RIVERSIDE DRIVE PEDESTRIAN AND BIKE TRAIL PROJECT

MITIGATED NEGATIVE DECLARATION

FINAL – June 5, 2015 ~~DRAFT – May 1, 2015~~ SCH#2015052003

Prepared for:

City of Susanville
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June 5, ~~May 1,~~ 2015

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Final ~~Draft~~ Mitigated Negative Declaration

Project: Riverside Drive Pedestrian and Bike Trail Project

Lead Agency: City of Susanville, CA

Project Description

This Initial Study and Mitigated Negative Declaration (IS/MND) evaluates the natural environmental effects of the proposed Riverside Drive Pedestrian and Bike Trail Project (Project). The City of Susanville is proposing to construct, operate and maintain a Class I bicycle and pedestrian trail adjacent to and south of Riverside Dr. along the existing unpaved, elevated, abandoned gravel maintenance road that sits upon an unused mil pond levee. The Project will be located along Riverside Drive directly south of the City of Susanville mostly in the unincorporated area of Lassen County (APN 107-090-15, 107-280-09, 107-280-10, 105-302-14, 105-302-15, and 105-302-16). Riverside Drive originates and terminates within the City limits. The Project will originate at Riverside Park and continue east approximately 0.36 mile and terminate at the Susan River Trail. A pedestrian footbridge estimated at approximately 298 linear feet will provide a crossing point over the Susan River. At the location of the Susan River Trail crossing east of the bridge, a retaining wall would be built to allow for the widening of the pedestrian path and improved sight distance. The Project will serve to enhance the existing pedestrian and bicycle trail network in the City by constructing a Class I bicycle trail and a pedestrian foot bridge over the Susan River, which will increase the safety of existing non-motorized access along Riverside Drive at this location. Approximately two (2) acres of land on the old mill property will need to be acquired.

Findings

An IS/MND has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS/MND, it has been determined that the proposed project would not have significant effects on the natural environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no effects related to agricultural and forest resources, mineral resources, or population and housing.
2. The proposed project would have a less-than-significant impact on aesthetics, air quality, geology and soils, greenhouse gas emissions, land use and planning, noise, public services, utilities, recreation, and transportation/traffic.
3. Mitigation is required to avoid or reduce potentially significant impacts related to hazards and hazardous materials, biological resources, cultural resources, and hydrology and water quality.

The following mitigation measures have been incorporated in the Project by the City to avoid or minimize environmental impacts. Implementation of these mitigation measures would avoid or reduce the environmental impacts of the proposed project to a less-than-significant level.

BIO-1. Carson Wandering Skipper Incidental Take Permit (Section 10 ESA)

To mitigate impacts to the Carson Wandering Skipper (*Pseudocopaeodes eunus obscurus*) the City of Susanville shall apply for an incidental take permit under the Endangered Species Act (16 U.S.C. 1531-1544, 87 Stat. 884) Section 10(a)(1)(B) with the US Fish and Wildlife Service, if surveys indicate species or habitat presence. If Carson Wandering Skipper or suitable habitat are identified during the surveys, the

City of Susanville shall prepare a habitat conservation plan in accordance with the Endangered Species Act (ESA) Section 10(a)(1)(B). The HCP must be developed and meet the requirements of ESA Section 10(a)(2)(A). If the HCP meets the requirements set fourth in Section 10(a)(2) of the ESA, the Secretary of the Interior may issue a permit for incidental take of the species.

BIO-2. Special Status Plant Species Avoidance and/or Mitigation ~~Protection~~

A second rare plant survey shall be conducted in July prior to construction in order to observe the following five (5) potentially present species during their peak blooming periods: Grass alisma (*Alisma gramineum*), upswept moonwort (*Botrychium ascendens*), scalloped moonwort (*Botrychium crenulatum*), mingan moonwort (*Botrychium minganense*), and Aleppo avens (*Geum aleppicum*). If no special-status plants are encountered on the Project site after the second focused survey, no further mitigation would be required. In the event special-status plant species are detected within the site and will be adversely impacted by Project implementation, ~~t The City of Susanville shall protect special status plant species that occur within the Project area. T~~he City shall implement measures to allow for avoidance and protection of the onsite population(s) or individuals, provide permanent protection of an existing on- or off-site population of the species in the region, or transplanting the individuals (or, if annuals, collecting and storing seeds) to permanent preserved habitat on- or off-site in accordance with the California Native Plant Society, California Department of Fish and Wildlife and/or US Fish and Wildlife Service (as appropriate).

