

**TRINITY COUNTY PLANNING COMMISSION
STAFF REPORT**

OWNER: Dominic and Wiyaka Previte
Planner

REPORT BY: Frank Lynch, Principal

AGENT: Joslyn Surveying

APN: 024-370-06

PROJECT DESCRIPTION: Parcel map to create four parcels, plus a remainder parcel, ranging in size from 7.2 +/- to 30+- acres in size

LOCATION: In the community of Weaverville, lying NE of the proposed alignment of Lance Gulch Road, taking access from Hidden Pond Road (private) which stems N from Browns Ranch Road approximately 750 feet E of its intersection with Highway 3.

PROJECT INFORMATION:

- A) Planning Area: Weaverville
- B) Existing General Plan Designation: Mix of Commercial, Rural Residential and Low Density Single Family (Weaverville Community Plan)
- C) Existing Zoning: C-3, RR: 5, and R-1
- D) Existing Land Use: single family dwelling
- E) Adjacent Land Use Information:

	<u>Land Use</u>	<u>Zoning</u>	<u>General Plan Des.</u>
North:	residential	RR, R1A, TPZ	RR, SF-L, RE
South:	residential, OS	C-3, R1, RR, OS	C, SF-L, RR, RE
East:	residential	TPZ	Resource
West:	residential/com, PF	R-1 & C-3 and PF	SF-L, C, PF

PROJECT DESCRIPTION: The applicant/subdivider proposes to subdivide an 83 acre property close in to the community of Weaverville. The property is split zoned with approximately 5.3+- acres designated Commercial (zoned C-3), 7.9+- acres designated Single Family, Low Density (zoned R-1A) and 69+- acres designated Rural Residential (zoned RR:5). The property has a small amount of frontage on the proposed alignment of Lance Gulch Road, but access will be from a private road known as Hidden Pond Road. This road also will have access from Lance Gulch Road and will extend approximately 1/3 mile to a point where it will have intersected with all proposed parcels. The access road easement will be required to extend all the way to the easterly property boundary to comply with the Fire Safe Ordinance provisions for emergency access, however while there appears to be some internal access roads on the adjoining Sierra Pacific Industries land, the subject land does not possess easements over these roads. The property does have connecting easements to Abbey Road, another private road to the north extending from Parcel 1, which is being required to be reserved for alternative access.

The property is oriented along a west facing slope, with moderate to steeper slopes throughout. Some modest benches are provided that could be developed as building sites are interspersed. The vegetation consists of a mix of open grasslands, oaks, scrub and conifers. Aside from the adjoining East Weaver Creek to the west, two seasonal creeks cut through the Remainder Parcel, with a small pond adjacent to the more southerly creek within the Remainder Parcel.

The property has portions of the land lying within the Zones A, B-1, B-2, and D Airport Compatibility area of the Weaverville Airport. The lines separating each of these zones are mostly within Parcel 1 and the area within the A Zone is quite limited and encumbered by other limiting factors, i.e. Weaver Creek and the 100 sanitary setbacks associated with it. The line between B-1 and B-2 roughly coincides with the boundary between the C-3 and R1:A Zoning District. All other areas are within Zone D.

The properties will be served by district water and have on-site septic.

The configuration of the lots provides that all of Parcel 1 consists of the C-3 and R-1A areas. Being a total of 12+- acres, this land could be further divided. However, as the only feasible access at this time being Hidden Pond Road, it is not a realistic expectation that the Commercial portion of the parcel could be developed for any commercial activity until alternative access could be developed. The tentative map indicates a proposed 30 foot wide access easement extending from Hidden Pond Road to Parcel 1. This easement would extend to adjoin the existing terminus of Abbey Road, a private road easement extending from Squires Lane to the north.

On Parcel 2 of the proposed division, a new single family home is under construction. At this writing, the home is very well along in the construction process, being completely weather-tight and being inspected for "rough in" on utilities. It will have frontage along Hidden Pond Road and being proposed at 7.3+- acres could not be further divided given the Rural Residential, five acre minimum (RR5) this and the remainder of the parcels all lie within.

Parcel 3 is similar in size, a 7.2+- acre parcel, which also has frontage on Hidden Pond Road. This parcel approximate divided in half by a seasonal stream which crosses the parcel west to east. The

tentative map describes only approximately 2.7+- acres of this parcel as being “usable” due to the topography.

Parcel 4 is proposed at 30+- acres with 17+- acres being designated “useable.” The site is developed with a shop, two carports, the “Hidden Pond” which is to be protected by a buffer, and has both seasonal streams passing through it. A larger section of the SE corner of the parcel is fairly flat on which the existing improvements lie.

The Remainder Parcel is proposed at 26.3+- acres with 19+- being “useable.” The parcel is configured in as in inverted “L” space. Both this and Parcel 4 could be further subdivided, with a theoretical maximum of up to 11 parcels. Acknowledging that is a maximum that may not be realistic, it would be self-evident to conclude that over time, subsequent subdivision of the land will occur given the property’s proximity to the community of Weaverville and services.

The applicant did a significant amount of work on the access road prior to submitting the application. A graded and rocked, 22 foot wide road was created, that while quite nice, does not meet the specific development standards required by the County.

ENVIRONMENTAL EVALUATION:

An evaluation of environmental impact (Initial Study) was prepared for this project pursuant to the California Environmental Quality Act (CEQA). 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.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

I(a,b): The project is not within sight of a scenic vista or scenic resource, historic buildings or state scenic highways.

I(c): The project will change the existing visual character of the area in subtle ways, by converting now vacant land into residential uses scattered within various, but mostly low density building sites. These changes may be noticeable, but will not substantially degrade the visual character of this area.

I(d): The project will create new building sites with some associated exterior and potentially security lighting. However such lighting will not create any significant new sources of light or glare given the low density proposed and predominate by the zoning limitations.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

II(a-e): The project site is not on agricultural lands, AG zoned lands, prime farmland, timber land or land that is subject to the Williamson Act. The neighboring land to the east is owned by SPI and is zoned Timber Production. The adjoining land of the subdivision is the Remainder Parcel. As the lands would be periodically logged, there could result in some conflict between residential occupancies and timber management operations. As these resources are of value to the community it may be appropriate to consider an enhanced setback or buffer between the building site and the adjoining timber lands. Alternatively, a notation about the potential for periodic timber management activities could suffice. Should such a condition be desired, the following language is provided to be included in a Notice of Environmental Constraint for the project:

Mitigation Measure: OPTIONAL

The subject property is located adjacent to land on which active timber management activities may occur therefore residents of the property may be subject to inconvenience or discomfort arising from timber management including but not limited to dust, smoke, noise and odor, and should be prepared to accept such inconvenience or discomfort as normal and necessary to resource management operations.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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. However, the area occasionally exceeds the state standard for particulate matter. Construction will not contribute to an exceedence of the particulate matter standard, because of its short duration and the minimal amount of grading that will be required. The long term use of gravel or dirt roads does communlatively impact air quality. However, this road will be improved to a point whereby the next phase of development will trigger paving of the road surface. (See Transportation Discussion).

III(d): The project will generate a minor amount of 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 will be implemented to control and minimize air pollutants during construction.

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

Mitigation Measures:

At any time when visible dust is emitted by project operations, all excavated areas, access roads, stockpiles and other areas that are not paved, rocked 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.

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

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural 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-d): The applicant has caused to be prepared, after initial review and comment from the Department of Fish and Wildlife, two reports related to the biological resources of the project site. A report entitled “Biological Resource Assessment Wildlife Species Accounts and Habitat Description” and another entitled “Previte Subdivision Stream Resource Assessment,” were both prepared by the Northwest California RC&D Council. The Assessments conclude that there is potential habitat for a limited number of unique or protected species, being:

- Western Pond Turtle: Pond Turtles were found during the survey in the area of the pond itself. A buffer is recommended.
- Foothill Yellow-legged Frog: Habitat exists at East Weaver Creek, but otherwise not within the subdivision itself. Habitat does not exist beyond this area, and it would be protected by the recommended buffer.
- Cascades Frog: The only habitat that may be suitable is the pond on Parcel 4. While the Assessment concludes that no such species is present at this time, this pond will be protected by a buffer,
- Olive-sided Flycatcher – While there is no nesting habitat, there is foraging habitat. A limited operation area is recommended for subdivision improvements between March 1 and August 15.
- Yellow Warbler: Habitat exists at East Weaver Creek, but otherwise not within the subdivision itself. Habitat does not exist beyond this area, and it would be protected by the recommended buffer.
- Yellow –breasted Chat: Habitat exists at East Weaver Creek, but otherwise not within the subdivision itself. Habitat does not exist beyond this area, and it would be protected by the recommended buffer.
- Purple Martin: Habitat exists, but no sightings were noted. A limited operation area is recommended for subdivision improvements between March 1 and August 15.
- Ring-tailed cat: Habitat is fragmented and denning activity would likely not exist, however, foraging may occur. During the period between March 1 and August 15 no snags or tree removal should occur to protect breeding cats. The habitat will remain suitable for ring-tailed cats following project completion.

