranted, can be accommodated by existing land use regulations.

2. Creeks And Riparian Areas

The Hayfork basin is divided by a number of creeks (see Figure 6.2, Chapter 6). In addition to being sources for domestic water, these creeks, with their riparian vegetation, also make an important aesthetic contribution to the appearance of the Community. Culverting or otherwise channelizing these creeks would radically alter the viewsheds of individual neighborhoods and the overall community. Stream courses also provide existing and potential routes for trail systems linking portions of the Hayfork core area together and with a network of recreation trails in the surrounding Forest Service lands (see Figure 5.1 in Chapter 5, Parks and Recreation.)

3. Forestland and Agricultural Areas

Large tracts of undeveloped forest and farmland are significant contributors to the open, rural, "small-town" character of Hayfork. The forests around Hayfork distinguish the community from the "wilderness". The large tracts of undeveloped farmland along Highway 3 to the south and along the Hyampom Road to the west of central Hayfork help to separate the core, "urban" area from surrounding rural residential areas. The importance of the surrounding forests and agricultural areas to Hayfork's viewshed was outlined in Section C.1.a&b. above.

4. Architecture

Historic buildings in and around central Hayfork provide an excellent basis for a design theme. Valuable historic architectural theme elements are also found in the rural barns, sheds and quasi-Victorian residences in the Hayfork Valley. The architectural character of many of the newer buildings in the community is consistent with historic precedent. Moderate to steeply pitched roofs with gable ends and sloping entryway roofs on homes and businesses reflect the form of historic barns. The stepped "false front" and roofed porches on several of the newer commercial buildings reflect historic architectural forms. The extensive use of wood materials in the exterior siding patterns of many new and older buildings reflects the influence of

the timber industry and availability of natural resources on the community. Overall, the architectural character of most of the development in the Hayfork Valley could best be summarized as "rural/rustic".

5. Landscaping and Maintenance

In the course of development, particularly in the central commercial district of Hayfork, previously existing trees and vegetation have been removed and not replaced, leaving large unrelieved and unshaded areas of paving for parking and circulation. An existing mix of mature deciduous and conifer trees along the eastern end of Highway 3 entering the developed portion of the community provides a visual example of historic vegetation species and patterns. A landscape planting program along Highway 3 in the central portion of Hayfork would provide a visually unifying force and greatly improve the community image.

6. Signage

Signage within Hayfork plays an important role in the appearance of the community. While it is necessary that businesses have sufficient signage to identify their site and attract customers, excessive signage can create a confusing landscape which does not serve any purpose. A common signage program for commercial development along Highway 3 would help greatly in promoting harmony in theme and design.

7. Highway 3 Commercial Corridor (Downtown)

Commercial development along Highway 3 in the downtown area generally lacks continuity. The relationship of buildings to each other, the landscape and the highway is often not uniform or harmonious in nature. Regular landscape and facade maintenance would improve overall appearance as well as continuity. The pattern of vehicle and (especially) pedestrian circulation should also be better defined.

Perhaps the largest obstacle to visual improvements in central Hayfork is the existence of the 100 foot highway right-of-way, which is paved from building facade to building facade in many areas. The actual highway itself only consists of two fourteen foot travel lanes, leaving thirty-six feet of excess pavement on both sides. Even with the proposed addition of a middle "dead-man" turn lane (Caltrans Route Concept Report for Highway 3, July 1990) there would still be sufficient space for a bicycle/pedestrian lane and ten foot wide planter in most areas. Development of planting areas and a bicycle/pedestrian lane would, however, require Caltrans approval (which that agency has been reluctant to grant in the past).

8. Relationship of Design to Land Use Goals, Objectives and Policies

Community design goals and policies do not take precedence over, or replace, land use goals and policies. Rather, community design goals and policies function mostly as implementation tools. In other words, design goals and policies would provide

- b. Encourage pedestrian movement (via sidewalks, trails, signage or other means) within central Hayfork where it is possible to move between activities without conflict with vehicles.