BIO-3. Mitigation for Impacts to Sensitive Natural Communities

The City of Susanville shall avoid the removal of CDFW-regulated riparian vegetation within the Project area. If the regulated vegetation cannot be avoided, the City of Susanville shall replace the loss of CDFW-regulated riparian vegetation through the submittal of a Lake or Streambed Alteration Notification Package to the CDFW. Provided the project is authorized by the CDFW through issuance of a 1602 Lake or Streambed Alteration Agreement, the City shall be required to comply with CDFW permit provisions, which may include replacement and re-establishment of riparian vegetation in order to compensate for loss of riparian habitat.

BIO-4. Mitigation for Impacts to Section 404/401 Wetlands and Waters

The City of Susanville shall avoid direct and indirect ~~mitigate~~ impacts to wetlands and waters subject to Section 404 regulation~~/401 certification~~. The preliminary jurisdictional determination report will be submitted to the USACE to solicit formal verification of Section 404 jurisdiction on the project site. As previously described, the constructed basin along Riverside Drive is not likely to be regulated by the USACE. IF the USACE determines that this feature is not subject to regulation under CWA Section 404, Section 401 water quality certification is not required. However, the Lahontan Regional Water Quality Control Board may regulate this feature and impose waste discharge requirements (WDRs) if fill material is placed into waters of the state. ~~Impacts shall require compensatory mitigation such as wetland creation and/or enhancement, the purchase of mitigation credits through a local mitigation bank, or payment of an in-lieu fee, and must be approved by federal and state agencies (US Army Corps of Engineers and~~ The State Water Quality Control Board (Lahontan Region) may issue Waste Discharge Requirements for this feature and require~~. In addition, state and federal resource agencies will likely require that a mitigation plan be prepared that demonstrates that the proposed~~ compensatory mitigation that is equivalent or superior to the quality and extent of the constructed basin feature. ~~existing jurisdictional features.~~

As part of the proposed project (Regulatory Compliance Measure 2.6.4), the applicant shall implement construction and storm water BMPs to contain and minimize surface runoff originating from the

development, thereby avoiding and/or reducing adverse indirect impacts to nearby federally regulated wetlands and other waters as described in Section IX (Hydrology and Water Quality). Runoff produced during and after construction is subject to National Pollution Discharge Elimination System Regulations (NPDES) and local water quality and runoff standards.

BIO-5. Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program

The City shall protect existing active bird nests and/or nursery sites to be impacted by Project construction activities. The City shall develop an Active Raptor and Migratory Bird and Wildlife Nursery site protection program (Program) to meet these needs. The Program shall include surveys, consultation, and protective actions. Pre-construction surveys, conducted during the nesting/breeding season immediately prior to initial Project construction (e.g., excavation, grading and tree removal), shall be conducted to identify any active raptor or migratory bird nest sites and wildlife nursery sites within the project area that may not have occurred previously. During initial construction activities (tree removal and excavation for the construction), a qualified biological monitor shall be present to evaluate whether any raptors or migratory birds are occupying trees or whether any wildlife den/nursery sties are within the project area. The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if it appears to be having a negative impact on nursery sites, nesting raptors, migratory birds or their young observed within the construction zone. If construction must be stopped, the monitor shall consult with CDFW or USFWS (if applicable) staff within 24 hours to determine appropriate actions to restart construction while reducing impacts to identified nursery sites, raptors or migratory bird nests.

CULTURAL-1: Data Recovery Excavation/Photo Documentation

If a significant prehistoric period deposit that cannot be avoided is identified during ~~the field investigation or~~ subsurface testing, a data recovery excavation will be completed to mitigate the adverse damages. If a significant historic period resource is identified and cannot be avoided, either data recovery excavation and/or photo documentation would occur to mitigate the adverse damage.

HAZ-1. Lahontan Confirmation and Soil Sampling

Prior to construction and in coordination with SWPPP and Section 401 certification, the City will obtain confirmation from Lahontan indicating that no further action is required on the site. If confirmation from Lahontan is not provided, the City will conduct soil sampling and analysis on the mill pond levee to confirm soil conditions are protective for construction workers and trail users.

HYDRO-1. Grading Plan

Prior to approval of improvement/construction plans, a grading plan shall be prepared for the project site that contains the following provisions:

- Identify areas where topsoil is to be salvaged prior to grading for later reuse on-site.
- Identify and protect areas not planned to be disturbed to the greatest extent practicable using temporary fencing or other methods.
- Limit cuts and fills and balance cut and fill on-site.
- Limit grading to the smallest practical area of land.

