

## **APPENDIX C**

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Preliminary Assessment

## Appendix C. Preliminary Assessment

Using the Environmental Checklist from Appendix G of the California Environmental Quality Act Guidelines, a preliminary assessment of project impacts was conducted. The purpose of this assessment was to identify issues that should be carried forward for further evaluation in Chapter 3 of the Environmental Impact Report (EIR) and to eliminate topics or resources for which no impacts are anticipated. This assessment was conducted after release of the Notice of Preparation and the initial scoping for the project; comments received during the scoping period were considered in the assessment.

For each checklist question, the project was assessed to determine if impacts are anticipated or if the project would clearly not result in any impacts. For each question, one of the following determinations was made:

- **No Further Evaluation Needed:** No impact to the environment would occur as a result of implementing the proposed project. Further evaluation of the environmental factor is not necessary. The rationale behind this conclusion is that the resource or environmental factor is not present in or near the project area (e.g., schools or airports) or the nature of the project (road improvements) would clearly not result in an impact.
- **Further Evaluation Needed:** Implementation of the proposed project could result in an impact on the resource, and the topic will be further evaluated in the EIR to determine the significance of the impact. Mitigation measures may be required to reduce the significance of the impact.

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

## Discussion of Impacts

**a–d Further Evaluation Needed.** Wildwood Road is eligible as a County Scenic Roadway. Scenic views or resources along the road may be altered by project implementation. Ongoing vehicle traffic would continue to be a source of glare during the day and a source of light at night. Impacts on aesthetics will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>II. AGRICULTURAL AND FORESTRY RESOURCES</b> — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:		
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Discussion of Impacts

**a**        **No Further Evaluation Needed.** No prime, unique, or other important farmland has been mapped in Trinity County through the Farmland Mapping and Monitoring Program. The proposed road improvements would not convert such designated farmland to non-agricultural uses. No impacts on important farmland would occur, and no further evaluation is necessary.

**b–e**       **Further Evaluation Needed.** The entire project area is within the boundaries of the Shasta-Trinity National Forest, and the majority of the project area is forestry land. Several private parcels occur along Wildwood Road that are in agricultural production as grazing pastures or hay crops and may be zoned for agricultural uses. The forestry land managed by the Forest Service may be zoned for timber production. The project may conflict with or result in the conversion of agricultural or forestry uses along Wildwood Road. Impacts on agricultural and forestry resources will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>III. AIR QUALITY</b> — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:		
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion of Impacts

a–e **Further Evaluation Needed.** The project region is in nonattainment for particulate matter (PM10) under the state standard, but is in attainment for PM10 under the federal standards and for all other criteria pollutants under the federal and state standards. Construction activities would emit pollutants and generate fugitive dust and could adversely affect air quality in the region. Impacts on air quality will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>IV. BIOLOGICAL RESOURCES</b> — Would the project:		
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status 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 checked="" 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, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" 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 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 native wildlife nursery sites?	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

- a–e Further Evaluation Needed.** The project area and surrounding forests provide habitat for a variety of plant and wildlife species, including several special-status species. The region also has designated critical habitat for northern spotted owl. The nearby Hayfork Creek provides habitat for special-status and resident fish and is designated Essential Fish Habitat for steelhead and salmon and critical habitat for Coho salmon. Wetlands and riparian habitat may occur along the creek and streams that cross Wildwood Road. The proposed road improvements could affect special-status species, their habitat, or other sensitive biological resources (e.g., waters of the United States) in the project area. Impacts on sensitive biological resources will be evaluated in the EIR.
- f No Further Evaluation Needed.** The project is not in an area with an approved habitat conservation plan or other conservation plan. No impacts would occur, and no further evaluation is necessary.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>V. CULTURAL RESOURCES</b> — Would the project:		
a) Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion of Impacts

- a–d Further Evaluation Needed.** The project area is in the ethnographic territory of the Wintu or Northern Wintun Indians, and the region has been an important agricultural and mining area since the mid-1850s, likely as a result of gold discovery along the Trinity River in 1848. The proposed road improvements could affect or expose cultural or paleontological resources in the project area. Impacts on cultural and paleontological resources will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>VI. GEOLOGY AND SOILS</b> — Would the project:		
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:		

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on strata 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

- a–d** **Further Evaluation Needed.** Trinity County is not listed under the Alquist-Priolo Earthquake Fault Zoning Map as having any potentially active faults, and it has a low potential for ground rupture. The project area may be subjected to low levels of seismic ground shaking as a result of fault activity. Wildwood Road is a windy road with steep slopes in several areas that could cause landslides or other hazards from unstable soils. Project construction would involve excavation and fill along steep slopes that could cause hazards from soil movement. Impacts on geology and soils will be evaluated in the EIR.
- e** **No Further Evaluation Needed.** The project would not involve construction or use of septic tanks or alternative wastewater disposal systems. No impacts would occur, and no further evaluation is necessary.