Objectives #3.3 Encourage a character and level of architectural quality that reflects the historic, social and cultural heritage of the valley.

- Policies
 - a. Encourage a sense of visual unity in the appearance of the community.
 - b. Encourage architectural forms and materials for buildings that reflect the rural/rustic character of the community.
 - c. Identify a set of thematic elements - architectural details, exterior lighting, pathway treatment, signs - to reinforce the unique image and identity of the community.

Objective #3.4 Provide visual relief to man-made improvements through the use of landscape planting materials.

- Policies
 - a. Establish a landscape character in the central commercial area that is in contrast to, but still in harmony with, the backdrop formed by the surrounding valley and mountains.
 - b. Encourage the introduction of color and seasonal change through landscape planting.
 - c. Develop guidelines for paving, curbs, sidewalks and fencing around planter beds and related features that will help to maintain a rural image in the community.

Objective #3.5 Encourage site development that promotes a cohesive rather than fragmented character for the central commercial area.

- Policies
 - a. Wherever possible, encourage a "village" character - compact, small-scale buildings related to each other and unified through landscaping and pedestrian circulation.
 - b. Encourage cooperative landscaping and design actions between adjacent landowners and businesses.
 - c. Encourage development of shared open space and parking areas.
 - d. Encourage development of an overall parking program.

In recognition of inaccuracies on previous FIRM maps, County staff worked with the Army Corps of Engineers and the State Department of Water Resources to conduct a flood survey in Hayfork ("Flood Plain Management Services Program, Hayfork Streams, Trinity County, California, Special Study - August 1991", Army Corps of Engineers). The results of this study have been used to modify the new FIRM map for the Hayfork Plan Area (April 17, 1996).

4. Local Flood Management Tools

The County Zoning Ordinance contains three different tools to deal with floodplains: the Floodplain Management Ordinance, the "Flood Hazard" zoning district and the Flood Hazard Overlay Zone. The purpose of the Floodplain Management Ordinance is to promote the public health, safety and general welfare; to protect fish and wildlife resources; and to minimize public and private losses due to flood conditions in specific areas. The purpose of the latter two mechanisms is to provide limited protection from flood hazards to life and property in areas susceptible to flooding. This is achieved through limiting development within floodplains, specific development standards, and/or measures to insure continued unrestricted flow of flood waters.

The Floodplain Management Ordinance allows development in FEMA-designated floodplains if and when certain engineering and structural criteria are met. These criteria include: anchoring of structures, methods and materials used for construction, elevating structures, and other floodproofing measures. In areas where the Flood Hazard Zoning District (FH) has been adopted, the FH regulations supersede the Floodplain Management Ordinance.

The designation of Flood Hazard (FH) as an exclusive zoning district can only be accomplished through the adoption of a Community Plan. The only activities allowed in a FH zone are agricultural, seasonal recreational uses, or (with a use permit) mining. The FH zone provides the greatest degree of protection to life and property because it limits the actual amount of development that can occur within floodplains.

The Flood Hazard Overlay Zone allows all uses permitted in the underlying or principal zoning district, subject to the issuance of a use permit. Prior to issuing a use permit, the Planning Commission must find that the proposed use will not endanger life, impair the ability of the designated floodplain to carry and discharge the waters of a 100 year flood or increase the flood water surface elevation. The Commission must also find that sewage disposal systems are designed to prevent infiltration of flood waters into or out of the system.

5. Dam Inundation

Government Code Section 65302 (g) requires local governments to assess the potential impact that a dam failure might have on their jurisdiction. The only dam within the Plan Area boundary that requires review is the dam at Ewing Reservoir. An inundation study

and map was prepared for Ewing Reservoir prior to the dams' construction.² Figure 7.3 depicts the inundation map for Ewing Reservoir and Figure 7.4 the approved evacuation routes.