- Limit exposure of disturbed soils to the shortest practical amount of time. The National Pollutant Discharge Elimination System (NPDES) permit requires that disturbed soils are temporarily stabilized within 14 days of disturbance.
- Establish a winterization plan such that all disturbed soil areas are stabilized by October 15th of each construction year (per NPDES requirements).
- Permanently stabilize graded/disturbed areas through soil loosening, application of salvaged topsoil, establishment of native vegetation and application of native mulch material. The State Water Resources Control Board's (SWRCB) "Sediment Source Control Handbook" provides field-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Sierra Nevada.
- Create grading contours that blend with the natural contours on-site or with contours on property immediately adjacent to the area of development.
- Locate and design trail to blend in with the natural terrain.
- Limit development and cut and fill on steep slopes in order to minimize erosion and runoff potential.

HYDRO-2. Permanent BMPs

The following permanent BMPs shall be applied during construction to minimize alteration of surface runoff rates and prevent associated water quality and flooding impacts:

- Low Impact Development (LID) techniques shall be utilized during and after construction. On-site infiltration should be utilized wherever possible to minimize runoff. Such infiltration features may include wet ponds, detention ponds, or infiltration swales near the trail alignment. Installation methods for infiltration features shall be shown to provide necessary infiltration rates and detention times to meet or exceed local stormwater design requirements. Other water quality treatment measures may be considered if site constraints are such that construction of infiltration features is not feasible.
- Where possible, existing drainage patterns should not be significantly modified.
- Earthen drainage facilities should be protected with proper BMPs and erosion control methods immediately following their construction. Drainage facilities that have the potential for erosion or scouring shall be further protected using rock riprap, erosion control fabric or other energy dissipation measures to prevent erosion of the soil surface in conformance with the City of Susanville Engineering Standards.
- Revegetated areas should be regularly monitored and maintained as needed in order to assure adequate vegetation growth and root development, mulch surface cover, and absence of any signs of erosion (rills, gullies, deposition). Revegetated areas shall be routinely inspected and maintained as necessary to ensure continued erosion control effectiveness. The Water Board's "Sediment Source Control Handbook" provides field-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Tahoe-Truckee area.

Questions or comments regarding this MND may be addressed to:

Dan Newton, City Engineer
City of Susanville
720 South Street
Susanville, CA 96130
(530) 257-1045

Approval of Initial Study/Mitigated Negative Declaration

Certification by Those Responsible for Preparation of this Document. The City has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.

_____

Dan Newton, City Engineer, City of Susanville Date

Approval of the Project by the Lead Agency. Pursuant to Section 21082.1 of the California Environmental Quality Act, the City of Susanville City Council has independently reviewed and analyzed the initial study and mitigated negative declaration for the proposed project and finds that the initial study and mitigated negative declaration for the proposed project reflect the independent judgment of the City of Susanville. The lead agency finds that the project design features will be implemented as stated in the mitigated negative declaration.

I hereby approve this project.

_____ _____

Brian Wilson, Mayor* Date
City of Susanville

* To be signed upon completion of the public review process and preparation of a final project approval package including responses to comment, if any, on the environmental document and any necessary modifications to project design measures.

INITIAL STUDY

1.0 Introduction

This Initial Study (IS) identifies and assesses the anticipated environmental impacts of the Riverside Drive Pedestrian and Bike Trail Project (Project).

1.1 Environmental Review Process

This document satisfies the requirements of the California Environmental Quality Act (CEQA).

The City of Susanville (City) is the lead agency under provisions of CEQA. CEQA requires that state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects. The IS, prepared in accordance with the CEQA Statutes (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (California Administrative Code Section 15000 et seq.), presents sufficient information to allow the City to determine whether the project may have a significant effect on the environment. If the City finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the City must prepare an EIR. If the City finds no substantial evidence that the Project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the City recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration (MND) shall be prepared.

The IS provides sufficient information for Responsible and Trustee agencies to use as the basis for CEQA compliance, including the Regional Water Quality Control Board – Lahontan Region (Lahontan) and the California Department of Fish and Wildlife (CDFW). The IS is not, in and of itself, a decision document. The document's purpose is to evaluate the environmental consequences of implementing the project and to identify measures if necessary to avoid or mitigate significant impacts.

Although the lead agency must consider the information in the MND, the document's conclusions do not dictate the lead agency's discretion to approve or disapprove the project. The decision making document is the Notice of Determination that records the agency's decision and is circulated for public review. The minimum content requirements for a MND are:

- Description and title of the project;
- Location of the project, preferably shown on a map;
- Name of the project proponent;
- A proposed finding that the project will not have a significant effect on the environment;
- An attached copy of the Initial Study documenting reasons to support the finding; and
- Mitigation measures, if any, included in the project to avoid potentially significant effects.