<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
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## VII. GREENHOUSE GAS EMISSIONS — Would the project:

- |   |                                     |                          |
|---|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

- a Further Evaluation Needed.** The project would generate emissions, including greenhouse gas emissions, from construction equipment. Impacts associated with greenhouse gas emissions will be evaluated in the EIR.
- b No Further Evaluation Needed.** Trinity County and the North Coast Unified Air Quality Management District do not currently have plans or policies relating to greenhouse gas emissions. No impacts would occur, and no further evaluation is necessary.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS —</b> Would the project:		
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input 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 checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project 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 checked="" type="checkbox"/>



	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion of Impacts

**a, b** **Further Evaluation Needed.** Construction activities would involve the use of hazardous materials that could accidentally be released into the environment or affect people working on the project or traveling through the project area. Impacts associated with hazardous materials use or transport will be evaluated in the EIR.

**c-f** **No Further Evaluation Needed.** The project area is not near a school or airport and does not contain any reported hazardous materials sites. The project would not expose people or the environment to hazards associated with these factors. No impacts would occur, and no further evaluation is necessary.

**g, h** **Further Evaluation Needed.** The project area is heavily forested with some residences in the vicinity, and wildfires in the area could affect residences and structures along the road. Wildwood Road serves as a route through the forest and provides access to several private properties, including primary access for emergency purposes. Temporary road closures could impede emergency access and prevent quick responses to wildfires and other hazards or emergencies. Impacts associated with wildfires and emergency access will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>IX. HYDROLOGY AND WATER QUALITY</b> — Would the project:		
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
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 which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<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 checked="" type="checkbox"/>
j) Inundation of seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

**a, c-f, h Further Evaluation Needed.** Wildwood Road follows Hayfork Creek and crosses several tributaries to the creek. The project would involve replacement of culverts in the tributaries and could discharge pollutants into the creek or affect the drainage pattern of the tributaries. The flood zone for Hayfork Creek near the project area has not been mapped by the Federal Emergency Management Agency, and the project may result in placement of culverts and other structures into the 100-year flood zone of the creek. Impacts on hydrology, water quality, and ground water supply will be evaluated in the EIR.

**b, g, i-j No Further Evaluation Needed.** The project may require the use of water for construction activities (e.g., dewatering exposed soil, mixing concrete, dust suppression), but the temporary use of water would not deplete the local groundwater source. The project area is not near a large body of water (e.g., a lake or reservoir) and would not be subject to a seiche, tsunami, or mudslide. The project would not place housing in a flood zone or expose people or structures to significant flood hazards. No impacts would occur, and no further evaluation is necessary.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>X. LAND USE AND PLANNING</b> — Would the project:		
a) Physically divide an established community?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion of Impacts

- a, c**      **No Further Evaluation Needed.** Wildwood Road is an existing road that connects the community of Wildwood with State Route 3 and the community of Hayfork. The road segment within the project area does not currently bisect an established community, and the proposed road improvements would not divide any residences or communities. No habitat conservation plans or other conservation plans have been approved in Trinity County. No impacts would occur, and no further evaluation is necessary.
- b**      **Further Evaluation Needed.** The project falls under the Shasta-Trinity National Forest Land and Resource Management Plan and the Trinity County General Plan. Project implementation will need to be consistent with the applicable policies and management direction provided in these two plans. Impacts on land use will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>XI. MINERAL RESOURCES</b> — Would the project:		
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>

### Discussion of Impacts

- a**      **No Further Evaluation Needed.** Hayfork Creek contains mineral deposits (e.g., gold) that may have claims or are of value to the region. The project would improve access along Wildwood Road and would not result in the loss of availability of mineral resources along the creek.
- b**      **No Further Evaluation Needed.** No locally important mineral resource zones are known in the project vicinity. The project would not result in the loss of availability of

mineral resources in the county. No impacts would occur, and no further evaluation is necessary.