Even in the event of complete dam failure at Ewing Reservoir (i.e. a 45 degree breach of both sides of the dam) the volume and velocity of floodwaters will not pose a significant threat to people or property. Floodwaters (flowing down Ewing Gulch) would reach Hayfork Creek ten to fifteen minutes after the initial breach of the dam. Maximum flow depths outside of Ewing Gulch, however, are not expected to exceed five feet. Thus, while some damage and injuries would be expected to occur they would most likely be of a modest nature (for people; scratches, bruises, broken bones - for structures; water stains, loss of unsecured structures such as sheds, damage to landscaping, etc.).

Trinity County Waterworks District #1 has prepared an evacuation plan that outlines: 1) responsibilities of various personnel in the event of dam failure; 2) the location of temporary gathering points for food and shelter, and; 3) sources of emergency food, water and other assistance. Copies of this plan are available at the Water District office on Reservoir Road.

F. Hazardous Materials and Waste

The production, use, storage, transport, and disposal of hazardous materials and hazardous wastes has become of increasing concern to both local and state governments as well as the general public. Hazardous wastes can contaminate water so that it is unfit for consumption and soils to the extent that they will not grow plants. Hazardous wastes contain chemicals and other toxins that can cause birth defects, illnesses, and even death.

1. Hazardous Materials

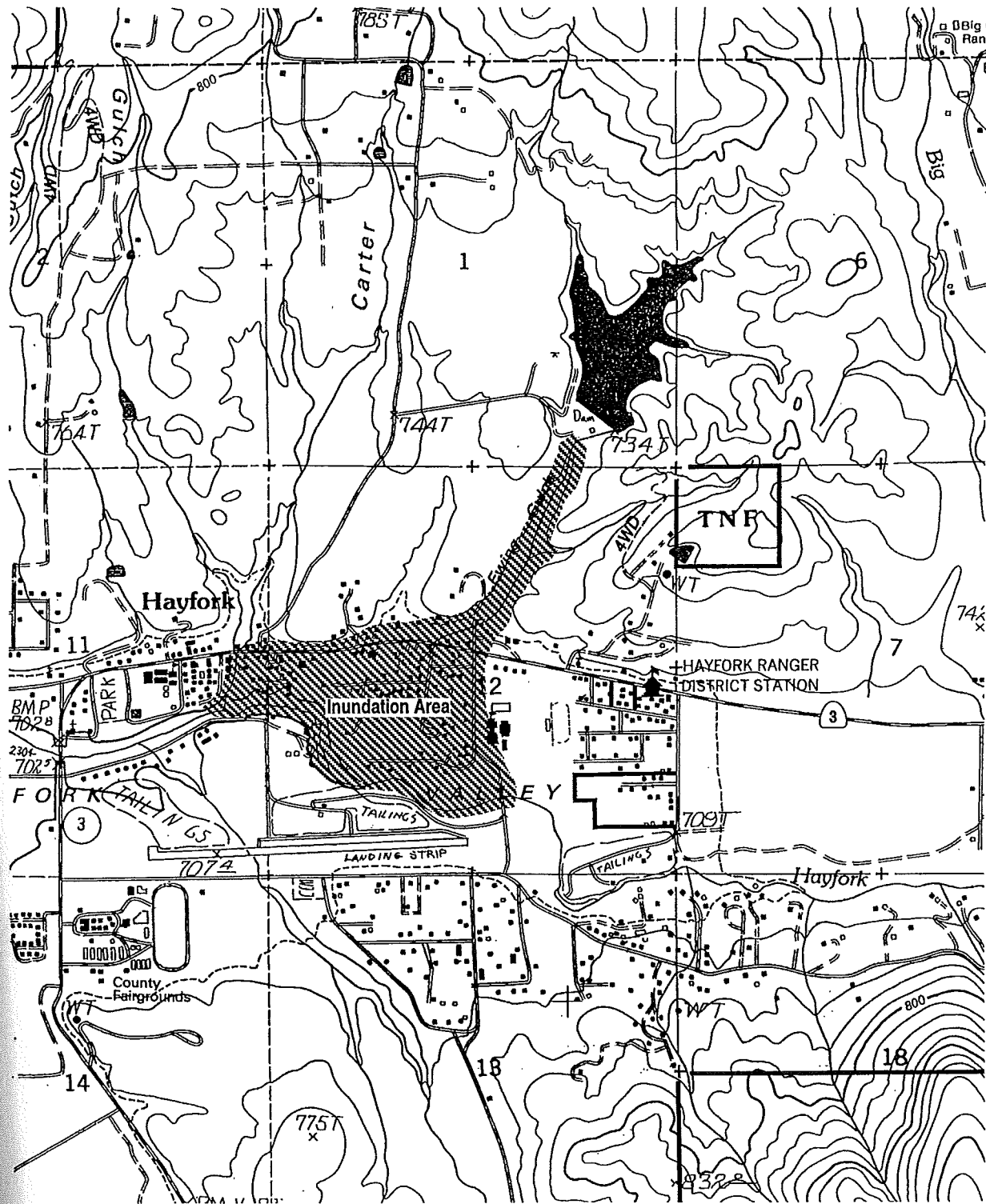
A hazardous material is "any material that, because of its physical or chemical characteristics, poses a significant hazard to human health and safety or to the environment if released." A hazardous material can be found in its natural state (asbestos ore) or as a processed material (asbestos fibers in fire-resistant building materials - asbestos was used in building materials until its carcinogenic nature was discovered). The nature of hazardous materials is such that no one method of storage, transport, and use is appropriate for all materials. The nature, severity, and duration of the effects of different materials on people also varies considerably.