Although not required by CEQA, the State Clearing House (SCH) requests a completed Notice of Completion (NOC) form to be submitted with the 15 copies of the draft MND. This form facilitates the processing of environmental documents and is circulated to state agencies together with the MND. The information from the NOC form is entered into the SCH database. The normal review period for a Negative Declaration submitted to the SCH is 30 calendar days (see CEQA Guidelines, Section 15105).

Agency and public comments are forwarded to the SCH prior to the end of the assigned review period. At the end of the state review period, comments from the reviewing state agencies are collected at the SCH. A closing letter and a complete package of comments are forwarded to the Lead Agency on the day following the close of the review period.

Within five working days of approving a project for which a MND has been adopted, the City must file a Notice of Determination (NOD). The filing of the NOD begins a 30-calendar-day statute of limitations on court challenges to the project approval under CEQA.

The project must comply with Clean Water Act (CWA) Section 401 Water Quality Certification and CWA Section 402 National Pollutant Discharge Elimination System (NPDES) construction permits issued by Lahontan. CDFW issues a Streambed Alteration Agreement. The City must complete design review of the project and issue construction and encroachment permits for portions of the Project entering street ROWs.

Since the Project involves development of a Class I trail along Riverside Drive, the Project must comply with NEPA to the satisfaction of the California Department of Transportation, District 2 (Caltrans). In addition to the technical studies prepared for this Project, a Categorical Exemption (23 CFR 771.117(c): Activity (c)(3)) will be prepared to fulfill NEPA requirements.

1.2 Project Title

The *Riverside Drive Pedestrian and Bike Trail Project* (Project) serves as the project title for the proposed project.

1.3 Lead Agency

The City of Susanville serves as the CEQA lead agency for the Project. For reference, Caltrans is the NEPA lead agency for the NEPA categorical exclusion.