The Assessments were reviewed by the Department of Fish and Wildlife who concurred with the general analysis and conclusions including the recommended mitigation measures, with two differences. Because the Western Pond Turtle was found in the pond on Parcel 4, DFW recommended that the suggested setback buffer of 75 feet be increased to 100 feet. This difference would not seem to impact the project in any significant way. The DFW also suggests the limited operating periods be extended from August 15 to August 31st in order "to provide sufficient time for fledging to occur for all nesting bird species, including raptors, with potential to be impacted by this project."

IV(e & f): The project will not conflict with any local ordinance or conservation plan.

In order to implement the mitigations recommended the following conditions are offered:

Mitigation Measure: A Notice of Environmental Constraint (NOEC) shall be recorded concurrent with the recordation of the Parcel Map which shall state that:

1) Because of the importance of the riparian corridors for wildlife habitat, the following setbacks shall be observed in addition to standard setbacks established by the Zoning Districts:

Setbacks from East Weaver Creek per the Assessment Entitled Previte Subdivision Stream Source Assessment, prepared by Northwest California RC&D, on file with the County of Trinity Planning Department:: 165 feet

Setback from pond on Parcel 4 and seasonal creeks on Parcels 3, 4, and the Remainder Parcel, per the Biological Resource Assessment Wildlife Species Accounts and Habitat Descriptions, prepared by Northwest California RC&D, on file with the County of Trinity Planning Department shall be as follows:

Setback from Pond on Parcel 4: 100 feet
 Setback from seasonal streams crossing Parcels 3, 4 and Remainder 75 feet:

2) There shall be a Limited Operating Period for construction activities related to the development of the subdivision improvements that shall run from March 15 to August 31 of each year for the protection of sensitive habitat areas. This time frame may be amended as approved by the Department of Fish and Wildlife and the Trinity County Planning Department provided the activities will be sufficiently buffer from sensitive habitat areas.

3) A 100-foot “no-disturbance setback” shall be observed around the high water mark of the pond located on Parcel 4.

4) Subdivider shall submit to the Trinity County Planning Department, an Exhibit Map defining building envelopes which will avoid rare plant communities in accordance with the Botanical Resource Assessment and Stream Resource Assessment, prepared by the Northwest California RC&D Council, on file with the Trinity County Planning Department within case file #P 13-24.

A note shall be placed within the Notice of Environmental Constraint stating that development will be confined to the building envelopes as described on the Exhibit Map on file in the Trinity County Planning Department

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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-d): V(a-d): The access road to the site is via an improved old ranch road, with building sites not specifically identified. As noted, the property is bisected by two drainages that merge into East Weaver Creek

along the westerly property boundary. There is always the possibility that Native Americans utilized this site and some archaeological find may occur during the eventual construction activities. In order to protect any archeological resources that may surface, mitigation measures will be incorporated into the Notice of Environmental Constraint which shall provide the following:

Mitigation Measure

In the event that previously unidentified cultural or paleontological resources are encountered during development of the parcel, there shall be no further excavation or disturbance of that area. The owner/developer shall avoid the materials and their contents. The Trinity County Planning Director shall be notified immediately, and an archaeologist consulted to determine if the find is significant and make recommendations for appropriate mitigation. Work shall not continue in the area until mitigations have been implemented and written authorization to resume work has been provided by the Planning Director.

Mitigation Measure

In the event that previously unidentified evidence of human burial or human remains are discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Trinity County Coroner must be informed and consulted, per state law. If the Coroner determines the remains to be Native American, he/she will contact the Native American Heritage Commission who will contact the most likely descendent who will be given an opportunity to make recommendations for means of treatment of the human remains and any associated grave goods. Work shall not continue in the area until the human remains have been dealt with according to the recommendations of the County Coroner, Native American Heritage Commission and/or the most likely descendent.

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 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

VI(a and b): The project site is located on a generally westerly facing slope with moderate slopes. To complete site preparation for the eventual build out of the subdivision more road work for the main access road and driveway access points, as well as building pads will need to be developed. The Department of Transportation (DOT) has recommended that a geotechnical report addressing locations of prior mine locations and building sties be prepared. An engineered road improvement plan, as well as a grading, erosion and sediment control plan would also be required. DOT has provided parameters that these studies would need to meet

There are no known faults crossing the project area. The area is not mapped on an Alquist-Priolo Earthquake Fault Zoning Map. Seismic shaking however may occur, generated by more distant active faults.

VI(c): There are no known landslides on the project site. Any grading which would disturb the native soil would be addressed in the required erosion control plan.

VI(e): The project will be served for water by the Weaverville Community Services District. On site septic is proposed, for which all soils testing has been satisfactorily completed.

VI(f): No ultramafic rock formations were described as beint within project site, and there is no report or evidence of fill material being imported to the site that could contain asbestos. Therefore, there is low potential of significant naturally occurring asbestos being present at the project site.

Mitigation Measure:

Developer must provide a geotechnical report addressing the locations of prior mine locations and suitable building sites, stamped by a California licensed geotechnical engineer, prior to Parcel Map approval

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"/>
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VII(a): The individual project’s impacts will be negligible, however there will be created new home sites, so incrementally and cumulatively traffic will increase. However, this project is at such a low density that individually, no mitigation measure is warranted.

VII(b): The Trinity County Regional Transportation Plan, Weaverville Community Plan and the Trinity County General Plan all support non-motorized travel options as a way to promote health and livable communities, as well as a way to reduce greenhouse gas emissions. The site is relatively close to services within the community of Weaverville thereby potentially reducing longer trip generation from a more remote location.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/> 6	<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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-d): The project will not involve transport or use of hazardous materials. No mitigation is necessary.

(e & f): The project site is within two miles of the Weaverville Airport with a very small portion of the most northwesterly portion of Parcel 1 lying within an A Zone, with the remainder of Parcel 1 lying in either a B-1 or B-2 Zone. Moving easterly, there is a strip of land lying in the south west portion of Parcel 2 in a B-2 zone, with then, the remainder of that parcel and all other land of the subdivisions being in a Zone D. The portion within the Zone A is further limited for development due to stream setback standards so the reality of that area being developed is extremely limited. Uses within the B-1 and B-2 areas of Parcel 1 may warrant further review at the time of development; however the density proposed by this application is compatible. An “Avigation Easement” is required by the Airport Land Use Plan for Parcel 1 with a Deed Notice being required for the remainder of the land to advise perspective property owners of the proximity of the airport.

(g) The State Fire Safe Standards (PRC 4290) state that for dead end roads serving densities of 5 - 20 acres in size, that the maximum road length ½ mile. This road is not a true dead end road in that there is an emergency access easement that would emanate from Hidden Pond Road at a point along the southern boundary of Parcel 2, extend through a portion of Parcel 1 and connect with an emergency access easement through an adjoining parcel to the north (APN 024-370-24) which goes onto connect with Abbey Road, a private road to the north. From the point of the intersecting emergency access road to the cul-de-sac that would be developed at the end of Hidden Pond Road is approximately 600 feet. This is point were parcels 3, 4, and the Remainder Parcel intersect. The DOT is recommending that a further easement connection be made by extending the easement for Hidden Pond Road to the easterly boundary of the subdivision, a distance of approximately ¼ mile. This combination of roads, easements and required improvements will provide for compliance with mandated emergency circulation standards, as well as preserve future circulation routes for the future. No conflict is foreseen with any emergency response or evaluation plan.

(h) The majority of Trinity County is within a high fire hazard area. The project was referred to both CDF and the Weaverville Fire Protection District. Mitigations recommended have been incorporated into the conditions of approval.

Mitigation Measure:

- 1) Concurrent with the recordation of the Parcel Map, an Avigation and Hazard Easement shall be recorded providing recognition of the right of way for the free and unrestricted passage and flight of

aircraft in, through, across and about the airspace lying above. Working of the Avigation Easement shall be on a form acceptable to the County of Trinity.

2) The Notice of Environmental Constraint shall include language, acceptable to the County of Trinity, advising future owners of the proximity of the Weaverville Airport.

See Transportation discussion for road improvement requirements.