In general, hazardous materials exhibit one or more of the following characteristics:

Ignitable: Materials that catch fire easily such as solvents and fuels.

Corrosive: Materials that have very low or very high pH and dissolve other materials or burn skin, such as rust removers and metal finishing solutions.

². Inundation study and map was prepared by Griffith and Associates: Surveyors and Engineers. Map was reviewed and approved by the Office of Emergency Services in February, 1976.



Legend



Projected Inundation area of Hayfork due to a dam failure of Ewing Gulch Reservoir, as identified by Griffith & Associates and as reviewed and approved by the Office of Emergency Services (February, 1976).

Figure 7.3
**Inundation Map for
 Ewing Reservoir**



**Hayfork
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Prepared by the Trinity County Planning Department

Reactive: Materials that are unstable or undergo rapid or violent chemical reactions with water or other material (Hydrochloric acid for example).

Toxic: Materials that have harmful effects on human health or the environment (battery acid and thinners for example).

Hazardous materials are stored at several commercial and public facilities within the Hayfork Plan Area. Of principal concern are bulk petroleum and propane storage plants, both above and underground. Figure 7.5 indicates the location of bulk fuel and propane facilities within the Plan Area. While these materials are of particular concern due to their highly flammable nature, they are also known to potentially cause health problems.

2. Hazardous Waste

Hazardous waste is defined as follows:

"Hazardous Waste" means a waste, or combination of wastes, which because of its quantity, concentration or physical, chemical, or infectious characteristics may do either of the following:

- (a) Cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness.
- (b) Pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed. [source: Public Resources Code, Division 30, Part 1, Chapter 2, Section 40140(a)]

A hazardous waste is essentially a hazardous material which is in an uncontrolled condition or is no longer usable by the generator for production of goods and services. Hazardous wastes are often produced as a by-product of a manufacturing or processing activity. Hazardous wastes are also produced, however, during simple, small-scale operations and services (such as an auto service shop, dry cleaners, painting of autos and buildings, etc.). In fact, many common household products contain hazardous materials that also (once the product is used and discarded) qualify as hazardous wastes. Examples include acetone (nail polish remover), Diazanone (insecticide), ethylene glycol (antifreeze), chlorine (bleach), and Methyl ethyl ketone (paint thinner).