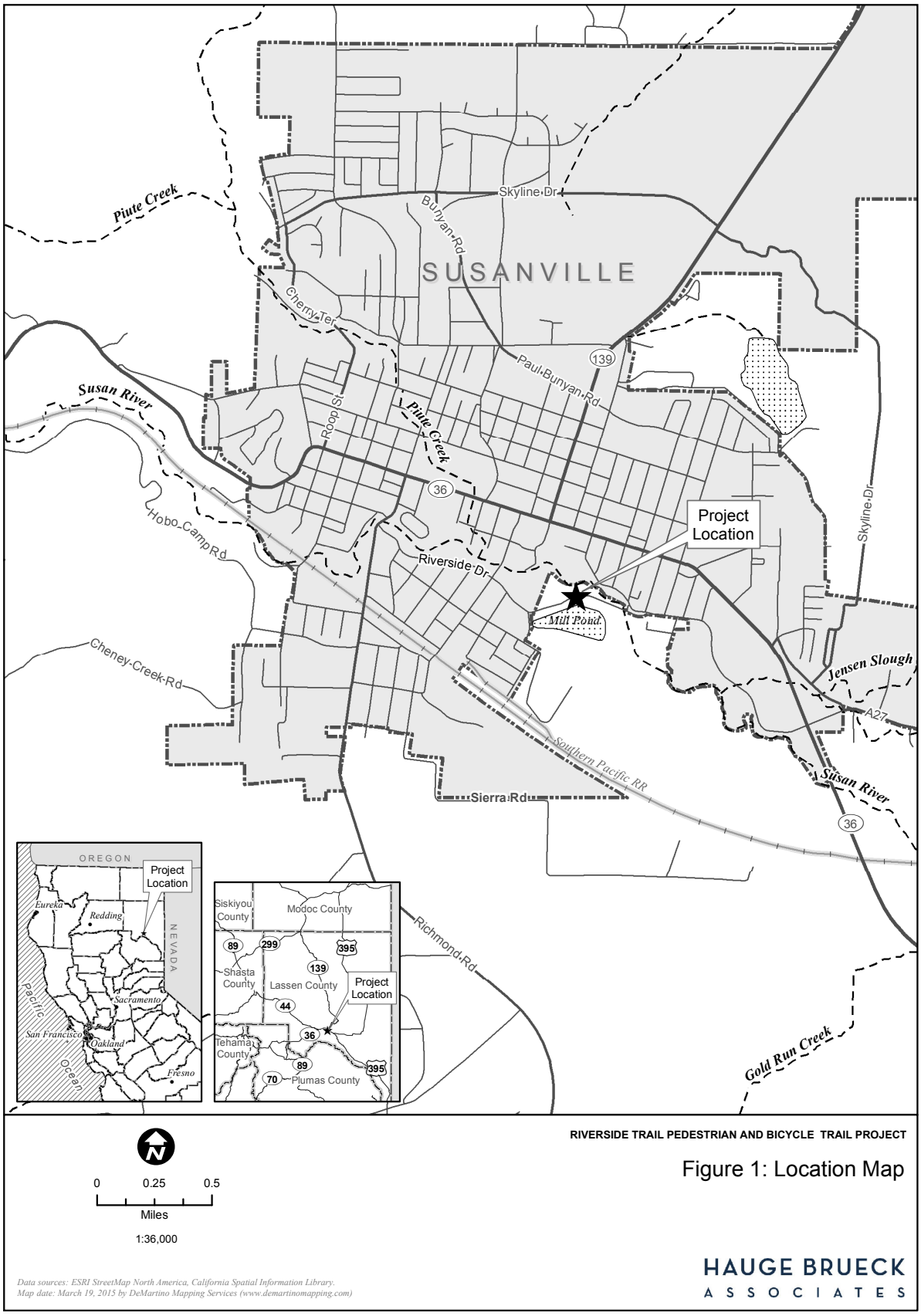
1.4 Contact Person and Phone Number

Dan Newton, City Engineer, City of Susanville, is the project manager for the Project. His contact information is: 720 South Street, Susanville, CA 96130; (530) 257-1045.

1.5 Project Location

The Project is located in the City of Susanville/the unincorporated area of Lassen County, at the southern city limit, within south central Lassen County within the Susanville, CA United States Geological Survey (USGS) 7.5-minute quadrangle, the central portion of Section 32 of Township 30 North, Range 12 East, M.D.B. &M. The route is situated along Riverside Drive between Riverside Park and Riverside Trail (See Figure 1).

Latitude: 40°24’43”N to 40°24’40”N
Longitude: 120°39’00”W to 120°38’37”W


Piute Creek
Skyline Dr
Bunyan Rd
SUSANVILLE
Cherry Ter
Paul Bunyan Rd
139
Susan River
Roop St
Piute Creek
36
Hobo Camp Rd
Project Location
Skyline Dr
Riverside Dr
Mill Pond
Cheney Creek Rd
Jensen Slough
A27
Southern Pacific RR
Susan River
Sierra Rd
36
Richmond Rd
Gold Run Creek
OREGON
Project Location
Eureka
Redding
NEVADA
Pacific Ocean
Sacramento
San Francisco
Oakland
Fresno
Siskiyou County
Modoc County
89
299
395
Shasta County
139
Lassen County
Project Location
44
Tehama County
36
89
395
70
Plumas County
0
0.25
0.5
Miles
1:36,000
Data sources: ESRI StreetMap North America, California Spatial Information Library.
Map date: March 19, 2015 by DeMartino Mapping Services (www.demartinomapping.com)
RIVERSIDE TRAIL PEDESTRIAN AND BICYCLE TRAIL PROJECT
Figure 1: Location Map
HAUGE BRUECK
ASSOCIATES

1

1.6 Project Sponsor's Name and Address

City of Susanville
720 South Street
Susanville, CA 96130
(530) 257-1045

1.7 General Plan Designation/Zoning

The General Plan Designation for the Project area is Open Space – Parks and Recreation on the north side of Riverside Drive and Industrial – Heavy or General and Industrial – Light Industry or Business Park on the south side of Riverside Drive. The Project area is zoned O-S Open Space to the north of Riverside Drive, and M-2 Heavy Industrial and M-1 Light Industrial to the south of Riverside Drive.

1.8 Summary of Project

The City of Susanville is proposing to construct, operate and maintain a Class I bicycle and pedestrian trail adjacent to and south of Riverside Dr. along the existing unpaved, elevated, abandoned gravel maintenance road that sits upon an unused mill pond levee. The Project will be located along Riverside Drive directly south of the City of Susanville mostly in the unincorporated area of Lassen County (APN 107-090-15, 107-280-09, 107-280-10, 105-302-14, 105-302-15, and 105-302-16). Riverside Drive originates and terminates within the City limits. The Project will originate at Riverside Park and continue east approximately 0.36 mile and terminate at the Susan River Trail. A pedestrian footbridge estimated at approximately 298 linear feet will provide a crossing point over the Susan River. At the location of the Susan River Trail crossing east of the bridge, a retaining wall would be built to allow for the widening of the pedestrian path and improved sight distance. The Project will serve to enhance the existing pedestrian and bicycle trail network in the City by constructing a Class I bicycle trail and a pedestrian foot bridge over the Susan River, which will increase the safety of existing non-motorized access along Riverside Drive at this location. Approximately two (2) acres of land on the old mill property will need to be acquired.