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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX(a - f): Additional road work and other site development will be required. The Department of Transportation has recommended a hydrological study to evaluate the ability of the culvert crossings to convey 100 year storm events. Further, a grading plan, and an erosion and sediment control plan be submitted to address water quality, sediment and associated concerns. The content requirements are well established within the detail of the condition language. These particular standards reflect Best Management Practices are in place at the time of site development.

IX(g-h): The most westerly portion of the project, all within proposed Parcel 1, lies within a FEMA designated 100-year floodplain. This area is already to be protected by a buffer strip and no significant impact should result. Areas within the designated flood plain should be delineated on the Parcel Map.

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.

Mitigation Measure:

1. A hydrology study showing the ability to convey 100 year storm flows at culvert crossings must be approved by the Department of Transportation. The minimum allowable culvert size is 18 inches diameter
2. The improvement plans shall include a grading plan and erosion and sediment control plan, which incorporates standard erosion control practices and best management practices, subject to the approval of the County Engineer. The plan shall be prepared by a Qualified SWPPP Developer (QSD) and shall be included in an agreement with the construction contractor. The following measures shall be included:
 - a. Any mass grading shall be restricted to dry weather periods between April 1 and October 31.
 - b. If other grading activity is to be undertaken in wet-weather months, permanent erosion and sediment controls shall be in place by October 15, and construction shall be limited to areas as approved by the County Engineer. A winterization plan must be submitted by September 15 and implemented by October 15.
 - c. In the event construction activity including clearing, grading, disturbances to the ground, such as stockpiling, or excavation result in soil disturbances of at least one acre of total land area, the applicant shall obtain and provide a Notice of Intent (NOI) from the Regional Water Quality Control Board.

- d. Should a NOI be required, Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to issuing a construction permit. The SWPPP shall have provisions to provide at minimum monthly monitoring reports to the County during wet weather and to 1 year after completion of construction.
- e. Projects less than one acre are exempt from obtaining a NOI unless construction activity is expected to create soil disturbances that could cause significant water quality impairment.
- f. The internet site for information and application on the NOI can be found at http://waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml
- g. Sedimentation basins, traps, or similar BMP controls shall be installed prior to the start of grading.
- h. Mulching, hydro seeding, or other suitable revegetation measures shall be implemented. Planting shall also occur on areas of cut and fill to reduce erosion and stabilize exposed areas of later construction phases. All disturbed areas with a slope greater than 5% shall receive erosion control.
- i. Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.

Additional comments:

- Due to the expected amount of road reconstruction, it is likely that the project will require the following permit:
 1. North Coast Regional Water Quality Control Board - General Construction Storm Water Permit

This permit should be acquired before any work is done at the site.

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 any way.

X(b): Policy 1.8.I of the Circulation Element of the General Plan contains the following provision:

:

All roads serving new land divisions or commercial, industrial, or multiple family development requiring discretionary approvals in Weaverville and Hayfork Fire Protection Districts shall be County-maintained roads; however, upon approval by the affected fire district, roads shall be paved, but may be privately owned and maintained by a road maintenance association.

Initial discussions between the applicant and the County included road improvement standards, with the County seeking a paved road to serve the project based on the above policy. This project has been reviewed by the Weaverville Fire District who has commented that paving is not a necessary standard for this project from their perspective. Parcel 1, consisting of 12.2+- acres zoned C-3 and R-1 and the total areas of proposed Parcel 4 and the Remainder consisting of 46+ acres zoned with five acre minimums. While all of these parcels clearly have the potential for further division, there is question whether or not, from a CEQA perspective, there is proportionality for the mitigation of a paved road standard given the traffic generation the proposed number of parcels would create. Further, the area of the project within the five acre minimum density standard, although close to town, merits consideration regarding the development of a “reasonable” improvement standard.

Staff has considered the balancing of this General Plan Policy and the realities of the improvement costs, parcel sizes and trip generation and has concluded that, at this time paving may not be warranted. However, the road standards recommended provide for a significant amount of work on the structural base of the road, including paving of the initial 100 feet, engineered plans, and an improvement level of a Category 4 – Public Road. (which includes full two lanes, 6 inch rock base). The conditions will require the creation of a Subdivision Improvement Agreement that calls for full paving at the time of any subsequent division. This incremental approach is believed to be equitable, proportional, and ultimately consistent with the General Plan.

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

Mitigation Measures:

1. The developer shall enter into a Subdivision Agreement with Trinity County with the following constraint, or similar language as approved by the Director of Transportation. For relief of paving in this phase, the agreement shall include:
 - a. Any subsequent subdivision of any parcel herein shall require improvements of Hidden Pond Road to a Category 4 road with asphalt pavement surfacing as required per the Circulation Element Policy 1.8.1.
 - b. Formation of an assessment district for road maintenance purposes of Hidden Pond Road overlaying all parcels with further subdivisions.
 - c. Graveled public roads within the subdivision shall not be winter maintained.
2. The following language or similar language, as approved by the Director of Transportation shall be included as a deed restriction for parcel 1, 4 and the remainder within the subdivision:

Any subdivision of these parcels shall require improvement of Hidden Pond Road to a Trinity County Subdivision Category 4 road with asphalt pavement surfacing

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 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

XI(c): The project is a short-term construction project that would not result in the use of energy or non-renewable resource in a wasteful or inefficient manner.

XII. NOISE <i>Would the project result in:</i>	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 type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?				
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 noise generated by this project would be temporary, during construction of the project. Noise would be typical construction noise such as equipment engines, grading, and compaction of soils and paving equipment, as well as potential future construction noise from home construction. The Noise Element of the General Plan does not have standards that apply to construction activities. Given the lot sizes and location, there are few sensitive receptors (e.g. residences) adjacent to and nearby the project site. No significant impacts are anticipated.

XII(b): Vibrations will be generated by heavy equipment moving earth at the site, and compaction of the soils at the time of project development. Again, this will be temporary during site development.

XII(c): The finished project will not result in a permanent increase in noise levels.

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 distance to residences, etc.

XII(e): The project is located in various compatibility zones of the Weaverville Airport. The disclosure conditions previously discussed address this concern.

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 housing or businesses. The project will create new housing opportunities close to town.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV(a) – (f): The Weaverville Fire District responded to the referral with comment noting that the road meet fire safe standards, e.g. road width, grade, length of dead end roads, etc. The Chief does comment that fire hydrants will need to be developed at appropriate intervals as the project develops, however hs states his preference for an alternative option of 2500 gallons of water storage at each bulidng site. . .

Installation of service mains or laterals will be required for connection to the water district for those parcels to be served. Written verficiation from the service district of installation of service connection shall be provided.

Mitgation Measures

:

- 1) The applicant shall submit to the Division of Environmental Health, a letter from the district(s) or agency(s) stating that water and/or sewer services (and main extensions, where required) have been installed to the satisfaction of the district or agency to serve lot 1, 2, 3, and 4 as may be applicable in said subdivision and connected to the system providing the service(s) and has been accepted by the district or agency for maintenance by said district or agency.

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 recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XV(a-b): The project development of a total of five larger acreage lots in rural area. No impacts to recreational facilities is foreseen and no significant impact is anticipated. No mitigation is necessary.

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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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, d, and e): No conflict with adopted circulation plans is foreseen from this project. The Department of Transportation has provided a set of standards for road/access improvements to each

parcel. Any potential hazard to public safety will be mitigated by insuring appropriate access to meet traffic and emergency access demands for the development.

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

XVI(f): The project will not directly impact public transportation opportunities or change the characteristics or functions of existing facilities. Improvement of the encroachment onto public ways should insure adequate sight distance for traffic safety.

Mitigation Measures

Miscellaneous

3. All easements within the development shall be dedicated on the Parcel Map or by separate instrument.

Utilities

4. All utilities outside of roadways on subject properties shall be in 10 foot wide easements centered on the utility that serves the subject and adjoining parcels.
5. Easements for drainage swales shall be 10 feet wide centered on the swale.

Roads

6. Hidden Pond Road must be designed to meet the "Roadway Category No. 4 - Public Road" design guidelines of the Subdivision Ordinance to the eastern boundary of the subdivision, and must be constructed to the intersection point of parcels 3, 4 and the remainder. A 20 mile per hour or higher design speed shall be used (headlight sight distance speeds shall be 25 mph). Roadway design must also meet the local road design guidelines of the AASHTO Policy on Geometric Design. A minimum six inch surfacing of class 2 base shall be required at this time, but any subsequent subdivision of any parcel of this subdivision shall require an asphalt concrete surfacing. The intersection of Hidden Pond Road and Lance Gulch Road shall be constructed to type CR-30 intersection standards unless otherwise authorized by the Director of Transportation. First 100' of Hidden Pond Road measured from the edge of Lance Gulch Road travel way shall be paved 2.5" asphalt concrete and 6" aggregate base.
7. A minimum 50 foot wide public road and utility easement for Hidden Pond Road must be offered for dedication to the eastern boundary of the remainder parcel.
8. Preliminary plans shall be developed to show right of way needs and ability to access future roads past the remainder. Right of way shall be dedicated for the proposed future roads.
9. The emergency access road meeting Trinity County fire safe standards shall be developed from Hidden Pond Road to Abbey Road, and must be offered for dedication over parcels 1 and 2. The dedicated easement must be wide enough to encompass all elements of the access road including traveled way,

slopes and drainage. The portion of the emergency access through Assessor Parcel Number 024-370-24 must also provide adequate width for all roadway elements.