Trinity County generates 218 tons of hazardous waste annually (no separate figure is available for Hayfork since all waste material is disposed of in Weaverville or hauled out-of-county). Approximately 46 percent (101 tons) of this waste is waste oil. The majority of hazardous waste is generated by small businesses (158 tons), followed by households (16.3 tons). Each household is estimated (based on standard calculations provided by the California Department of Health Services) to generate 6 pounds of

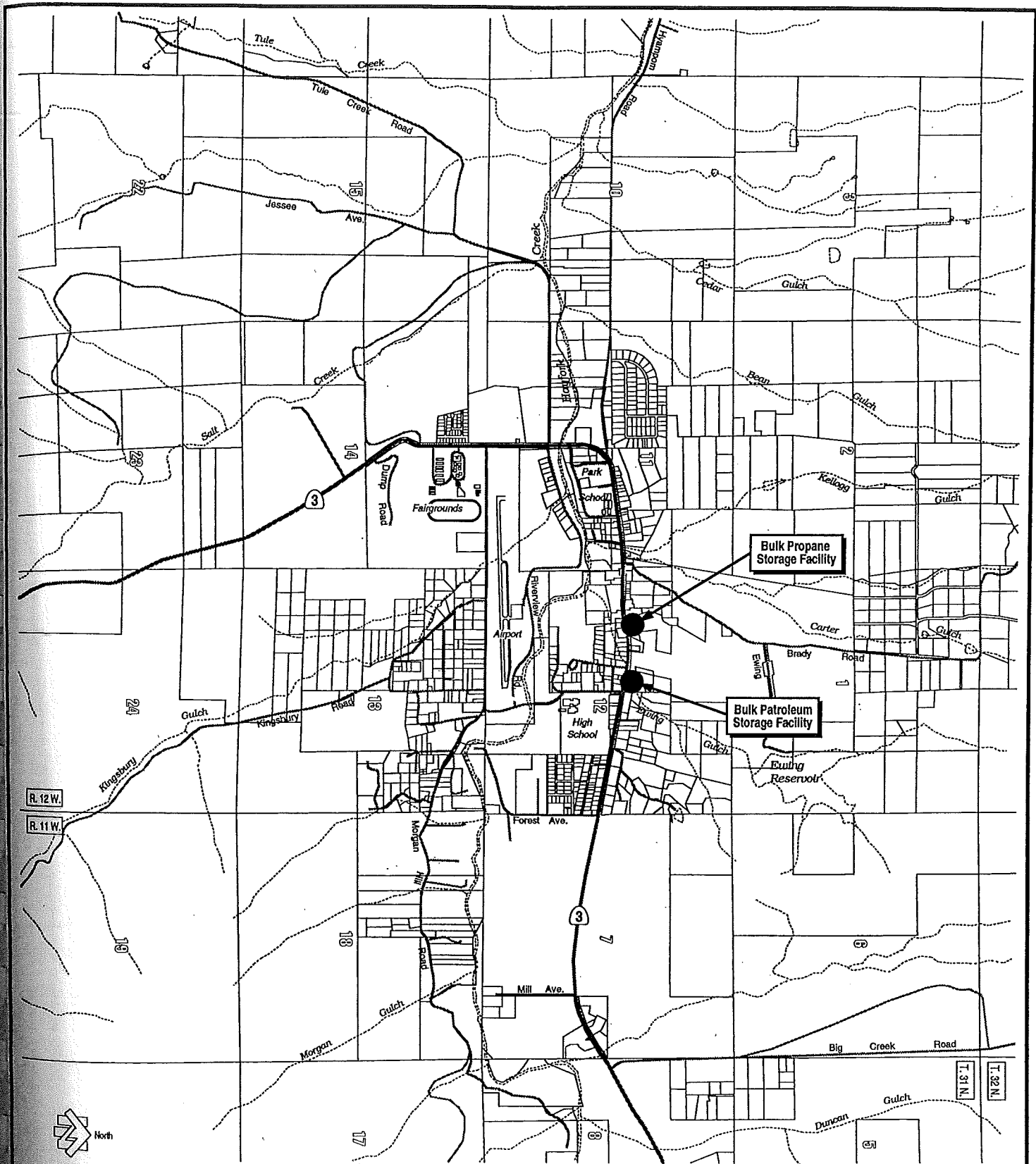


Figure 7.5
**HAYFORK BULK PROPANE AND
 PETROLEUM FACILITIES**

Hayfork Community Plan

hazardous waste per year. Trinity County must address the treatment and disposal of both hazardous and solid waste when an Integrated Waste Management Plan is prepared for the county (required under the California Integrated Waste Management Act of 1989).

G. Noise Hazards

This section of the Community Plan highlights the difference between noise and sound, reviews the properties of noise and its impact on humans, maps existing noise levels, and evaluates existing and future noise problems (or the lack thereof).

1. Properties of Sound

Sound is any pressure variation (in air, water or other medium) that the human ear can detect. Changes in weather conditions are accompanied by changes in pressure. These changes, however, are much too slow for the human ear to detect and therefore do not meet the definition of sound. Pressure changes in substances other than air (water for example) are detectable as sound, although they are perceived as distorted (compared to sound traveling through the air).

Sound travels through the air as waves of minute pressure fluctuations caused by some type of vibration. In general, sound waves travel away from the source as an expanding spherical surface. The energy contained in a sound wave is consequently spread over an increasing area as it travels away from the source. This results in a decrease in loudness at greater distances from the noise source.

2. Sound Measurement

Sound is measured with an instrument designed to respond to sound in approximately the same way as the human ear. A "sound level meter" essentially consists of a microphone, processing section and read-out unit. Sound meters provide an accurate and objective measure of sound and provide a lasting (and defensible) record of a noise event.