1.9 Surrounding Land Uses and Setting

The City land use designations include Industrial to the south of the Susan River and Parks and Recreation to the north of the Susan River and at the southwest end of the Project. A commercial district is located at the east end of the Project and northwest end of the alignment. Residential areas are located north and west of the alignment. The County land use designations include Open Space to the north, Heavy Industrial and Light Industrial to the south.

Existing uses within the project area include:

- The area south of Riverside Drive include the abandoned saw mill property.
- Although a portion of the mill property has been leased for manufacturing uses, no active use occurs within the project site.
- Residences are located at the southeast end of the alignment.
- Riverside Park and residences are located at the west end of the alignment.

1.10 Other Public Agencies whose approval is required

The Project requires approval from the following public agencies:

- California Department of Transportation (Caltrans) – NEPA lead agency
- California Department of Fish and Wildlife – Streambed Alteration Agreement
- Lahontan Regional Water Quality Control Board – Section 401 Water Quality Certification; Section 402 NPDES construction permit
- U.S. Army Corps of Engineers – Section 404 Permit
- Lassen County Air Pollution Control District
- Occupational Safety and Health Administration (OSHA)
- City of Susanville –Design Review Permit; Construction Permit
- Lassen County – Encroachment Permit for Old Mill Pond levee

1.11 Public Review

A formal public review of the Project IS/MND is accomplished with the circulation of this document, responses to comments received on this document, and through public hearings held to consider approval of the proposed action. A public meeting occurred on ~~hearing is scheduled for~~ May 6, 2015. The Project was presented to the City Council and the public for comment during the public meeting and comment forms were available during the meeting. One oral comment on the Project was provided by Councilmember Callegari, who asked if it would be possible to straighten Riverside Drive and place the proposed trail on the north side of the road. Dan Newton, City Engineer, responded that City Public Works had explored that option, but found it to be infeasible given the approach angle of the existing bridge and presence of sensitive resources. No further comments on the Project design or the IS/MND were given during the meeting on May 6, 2015.

The Draft IS/MND was ~~will be~~ circulated for public and agency review from May 1, 2015 to June 1, 2015. A copy of the document can be downloaded from: www.cityofsusanville.org. Paper copies of the document are available for review at the following locations during business hours:

City Hall
66 North Lassen
Susanville, CA 96130

Comments on this document must be received by 11:59 p.m. on June 1, 2015. Written comments may be sent by postal, electronic mail or fax to:

Dan Newton, City Engineer
City of Susanville
720 South Street
Susanville, CA 96130
(530) 257-1045
dnewton@cityofsusanville.org

The Final IS/MND modifies the May 2015 Draft IS/MND. Modifications are presented in legislative format to display modified text reflecting the results of the May 2015 biological and cultural resources surveys. New text has been underlined and deleted text has been ~~struck out~~.

One comment letter was submitted during the circulation period. The comment letter and response is located in Appendix E.

1.12 Environmental Factors Potentially Affected/Areas of Known Controversy

The public input process and environmental analysis included in the preparation of the IS/MND identified key environmental issues and areas of known controversy. The environmental factors checked below could be affected by this Project.

Blank No impact
L Less than significant impact
M Less than significant impact with mitigation
PS Potentially significant

L	Aesthetics		Agriculture & Forestry Resources	**L**	Air Quality
M	Biological Resources	**M**	Cultural Resources	**L**	Geology/Soils
L	Greenhouse Gas Emissions	**M**	Hazards & Hazardous Materials	**M**	Hydrology/Water Quality
L	Land Use/Planning		Mineral Resources	**L**	Noise
	Population/Housing	**L**	Public Services	**L**	Recreation
L	Transportation/Traffic	**L**	Utilities/Service Systems	**M**	Mandatory Findings of Significance

2.0 Project Description

This chapter describes the *Riverside Drive Pedestrian and Bike Trail Project* (Project). Sections 2.1, 2.2 and 2.3 describe the project location, history, objectives, and site characteristics. Section 2.4 details the project components, including design features and operation plans, while Section 2.5 details phasing and construction. Section 2.6 includes compliance measures, BMPs, and plans. Required permits and approvals are listed in Section 2.7.