10. Additional slope easements must be dedicated to the public in all areas where elements of the road design do not fit within the road easement. The slope easements must include any area within 5 feet of the design elements.
11. Any circulation Improvements shall comply with Fire District requirements, including traffic and emergency circulation. The final improvement plans shall include Weaverville Fire Protection District approval.
12. A turnaround must be constructed at the end of Hidden Pond Road. The turnaround shall be within dedicated right of way.
13. For dead end roads (other than Hidden Pond Road) where parcels are zoned five acres or larger, turnarounds shall be provided at a maximum of one thousand three hundred twenty foot intervals from the intersection of Abbey Road and Hidden Pond Road. Turnarounds must be constructed to meet the requirements of the Trinity County Fire Safe ordinance. Driveways are allowed to utilize the turnaround as permitted by the Fire District.
14. Emergency access roads must meet the following Fire Safe Ordinance minimum design requirements:
 - a. The minimum width shall be 18 feet, and must include curve widening with an additional 2-4 feet widening on curves of less than 200 foot radius, as required by the Trinity County fire safe ordinance standards.
 - b. The minimum inside curve radius shall be 50 feet.
 - c. All roadway structural section must be constructed of class 2 base rock or other rock surfacing capable of supporting a forty thousand pound load. The minimum thickness of six inches of base rock material is required. The structural section must be based upon engineering analysis of sub-grade materials and native soils. Material to be used for roadway surfacing and structural section design must be pre-approved by the Department of Transportation before construction of the improvements. Testing results and the engineered structural section design must be submitted to the Department of Transportation prior to approval.
 - d. The Department of Transportation may sample and test materials before and after construction or may select a firm to provide independent materials testing. Materials testing costs will be the responsibility of the developer.
 - e. The minimum crown or cross slope must be 3% on all unpaved roads. The minimum crown or cross slope is 2% on all paved roads.
 - f. The maximum allowable road grade is 16% and the minimum allowable grade is 1%.
 - g. If rolling dips and out sloping of unpaved roads are to be considered, design of these elements must be included in the improvement plans submitted to the Department of Transportation for approval.

15. Road names shall be submitted to the Planning Department for approval in accordance with Title 12, chapter 12.17 of Trinity County code of ordinances.
16. Road name signs must be installed at all intersections.
17. All improvements required for this development and as described in these conditions of approval shall be shown on construction drawings (the final improvement plans) to be submitted along with the Parcel Map to the Trinity County Department of Transportation for review and approval. Approval of the construction drawings is required prior to Parcel Map Acceptance.
18. Prior to construction of improvements, the construction drawings must be approved by the County Engineer.
19. Inspection of the improvements will be performed by Trinity County Department of Transportation staff or a County selected inspection firm. The developer will coordinate inspections with the Department of Transportation prior to start of construction.
20. The developer will be responsible for all actual costs on an hourly basis associated with the subdivision improvements, including review of construction improvement plans, developing subdivision improvement agreements, performing improvement inspections, and all other related costs.
21. The developer shall enter into a Subdivision Agreement with Trinity County with the following constraint, or similar language as approved by the Director of Transportation. For relief of paving in this phase, the agreement shall include:
 - a. Any subsequent subdivision of any parcel herein shall require improvements of Hidden Pond Road to a Category 4 road with asphalt pavement surfacing as required per the Circulation Element Policy 1.8.1.
 - b. Formation of an assessment district for road maintenance purposes of Hidden Pond Road overlaying all parcels with further subdivisions.
 - c. Graveled public roads within the subdivision shall not be winter maintained.
22. The following language or similar language, as approved by the Director of Transportation shall be included as a deed restriction for parcel 1, 4 and the remainder within the subdivision:
 - a. Any subdivision of these parcels shall require improvement of Hidden Pond Road to a Trinity County Subdivision Category 4 road with asphalt pavement surfacing.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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-e): The project is within service areas of existing districts which indicate an adequate capacity to serve the project. No significant impacts are anticipated.

XVII(f-g): The project will not generate sufficient waste to have an impact on landfill facilities. However, construction crews will be responsible for the disposal and/or recycling any construction waste, as required by new "green" building regulations that came into effect this year.

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 checked="" type="checkbox"/>	<input type="checkbox"/>

<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects, as defined in Section 15130.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No cumulative impacts are foreseen, and no mitigation is necessary.

STAFF RECOMMENDATION:

Staff recommends the following:

1. Adopt a mitigated Negative Declaration, finding that on the basis of the whole record before the Subdivision Review Committee/Planning Commission, 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. Find the project consistent with the Weaverville Community Plan and the County’s General plan.
3. Pursuant to SB 1241, and implemented within Government Code Section 66474.02., the lead agency is now required to make the following additional findings when approving a tentative map or parcel map:

:

(1) A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.

As conditioned, the project would conform to these sections of the Public Resources Code.

(2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

(A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

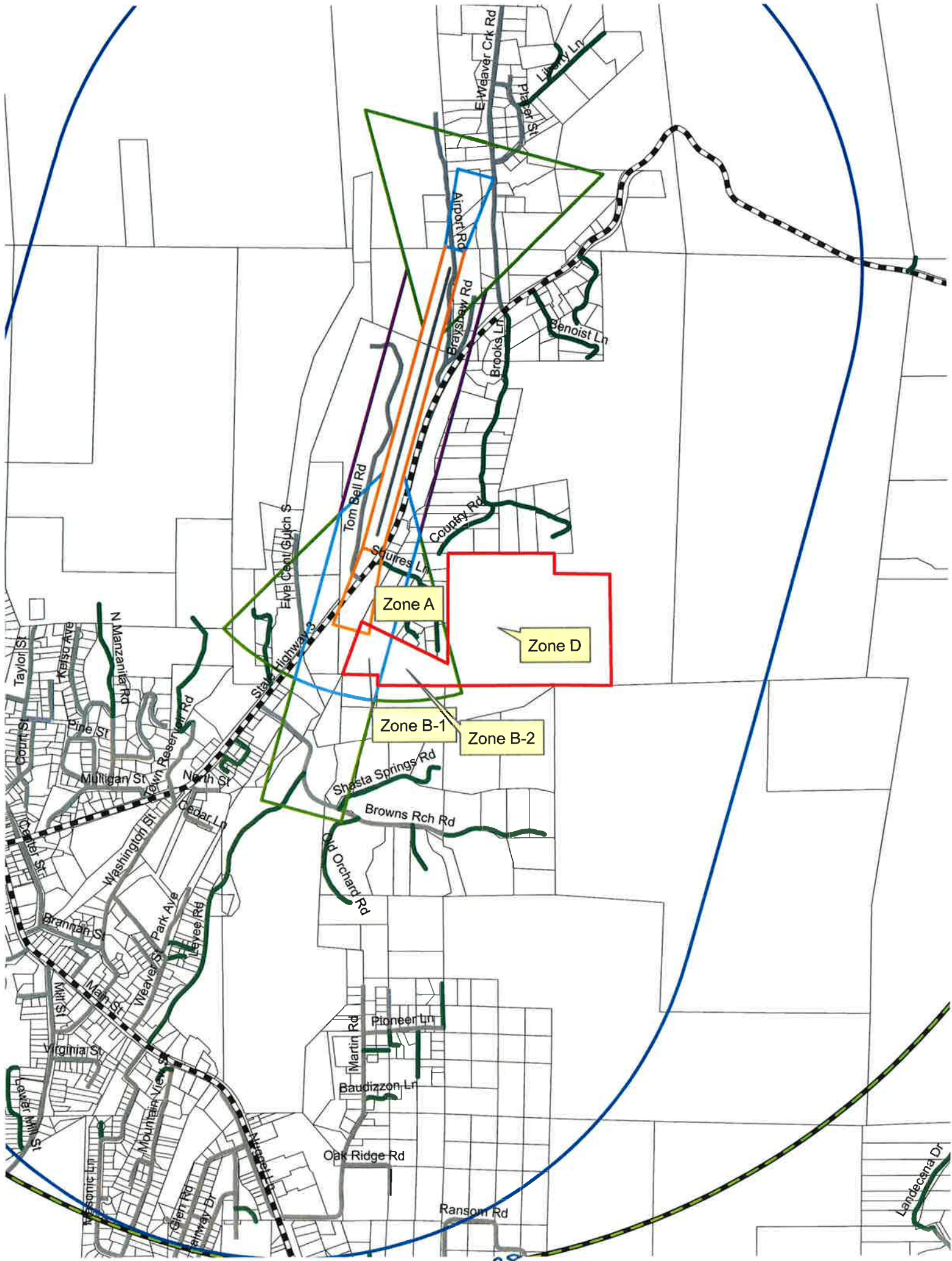
(B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