Sound level meters measure the actual pressure fluctuations caused by sound waves, with separate measures made for different frequency ranges. These measurements are reported in a logarithmic decibel (dB) scale. Because the human ear is not equally sensitive to all frequencies, many frequency weighting schemes have been used to develop composite decibel scales that approximate the way the human ear responds to noise levels. The "A-weighted" decibel scale (dBA) is the most widely used for this purpose (and is the method used in this plan).

Characteristics of the decibel scale. The decibel is not an absolute unit of measurement, rather it is a ratio between a measured quantity and an agreed reference point. The dB scale is logarithmic and uses the human hearing threshold as

c. Selection of sensitivity threshold.

Figure 7.7 is a reproduction of the land use/noise exposure compatibility matrix contained in the State of California, General Plan Guidelines (1990 ed.). The figure identifies clearly acceptable, marginally acceptable, and unacceptable noise levels for different categories of land use. 60 dB Ldn is considered to be the maximum acceptable continuous noise level for a single-family residential neighborhood (and is the most commonly used noise threshold for planning purposes).³ Given the extent and dispersed nature of single-family residential development within the Plan Area, the 60 dB Ldn level was selected as the appropriate sensitivity threshold.

d. Measurement of noise.

Noise measurements were made during daylight hours on the 18th and 24th of October, 1995 (preliminary measurements were taken, and measurement points identified, on October 12).⁴ The weather was clear and calm on both measurement dates. A Type 2230, Bruel & Kjaer Sound Level Meter was used to take all measurements (instrument calibrated before and after measurements).

e. Identification of 60 dB Leq contour.

A noise contour is a closed linear band along which the average noise level is the same (much as a topographic map shows closed contours of equal elevation). The 60 dB Leq contour was identified by retreating in a straight-line fashion from the noise source until the noise-meter indicated 60 dB Leq. This procedure was repeated at various locations around the noise source. These measurement points were then connected to arrive at the 60 dB Leq contour (specific methodology for measuring each noise source is discussed under "Noise Contour Map for Plan Area").

The 60 dB Leq contour derived from this methodology represents the "worst-case" noise contour. That is, the noise measurements were taken during the peak operating period/noise generating period of the source. The contour therefore represents the maximum distance the 60 dB contour will extend from the source during any 24 hour period (specific characteristics and variations in each source are discussed later).