2.1 Project Location

The Project is located in the City of Susanville/the unincorporated area of Lassen County, at the southern city limit, within south central Lassen County within the Susanville, CA United States Geological Survey (USGS) 7.5-minute quadrangle, the central portion of Section 32 of Township 30 North, Range 12 East, M.D.B.&M. The route is situated along Riverside Drive between Riverside Park and Riverside Trail (See Figure 1).

Latitude: 40°24'43"N to 40°24'40"N
Longitude: 120°39'00"W to 120°38'37"W

The 2.3 acre alignment is identified as Lassen County Assessor's Parcel Numbers 107-280-09, 107-280-10, 105-302-14, and 105-302-15 and Susanville Assessor Parcel Numbers 107-090-15 and 105-302-16, located along Riverside Drive from Riverside Park to Riverside Trail (Figure 1). The Alignment 1A (preferred alignment) footprint will occupy approximately 0.79 acres of the total 2.3 acres, representing approximately 34% of the subject property area. Alignment 1B (optional alignment), will occupy 0.86 acres, representing approximately 37% of the property area.

2.2 Project History and Objectives

2.2.1 Project History

Riverside Drive connects residential areas to commercial areas in Susanville. Due to the close proximity between residential areas west of the Susan River and commercial/retail uses east of the Susan River, pedestrian use of Riverside Drive has increased and has resulted in hazardous conditions along the roadway due to a lack of pedestrian and bicycle facilities. Although there are pedestrian and bike facilities within the vicinity (Susan River Trail), the existing trails do not connect east to west over the river in this area, forcing pedestrians and bicycles to use the roadway between Riverside Park and the existing trail on the east side of the river. Currently, bicyclists and pedestrians walk along a narrow gravel shoulder that creates a potential for vehicle vs. pedestrian/bicycle accidents. The Riverside Drive Pedestrian and Bike Trail Project was conceptualized several years ago to create a safer walking and bicycle path along Riverside Drive.

Four preliminary alignments 1, 2, 3, and 4 were prepared to determine the most appropriate location for the trail (Appendix A). Alignments 1 and 2 were considered on the south side of Riverside Drive and alignments 3 and 4 were considered on the north side of Riverside Drive. The two alignments on the north side of Riverside Drive would have originated near the existing trail and Riverside Drive in the vicinity of the existing mobile home park. From there, the alignment would continue parallel to Riverside Drive until the Susan River. Alignment 3 would cross the Susan River approximately 400 feet north of the existing auto bridge across the river, and connect to the Susan River Trail near Sacramento Street (1,530 LF trail). The second northern alignment route, Alignment 4, would cross the Susan River parallel

to and on the north side of the existing auto bridge, and connect to the Susan River Trail at its intersection with Riverside Drive (1,911 LF trail).

The two preliminary alignments, 1 and 2, on the south side of Riverside Drive were designed to commence at Riverside Park, travel along the mill pond levee maintenance road and connect to the Susan River Trail on the south side of Riverside Drive. Alignment 1 would cross the river parallel to the existing auto bridge (1,920 LF trail) and the second southern alignment would cross the Susan River approximately 100 feet south of the existing bridge, crossing perpendicular to the river and then paralleling Riverside Drive to the Susan River Trail connection (1,959 LF trail).

These four preliminary alignments were analyzed considering land ownership, roadway safety, biological resources, hazards, and other factors. Although the trail alignments on the north side of Riverside Drive were shorter and located primarily on City-owned property, they were dismissed due to the extensive wetlands and sensitive habitat in that area that would be affected, the undisturbed nature of the land as compared to the south side, the lack of impact avoidance, and because both alignments would have had to locate the trail within the 100-year flood zone, with portions of the trail itself below the 100-year flood elevation. These alignments would have resulted in approximately 2,337 square feet and 5,348 square feet of floodplain disturbance. The alignment that crossed the river near Sacramento Street was dismissed because it does not meet project objectives due to its lack of a direct route, which would be less desirable to pedestrians and cyclists and less effective at addressing the pedestrian hazard on Riverside Drive. The longer south side alignment, (Alignment 2) was dismissed due to the added length and cost of the alignment, the need to place fill material or supports within the 100-year flood zone, and impacts to sensitive biological resources. This alignment would have resulted in 2,645 square feet of floodplain disturbance. The preliminary designs for these alignments that were considered and subsequently rejected are shown in Appendix A.