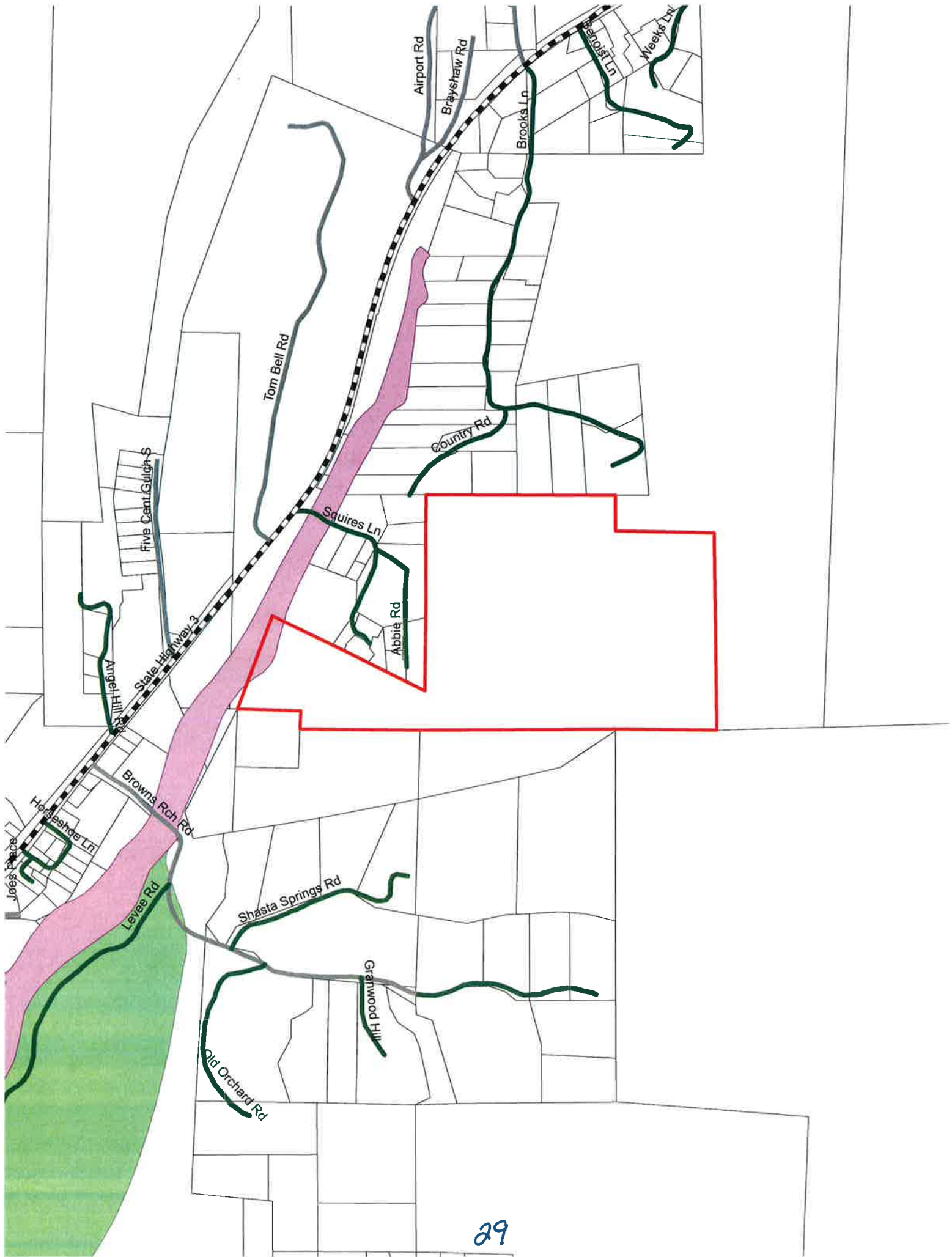
The project is within the service area of the Weaverville Fire Protection District which provides such services.

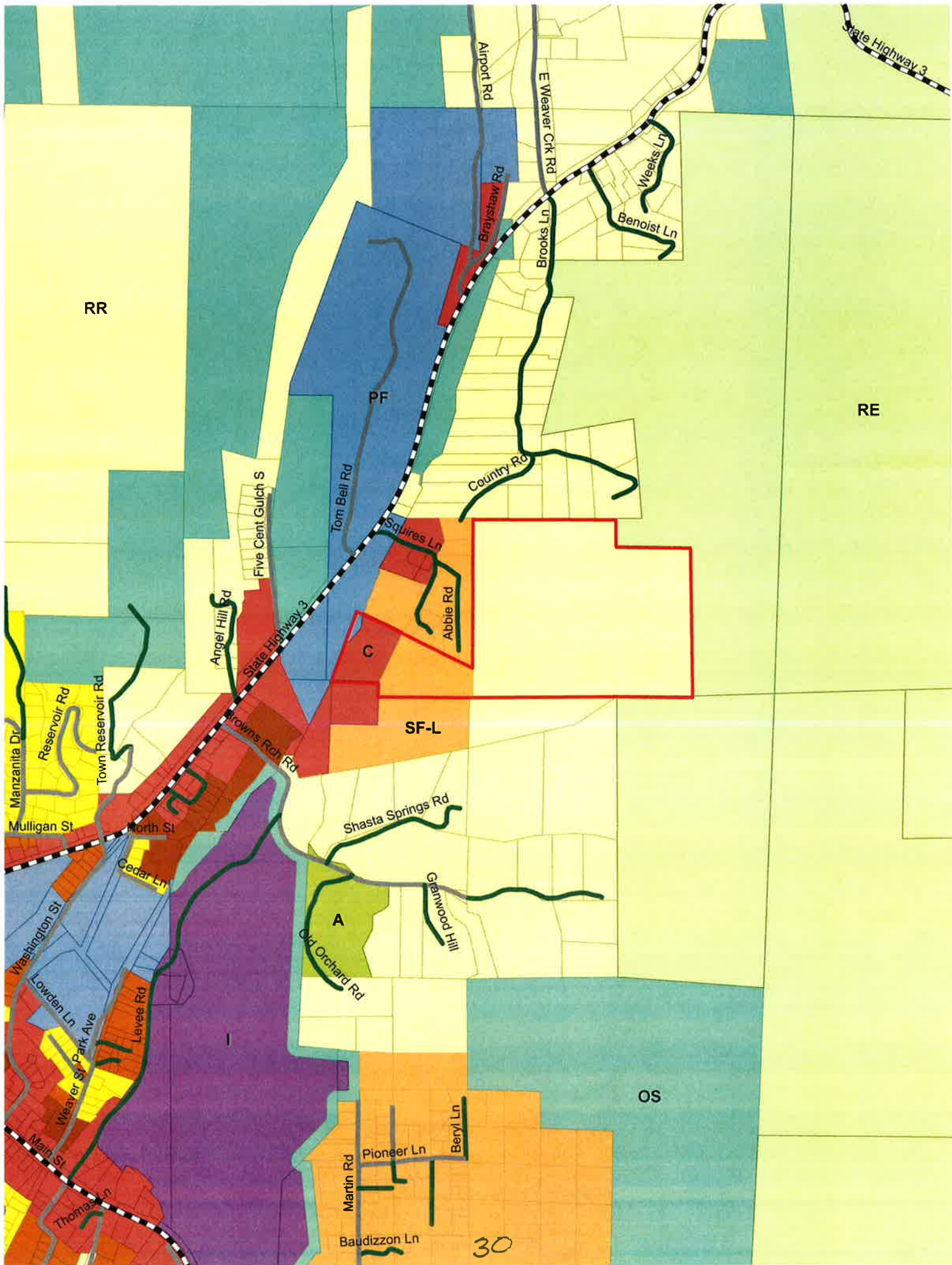
(3) A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