5. Noise Contour Map for Plan Area

A noise contour map is a compilation of the noise contours for each noise source in an area. Figure 7.8 depicts the noise contour map for the Hayfork Community Plan Area. The nature of the noise source and composition of each contour is discussed below.

Sierra Pacific Industries Industrial Site: Mill Street

Sierra Pacific Industries (SPI) formerly operated a lumber processing facility and cogeneration plant in Hayfork (on property located south and east of Highway 3 and Mill Street). Noise generating equipment and processes at the mill included saws, planers, heavy trucks, forklifts, a cogeneration plant, and a crane. The sawmill and

3. The sound level of a normal conversation between two people standing at arms length is approximately 60 dB. A normal business office averages between 60 and 70 dB.

4. Noise measurements at former mill site were taken while the Sierra Pacific mill was still in operation.

planing mill operated on two, 9 hour shifts (6 a.m.- 4 p.m. and 5 p.m. - 3 a.m.). The loader and cogeneration facility operated 24 hours per day. The noise measurements and noise contour that resulted from the mill when in operation are depicted in Figure 7.8 to provide an example of how noise is measured from industrial uses and what may be expected from similar industrial uses in the future.

Highway 3

Noise from Highway 3 is primarily the result of auto and truck traffic. Between Big Creek Road and the Hyampom Road, noise from Highway 3 falls to an almost uniform measure of 60 dB Leq at 100 feet from the highway centerline (for comparison, State Route 99 through Chico produces a range of 68 to 74 Ldn at 100 feet from the centerline and sound from the elementary school in downtown Hayfork during recess reaches 60 dB Leq at approximately 100 feet). It was not possible to define a 60 dB Ldn noise contour along other portions of Highway 3 due to the low, intermittent level of traffic.

Hayfork Airport

The 60 dB Ldn noise contour depicted for the Hayfork Airport is based on typical noise contours for the airport's general aviation classification (provided by the California Department of Transportation, Division of Aeronautics). The 60 dB Ldn contour falls entirely within the boundaries of airport (County) property.