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

## Discussion of Impacts

- a–d**     **Further Evaluation Needed.** The project is in a rural area with few residences or other potential receptors. Traffic noise is a primary source of noise along Wildwood Road. Existing noise levels are likely very low, and an increase in noise from project-related construction activities could exceed applicable standards. Impacts on the noise environment will be evaluated in the EIR.
- e, f**     **No Further Evaluation Needed.** The project area is not in proximity to an existing airport and would not expose travelers along the road to excessive noise from airport operations. No impacts would occur, and no further evaluation is necessary.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>XIII. POPULATION AND HOUSING — Would the project:</b>		
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion of Impacts

**a** **Further Evaluation Needed.** Wildwood Road is an existing road that provides alternate access between the communities of Wildwood and Hayfork. It is surrounded by federally managed lands in the Shasta-Trinity National Forest. Few private properties occur along the road. Road improvements would improve access to the adjacent lands and through the region. Growth-inducing impacts will be evaluated in the EIR.

**b, c** **No Further Evaluation Needed.** Wildwood Road passes through the community of Wildwood south of the project area and through several private properties with residences in the project area. The project would not encroach on existing homes or other buildings and would not displace people or homes. No impacts would occur, and no further evaluation is necessary.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>XIV. PUBLIC SERVICES — Would the project:</b>		
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:		
(i) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(v) Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

- a(ii)-(v) No Further Evaluation Needed.** The project is in a rural area with few residences and no community facilities. The proposed road improvements would not increase the demand for public services or lead to the need for new public service facilities in the future. Temporary access restrictions during construction could affect emergency access, which is discussed under *Hazards and Hazardous Materials* and *Transportation/Traffic*. No impacts on public services would occur, and no further evaluation is necessary.

*Further Evaluation  
Needed*                      *No Further  
Evaluation Needed*

### XV. RECREATION — Would the project:

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

## Discussion of Impacts

- a, b No Further Evaluation Needed.** Recreational facilities in the project vicinity include the Gemmill Gulch Picnic Area and Shiell Creek Picnic Area at either end of the project. The proposed road improvements would not require modification of the facilities at these areas or result in increased visitation to the area and use of the recreation areas. Indirect effects on recreational opportunities may occur from reduced access or use conflicts, and these issues will be discussed in the EIR under *Transportation/Traffic* and *Land Use*. No impacts on recreational facilities would occur, and no further evaluation is necessary.

*Further Evaluation  
Needed*                      *No Further  
Evaluation Needed*

### XVI. TRANSPORTATION/TRAFFIC — Would the project:

- |  |                                     |                                     |
|--|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?   | <input checked="" 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"/> |

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

**a, b** **Further Evaluation Needed.** Wildwood Road is an existing road that provides access between the community of Wildwood and State Route 36 and the community of Hayfork via State Route 3. It also provides access to private properties and a portion of the Shasta-Trinity National Forest, including recreational areas along Hayfork Creek and the road. Road improvements could increase traffic along Wildwood Road. Traffic impacts will be evaluated in the EIR.

**c, f, g** **No Further Evaluation Needed.** The project area is not near any airports and does not provide a route for alternative forms of transportation. The project would not affect parking capacity along the road. No impacts would occur, and no further evaluation is necessary.

**d, e** **Further Evaluation Needed.** Wildwood Road is a winding road through a rural area. It provides the primary access route to private properties along the road and to portions of the Shasta-Trinity National Forest. Project construction would require temporary lane and potential road closures, which could delay or impede emergency access to certain areas or create traffic hazards. Impacts on access through the project area and from construction hazards will be evaluated in the EIR.

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b> — Would the project:		
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Further Evaluation Needed</i>	<i>No Further Evaluation Needed</i>
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 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 checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion of Impacts

- a, b, d, e** **No Further Evaluation Needed.** The project would not require the use of water or wastewater treatment facilities or disposal of wastewater. Water used for construction purposes (e.g., erosion control) would come from an existing supply. No impacts would occur, and no further evaluation is necessary.
- c** **Further Evaluation Needed.** Wildwood Road crosses several streams that are tributaries to Hayfork Creek. Culverts have been installed along the road to maintain flow in the streams. These culverts would be replaced or expanded as part of the proposed road improvements, and additional drainage facilities may be required as the road is realigned and needs to cross other streams. Installation of these drainage facilities could adversely affect biological, cultural, or other resources. Drainage facility impacts will be evaluated in the *Hydrology/Water Quality* section and other appropriate sections of the EIR.
- f, g** **No Further Evaluation Needed.** The project would generate construction waste and involve the use of hazardous waste or materials. All waste would be properly contained and disposed of at an appropriate facility with capacity and permits to receive the waste. No impacts would occur, and no further evaluation is necessary.