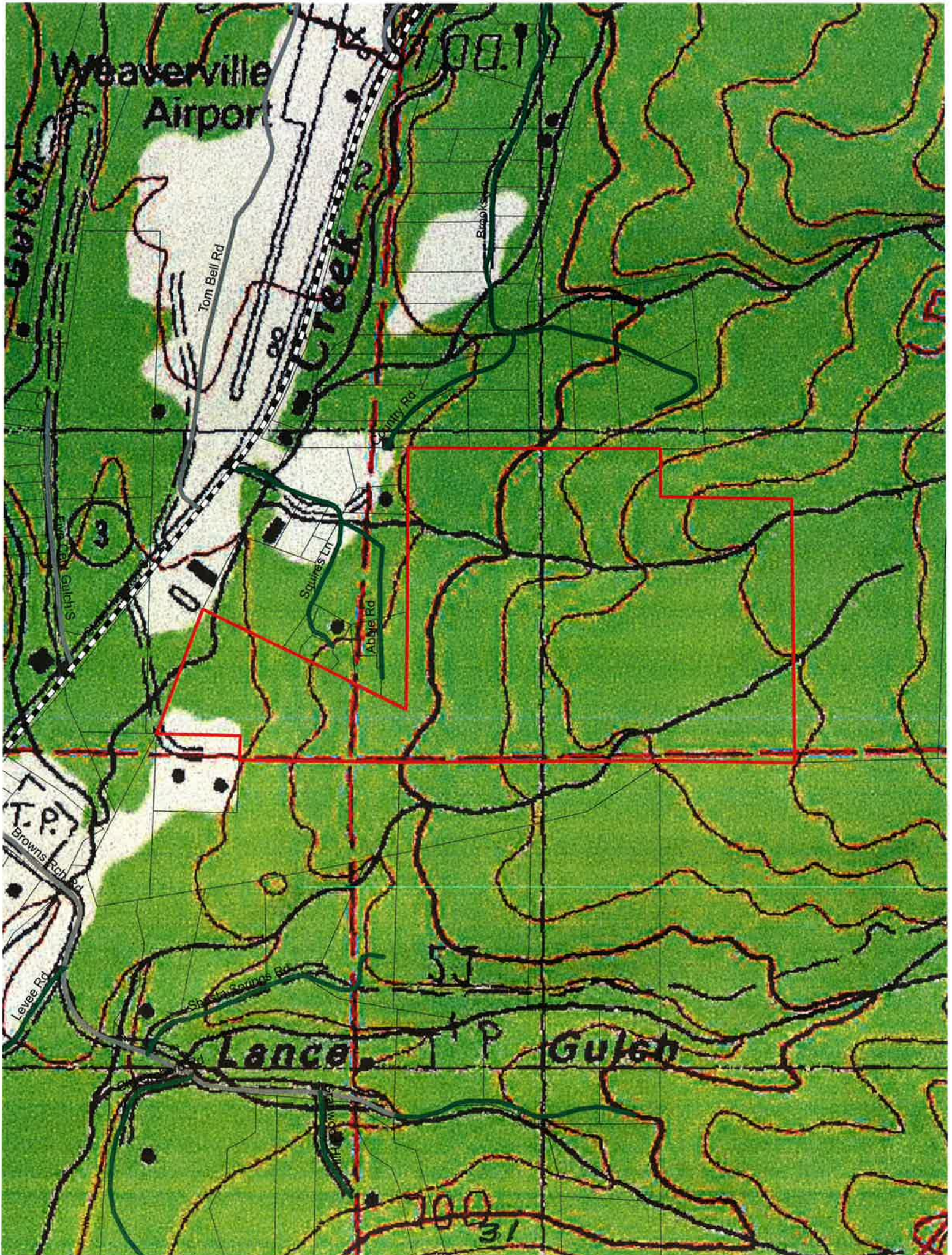
The road improvement conditions address this concern.

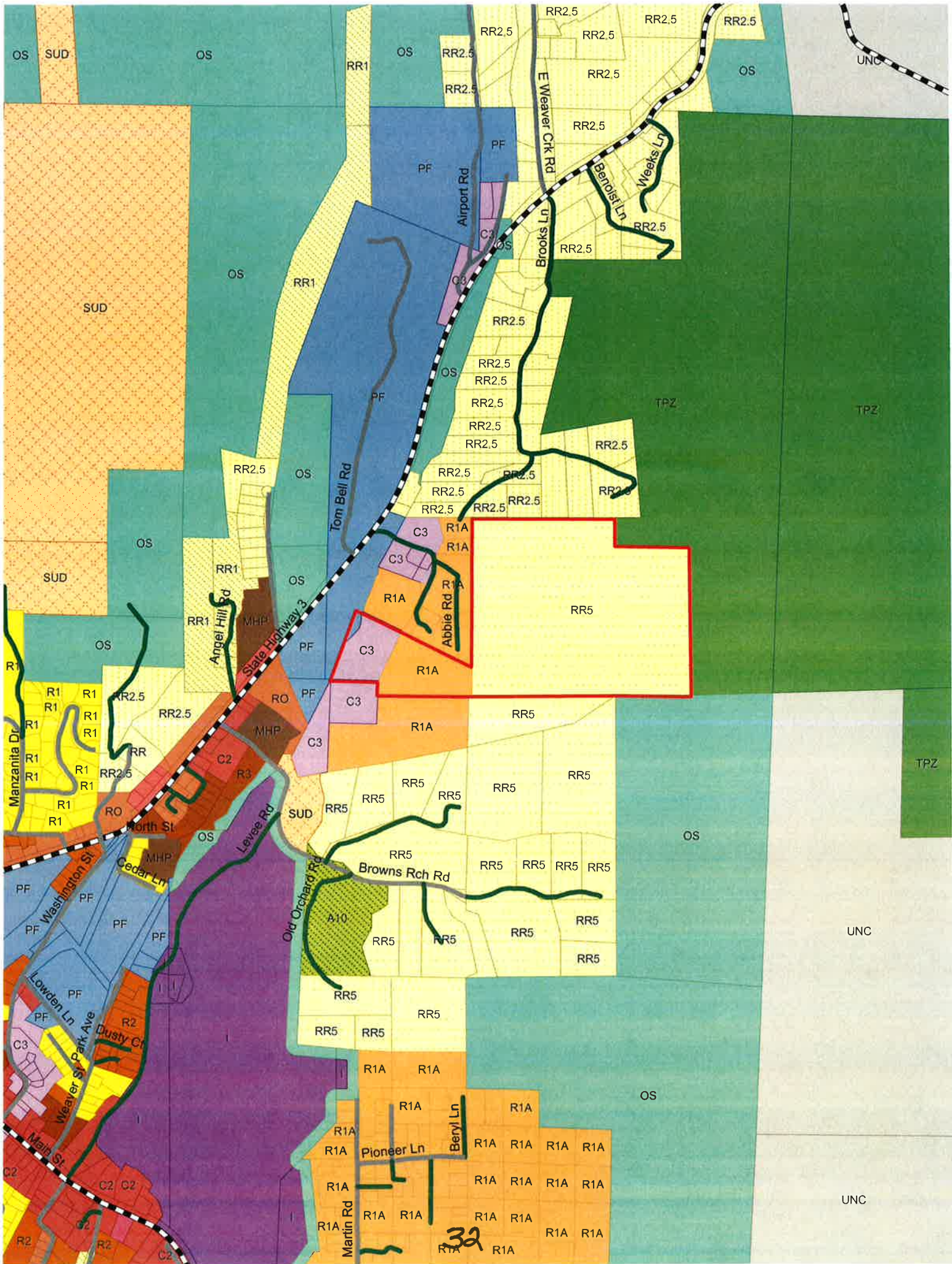
4. Approve the Tentative parcel map to create four parcels and a Remainder parcel from APN 024-370-06 based on the findings of fact and conditions of approval as contained in resolution PC-2014-01.











Subdivider's Statement:

1. Existing Lic. - 1 House (under Construction) - 1 Shop - 2 Carports - 2 sheds - Vacant Land
2. Proposed Lic. - 4 single Family Dwellings
3. Proposed Domestic Water Source - W.C.S.D
4. Proposed Sewage - Individual Septic Systems
5. Proposed access - Individual Septic System
6. Existing General Plan - Rural Residential, Commercial, & Single Family - Low
7. Existing Zoning - CC, R1A, & RRS
8. Airport Compatibility Zones - A, B1, B2, & D

Total Acreage = 8,105 Acres

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APN: 024-370-24
BENSON

APN: 024-370-12
WINEGARDNER

APN: 024-370-10
C.O.T.

APN: 024-200-35
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APN: 024-200-15
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APN: 024-400-04
NILSSEN

APN: 024-400-03
NILSSEN

APN: 024-420-16
FRIAR

APN: 024-470-40
S.O.C.