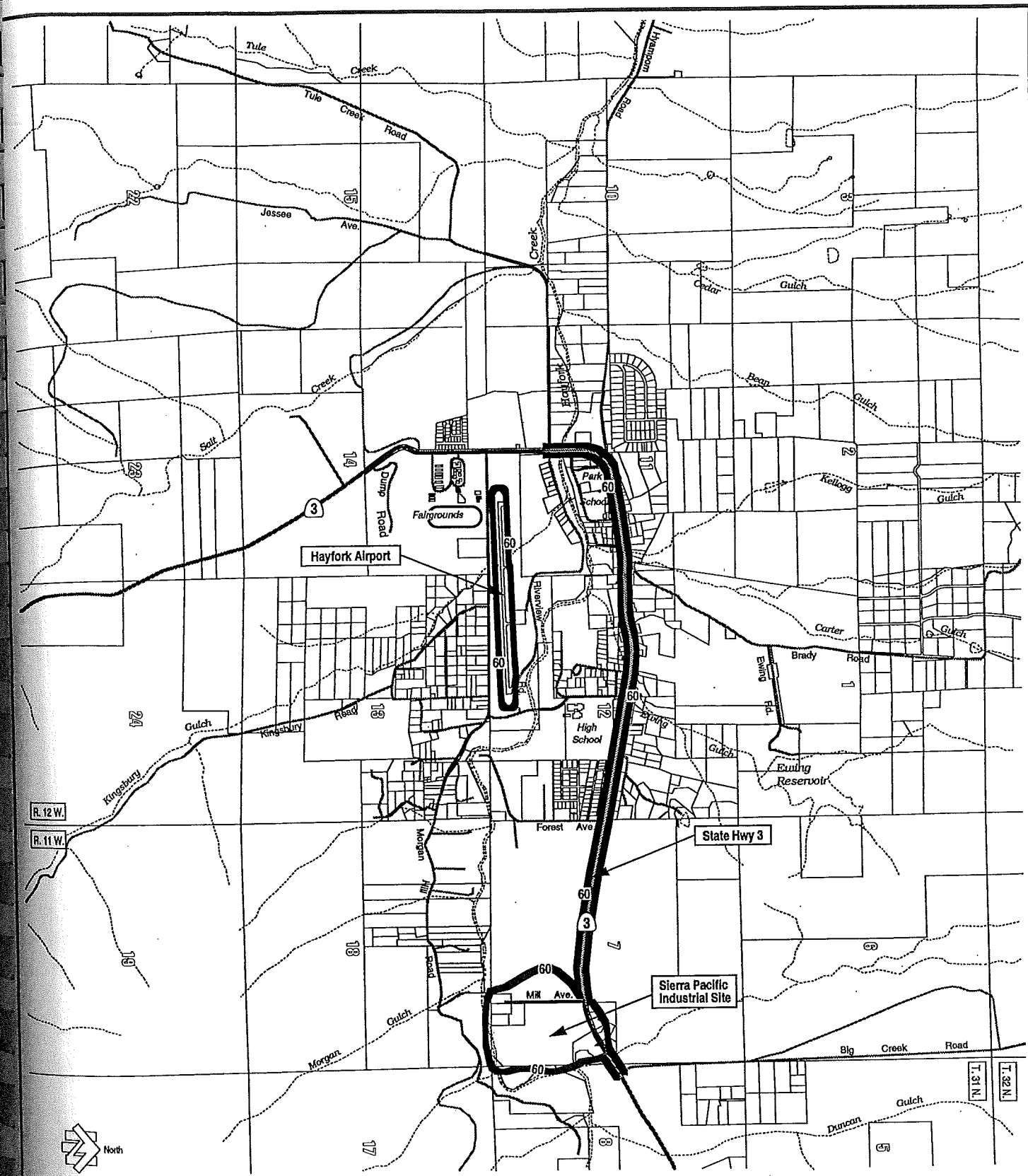
6. Current Noise Problems in the Plan Area

Based on noise measurements, the noise contour map, and noise compatibility standards, no "sensitive" receptors/land uses (i.e., residential uses) lie within the 60 dB Leq contour at present. The contours depicted in Figure 7.8 represent the worst-case scenario. Under most conditions, the noise contours are actually smaller than those depicted.

7. Future Noise Conditions

Noise from current sources is unlikely to increase in the future. Most potential new industrial uses at the old SPI mill site on Mill Street will likely produce less noise than the mill did. If a new use will produce greater noise levels, attenuation or reduction measures can be incorporated to reduce noise levels. The predicted 60 dB Ldn noise contour for Hayfork Airport - even at full buildout and operating capacity - still does not extend onto private parcels around the airport. The twelve percent increase in Annual Average Daily Traffic on Highway 3 projected over the next ten years should not significantly shift the 60 dB Ldn contour.

Noise could become a problem in the future, however, if incompatible land uses are allowed to locate near existing noise sources or potential new sources of noise are allowed to locate near sensitive receptors. Adopting policies and/or standards in the Community Plan relating to noise would provide decision makers with the tools necessary to avoid noise conflicts in the future.



Hayfork Community Plan
Figure 7.8
PREDOMINANT NOISE SOURCES
Maximum Expected 60 dB Leq
Noise Contours

- Notes:
- 1) Noise contours are based on the maximum expected level and duration of predominant noise sources during a 24 hour period.
 - 2) Highway 3 noise contours are derived from field point measurements.
 - 3) Sierra Pacific industrial site noise contours are derived from field point measurements taken while the former lumber mill was still in operation.

4) Hayfork Airport contours are based on typical noise contours for the airport's general aviation classification and other operational characteristics as provided by the California Dept. of Transportation, Division of Aeronautics.

60 60 dB Leq Contour