APN: 024-430-59
C.O.T.

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RESOLUTION NO. PC-2014-01

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE COUNTY OF TRINITY
(P-13-24 Previte)**

WHEREAS, the Planning Commission, November 13, 2014 held a public hearing on the request for approval of a tentative parcel map for property located on Hidden Pond Road in the community of Weaverville; and

WHEREAS, all governmental and utility agencies affected by the development of the proposed subdivision have been notified and given the opportunity to respond; and

WHEREAS, the Planning Commission has determined that the proposed project will not have a significant effect on the environment, and has provided notice to the public of the preparation of a Negative Declaration; and

WHEREAS, the Planning Commission has considered the effects that approval of the proposed subdivision would have on the housing needs of Trinity County and has balanced these needs against the public service needs of residents, and available fiscal and environmental resources;

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF TRINITY COUNTY THAT:

1. The Negative Declaration has been prepared in compliance with CEQA, State and County Guidelines, and the Commission has reviewed and considered the information contained therein.
2. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision.
3. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the County General Plan, and Section 16.12.150 of the Subdivision Ordinance, and Fire Safe Ordinance 1162.
4. The discharge of waste from the proposed subdivision will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board.
5. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the County of Trinity find that:

1. The Negative Declaration has been prepared in compliance with CEQA, State and County Guidelines, and the Commission has reviewed and considered the information contained therein.
2. None of the conditions described in Government Code Section 66474, subsections (a) through (g) inclusive, exist with respect to the proposed subdivision.
3. Pursuant to SB 1241, and implemented within Government Code Section 66474.02., the lead agency is now required to make the following additional findings when approving a tentative map or parcel map:

(1) A finding supported by substantial evidence in the record that the design and location of each lot in the subdivision, and the subdivision as a whole, are consistent with any applicable regulations adopted by the State Board of Forestry and Fire Protection pursuant to Sections 4290 and 4291 of the Public Resources Code.

As conditioned, the project would conform to these sections of the Public Resources Code.

(2) A finding supported by substantial evidence in the record that structural fire protection and suppression services will be available for the subdivision through any of the following entities:

(A) A county, city, special district, political subdivision of the state, or another entity organized solely to provide fire protection services that is monitored and funded by a county or other public entity.

(B) The Department of Forestry and Fire Protection by contract entered into pursuant to Section 4133, 4142, or 4144 of the Public Resources Code.

The project is within the service area of the Weaverville Fire Protection District which provides such services.

(3) A finding that to the extent practicable, ingress and egress for the subdivision meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and any applicable local ordinance.

The road improvement conditions address this concern.

4. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the County General Plan, and Section 16.12.150 of the Subdivision Ordinance, and Fire Safe Ordinance 1162.

5. The discharge of waste from the proposed subdivision will not result in violation of the applicable waste discharge requirements prescribed by the California Regional Water Quality Control Board.
6. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities.
7. The tentative map for the proposed subdivision to create four parcels plus a remainder parcel is hereby approved, subject to the following conditions, which must be satisfied prior to the filing of the parcel map unless a different time for compliance is specifically noted:

Conditions of Approval

P-13-24 Previte

Notice of Environmental Constraint:

A Notice of Environmental Constraint (NOEC) shall be recorded concurrent with the recordation of the Parcel Map which shall state that:

Site Development:

Development will be confined to the building envelopes as described on the Exhibit Map on file in the Trinity County Planning Department

Air Quality:

1) At any time when visible dust is emitted by project operations, all excavated areas, access roads, stockpiles and other areas that are not paved, rocked 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.

2) The construction contractor shall be required to maintain construction vehicles in good running condition.

Biological Resources:

1) Because of the importance of the riparian corridors for wildlife habitat, the following setbacks shall be observed in addition to standard setbacks established by the Zoning Districts:

Setbacks from East Weaver Creek per the Assessment Entitled Previte Subdivision Stream Source Assessment, prepared by Northwest California RC&D, on file with the County of Trinity Planning Department: 165 feet

Setback from pond on Parcel 4 and seasonal creeks on Parcels 3, 4, and the Remainder Parcel, per the Biological Resource Assessment Wildlife Species Accounts and Habitat Descriptions, prepared by Northwest California RC&D, on file with the County of Trinity Planning Department shall be as follows:

Setback from Pond on Parcel 4: 100 feet

Setback from seasonal streams crossing Parcels 3, 4 and Remainder: 75 feet:

2) There shall be a Limited Operating Period for construction activities related to the development of the subdivision improvements that shall run from March 15 to August 31 of each year for the protection of sensitive habitat areas. This time frame may be amended as approved by the Department of Fish and Wildlife and the Trinity County Planning Department provided the activities will be sufficiently buffer from sensitive habitat areas.

3) A 100-foot “no-disturbance setback” shall be observed around the high water mark of the pond located on Parcel 4.

Resource Buffer

1) The subject property is located adjacent to land on which active timber management activities may occur therefore residents of the property may be subject to inconvenience or discomfort arising from timber management including but not limited to dust, smoke, noise and odor, and should be prepared to accept such inconvenience or discomfort as normal and necessary to resource management operations.

Cultural Resources:

1) In the event that previously unidentified cultural or paleontological resources are encountered during development of the parcel, there shall be no further excavation or disturbance of that area. The owner/developer shall avoid the materials and their contents. The Trinity County Planning Director shall be notified immediately, and an archaeologist consulted to determine if the find is significant and make recommendations for appropriate mitigation. Work shall not continue in the area until mitigations have been implemented and written authorization to resume work has been provided by the Planning Director.

2) In the event that previously unidentified evidence of human burial or human remains are discovered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie

adjacent human remains. The Trinity County Coroner must be informed and consulted, per state law. If the Coroner determines the remains to be Native American, he/she will contact the Native American Heritage Commission who will contact the most likely descendent who will be given an opportunity to make recommendations for means of treatment of the human remains and any associated grave goods. Work shall not continue in the area until the human remains have been dealt with according to the recommendations of the County Coroner, Native American Heritage Commission and/or the most likely descendent.

Airport Disclosure

The subject property has areas within it that are located within Airport Compatibility Zone A, B 1, B 2, and D of the Weaverville Airport, and as such the subject property and any buildings constructed thereon shall be subject to the following environmental constraints:

- No uses that may interfere with navigational signals or radio communications shall be allowed.
- No lighting which is difficult to distinguish from airport lighting shall be allowed.
- Lighting shall not create glare that may interfere with operations of aircraft.
- All building materials shall be non-glare.
- No building or use on the parcel may provide an attraction for birds or create bird strike hazards. Any question as to whether a use may or may not be allowed shall be determined by the Trinity County Airport Manager.
- If any portion of the buildings protrudes into FAR Part 77 Air Space, the applicants shall obtain approval from the FAA prior to issuance of the building permit. Any conditions of the FAA shall be incorporated as conditions of the building permit. A copy of FAA approval shall be provided to the Chief Building Inspector prior to issuance of the building permit.

In addition, notice is given that this property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before

you complete your purchase and determine whether they are acceptable to you.

Future Development

Any subdivision of these parcels shall require improvement of Hidden Pond Road to a Trinity County Subdivision Category 4 road with asphalt pavement surfacing

Biological Resources:

Subdivider shall submit to the Trinity County Planning Department, an Exhibit Map defining building envelopes which will avoid rare plant communities in accordance with the Botanical Resource Assessment and Stream Resource Assessment, prepared by the Northwest California RC&D Council, on file with the Trinity County Planning Department within case file #P 13-24.

Hazards:

- 1) Concurrent with the recordation of the Parcel Map, an Avigation and Hazard Easement shall be recorded providing recognition of the right of way for the free and unrestricted passage and flight of aircraft in, through, across and about the airspace lying above. Working of the Avigation Easement shall be on a form acceptable to the County of Trinity.
- 2) The Notice of Environmental Constraint shall include language, acceptable to the County of Trinity, advising future owners of the proximity of the Weaverville Airport

Geotechnical

- 1) Developer must provide a geotechnical report addressing the locations of prior mine locations and suitable building sites, stamped by a California licensed geotechnical engineer, prior to Parcel Map approval.

Hydrology:

1. A hydrology study showing the ability to convey 100 year storm flows at culvert crossings must be approved by the Department of Transportation. The minimum allowable culvert size is 18 inches diameter

Grading and Drainage

1. The improvement plans shall include a grading plan and erosion and sediment control plan, which incorporates standard erosion control practices and best management practices, subject to the approval of the County Engineer. The plan shall

be prepared by a Qualified SWPPP Developer (QSD) and shall be included in an agreement with the construction contractor. The following measures shall be included:

- a. Any mass grading shall be restricted to dry weather periods between April 1 and October 31.
- b. If other grading activity is to be undertaken in wet-weather months, permanent erosion and sediment controls shall be in place by October 15, and construction shall be limited to areas as approved by the County Engineer. A winterization plan must be submitted by September 15 and implemented by October 15.
- c. In the event construction activity including clearing, grading, disturbances to the ground, such as stockpiling, or excavation result in soil disturbances of at least one acre of total land area, the applicant shall obtain and provide a Notice of Intent (NOI) from the Regional Water Quality Control Board.
- d. Should a NOI be required, Storm Water Pollution Prevention Plan (SWPPP) shall be provided prior to issuing a construction permit. The SWPPP shall have provisions to provide at minimum monthly monitoring reports to the County during wet weather and to 1 year after completion of construction.
- e. Projects less than one acre are exempt from obtaining a NOI unless construction activity is expected to create soil disturbances that could cause significant water quality impairment.
- f. The internet site for information and application on the NOI can be found at http://waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml
- g. Sedimentation basins, traps, or similar BMP controls shall be installed prior to the start of grading.
- h. Mulching, hydro seeding, or other suitable revegetation measures shall be implemented. Planting shall also occur on areas of cut and fill to reduce erosion and stabilize exposed areas of later construction phases. All disturbed areas with a slope greater than 5% shall receive erosion control.
- i. Excavated materials shall not be deposited or stored where the materials could be washed away by storm water runoff.

Additional comments:

- Due to the expected amount of road reconstruction, it is likely that the project will require the following permit:
 1. North Coast Regional Water Quality Control Board - General Construction Storm Water Permit

This permit should be acquired before any work is done at the site.

Land Use:

1. The developer shall enter into a Subdivision Agreement with Trinity County with the following constraint, or similar language as approved by the Director of Transportation. For relief of paving in this phase, the agreement shall include:
 - a. Any subsequent subdivision of any parcel herein shall require improvements of Hidden Pond Road to a Category 4 road with asphalt pavement surfacing as required per the Circulation Element Policy 1.8.1.
 - b. Formation of an assessment district for road maintenance purposes of Hidden Pond Road overlaying all parcels with further subdivisions.
 - c. Graveled public roads within the subdivision shall not be winter maintained.
2. The following language or similar language, as approved by the Director of Transportation shall be included as a deed restriction for parcel 1, 4 and the remainder within the subdivision:

Any subdivision of these parcels shall require improvement of Hidden Pond Road to a Trinity County Subdivision Category 4 road with asphalt pavement surfacing

Public Services

- 1) The applicant shall submit to the Division of Environmental Health, a letter from the district(s) or agency(s) stating that water and/or sewer services (and main extensions, where required) have been installed to the satisfaction of the district or agency to serve lot 1, 2, 3, and 4 as may be applicable in said subdivision and connected to the system providing the service(s) and has been accepted by the district or agency for maintenance by said district or agency.

Roads

1. Hidden Pond Road must be designed to meet the "Roadway Category No. 4 - Public Road" design guidelines of the Subdivision Ordinance to the eastern boundary of the subdivision, and must be constructed to the intersection point of parcels 3, 4 and the remainder. A 20 mile per hour or higher design speed shall be used (headlight sight distance speeds shall be 25 mph). Roadway design must also meet the local road design guidelines of the AASHTO Policy on Geometric Design. A minimum six inch surfacing of class 2 base shall be required at this time, but any subsequent subdivision of any parcel of this subdivision shall require an asphalt concrete surfacing. The intersection of Hidden Pond Road and Lance Gulch Road shall be constructed to type CR-30 intersection standards unless otherwise authorized by the Director of Transportation. First 100' of Hidden Pond Road measured from the edge of Lance Gulch Road travel way shall be paved 2.5" asphalt concrete and 6" aggregate base.

2. A minimum 50 foot wide public road and utility easement for Hidden Pond Road must be offered for dedication to the eastern boundary of the remainder parcel.
3. Preliminary plans shall be developed to show right of way needs and ability to access future roads past the remainder. Right of way shall be dedicated for the proposed future roads.
4. The emergency access road meeting Trinity County fire safe standards shall be developed from Hidden Pond Road to Abbey Road, and must be offered for dedication over parcels 1 and 2. The dedicated easement must be wide enough to encompass all elements of the access road including traveled way, slopes and drainage. The portion of the emergency access through Assessor Parcel Number 024-370-24 must also provide adequate width for all roadway elements.
5. Additional slope easements must be dedicated to the public in all areas where elements of the road design do not fit within the road easement. The slope easements must include any area within 5 feet of the design elements.
6. Any circulation Improvements shall comply with Fire District requirements, including traffic and emergency circulation. The final improvement plans shall include Weaverville Fire Protection District approval.
7. A turnaround must be constructed at the end of Hidden Pond Road. The turnaround shall be within dedicated right of way.
8. For dead end roads (other than Hidden Pond Road) where parcels are zoned five acres or larger, turnarounds shall be provided at a maximum of one thousand three hundred twenty foot intervals from the intersection of Abbey Road and Hidden Pond Road. Turnarounds must be constructed to meet the requirements of the Trinity County Fire Safe ordinance. Driveways are allowed to utilize the turnaround as permitted by the Fire District.
9. Emergency access roads must meet the following Fire Safe Ordinance minimum design requirements:
 - a. The minimum width shall be 18 feet, and must include curve widening with an additional 2-4 feet widening on curves of less than 200 foot radius, as required by the Trinity County fire safe ordinance standards.
 - b. The minimum inside curve radius shall be 50 feet.
 - c. All roadway structural section must be constructed of class 2 base rock or other rock surfacing capable of supporting a forty thousand pound load. The minimum thickness of six inches of base rock material is required. The structural section must be based upon engineering analysis of sub-grade materials and native soils. Material to be used for

roadway surfacing and structural section design must be pre-approved by the Department of Transportation before construction of the improvements. Testing results and the engineered structural section design must be submitted to the Department of Transportation prior to approval.

- d. The Department of Transportation may sample and test materials before and after construction or may select a firm to provide independent materials testing. Materials testing costs will be the responsibility of the developer.
- e. The minimum crown or cross slope must be 3% on all unpaved roads. The minimum crown or cross slope is 2% on all paved roads.
- f. The maximum allowable road grade is 16% and the minimum allowable grade is 1%.
- g. If rolling dips and out sloping of unpaved roads are to be considered, design of these elements must be included in the improvement plans submitted to the Department of Transportation for approval.

10. Road names shall be submitted to the Planning Department for approval in accordance with Title 12, chapter 12.17 of Trinity County code of ordinances.

11. Road name signs must be installed at all intersections.

12. All improvements required for this development and as described in these conditions of approval shall be shown on construction drawings (the final improvement plans) to be submitted along with the Parcel Map to the Trinity County Department of Transportation for review and approval. Approval of the construction drawings is required prior to Parcel Map Acceptance.

13. Prior to construction of improvements, the construction drawings must be approved by the County Engineer.

14. Inspection of the improvements will be performed by Trinity County Department of Transportation staff or a County selected inspection firm. The developer will coordinate inspections with the Department of Transportation prior to start of construction.

15. The developer will be responsible for all actual costs on an hourly basis associated with the subdivision improvements, including review of construction improvement plans, developing subdivision improvement agreements, performing improvement inspections, and all other related costs.

16. The developer shall enter into a Subdivision Agreement with Trinity County with the following constraint, or similar language as approved by the Director of Transportation. For relief of paving in this phase, the agreement shall include:

- a. Any subsequent subdivision of any parcel herein shall require improvements of Hidden Pond Road to a Category 4 road with asphalt pavement surfacing as required per the Circulation Element Policy 1.8.1.
- b. Formation of an assessment district for road maintenance purposes of Hidden Pond Road overlaying all parcels with further subdivisions.
- c. Graveled public roads within the subdivision shall not be winter maintained.

17. The following language or similar language, as approved by the Director of Transportation shall be included as a deed restriction for parcel 1, 4 and the remainder within the subdivision:

- A Any subdivision of these parcels shall require improvement of Hidden Pond Road to a Trinity County Subdivision Category 4 road with asphalt pavement surfacing.

:

Miscellaneous

- 1. All easements within the development shall be dedicated on the Parcel Map or by separate instrument.
- 2. All utilities outside of roadways on subject properties shall be in 10 foot wide easements centered on the utility that serves the subject and adjoining parcels.
- 3. Easements for drainage swales shall be 10 feet wide centered on the swale.

TOM McKNIGHT, CHAIRMAN

ATTEST:

Secretary, Trinity County Planning Commission