The south side alignment that would parallel Riverside Drive throughout the length of the trail was selected for further design because this alignment was located on the existing, disturbed levee maintenance road, was located outside the 100-year flood zone, and results in fewer impacts to sensitive biological resources. The preliminary design for this alignment would have disturbed approximately 722 square feet of floodplain; therefore, subsequent design considered a longer engineered bridge span to reduce floodplain and wetland disturbance as well as refinements to the preliminary design to reduce the disturbance area. The refined designs for the parallel to Riverside Drive south side alignment are considered in this analysis as Alignment 1A (preferred alignment and longer bridge span) and Alignment 1B (refined preliminary design and optional alignment) and are depicted in Figures 5 and 6.

2.2.2 Objectives

The Riverside Drive Pedestrian and Bike Trail Project will provide the City of Susanville and the population in the surrounding community with safe, non-motorized access to Riverside Park, residential areas, and commercial and government centers through the development and operation of a Class I trail. The project will address an existing roadway safety hazard due to non-motorized use of Riverside Drive and will provide a pedestrian and bicycle link through the City by connecting to existing Class I trails. The Project objectives are:

- Improve transportation safety by providing safe, non-motorized access along Riverside Drive through a Class I bicycle trail that eliminates pedestrian and bicycle use of vehicle lanes and the gravel shoulder.
- Connect two existing bicycle/pedestrian facilities: The Susan River Trail Class I bicycle lane and the Class II bicycle lane terminating at the City limits of Riverside Drive.

- Expand the connected trail network in the community.
- Support the goals adopted by the community in the Regional Transportation Plan.
- Connect an existing residential neighborhood to shopping and dining with a pedestrian facility.
- Utilize State Transportation Improvement Program funding awarded by the State of California Department of Transportation;
- Maintain the overall cost of construction and maintenance to meet the funding award;
- Implement and comply with General Plan goals, policies, and implementation measures, including:

CITY OF SUSANVILLE GENERAL PLAN

  - Enhance pedestrian access to and use of Main Street. (Circulation Element Goal 7);
  - Provide for the safety of pedestrians, bicyclists, motorists, and truckers. (Circulation Element Goal 8);
  - Provide a practical bikeway system. (Circulation Element Goal 13);
  - The City shall develop an overall planned system of all-weather on-street bike lanes and off-street bike paths that can be used for commuting to and from work and which also will tie into a region-wide system of recreation trails. (Circulation Element Goal 13, Policy q);
  - Provide parks and open spaces that are accessible, attractive, affordable, safe, and uncrowded. (Open Space, Parks, Recreation, and Child Care Element Goal 3);
  - Develop a comprehensive and city-wide trails and paths system. (Open Space, Parks, Recreation, and Child Care Element Goal 13);
  - The City shall acquire land for and provide trails and paths to and through scenic areas, natural habitats and open spaces, as well as developed areas. (Open Space, Parks, Recreation, and Child Care Element Goal 13 Policy x);
  - The City shall require that the design, construction, and management of trails and pathways be carefully executed in order to reduce environmental disturbance.. (Open Space, Parks, Recreation, and Child Care Element Policy ad);
  - The City shall require that bridges and other public improvements within designated trail and pathway corridors be designed to provide sage and secure routes for trails, including grade separation between roadways and trails whenever feasible. (Open Space, Parks, Recreation, and Child Care Element Policy ae);

LASSEN COUNTY GENERAL PLAN

  - The County supports the development of trails and bicycle routes and the integration of those trails and routes into regional and state systems provided that such uses are planned and developed with the cooperation and agreement of adjacent land owners and affected agencies, utilize public right-of-ways and negotiated easements, satisfactorily mitigate potential trespass and liability issues to the satisfaction of affected private property owners, resolve potential resource management conflicts with affected agricultural and timber production land uses, and must have resolved the legal question as to who has the reversionary interest in the property. (Open Space Element Policy 11);
  - The County supports utilization trails within public right-of-ways where those right-of-ways can serve as part of interconnected trail systems (e.g., public highway corridors and abandoned railroad grades). (Open Space Element Policy 13);
  - Expanded development and use of bicycle paths and pedestrian ways to reduce dependence on automobiles. (Circulation Element Goal C-6);
  - The County supports development and maintenance of safe and efficient alternative transportation routes that promote non-motorized forms of transportation for residents of more densely populated areas of the county to travel between home, work, businesses and

schools through the planning, acquisition, development and management of trails in public right-of-ways. (Circulation Element Policy CE-26);

2.3 Site Characteristics

2.3.1 Setting

The Project site is relatively flat and at an elevation of approximately 4,180 feet above mean sea level (Figure 2).

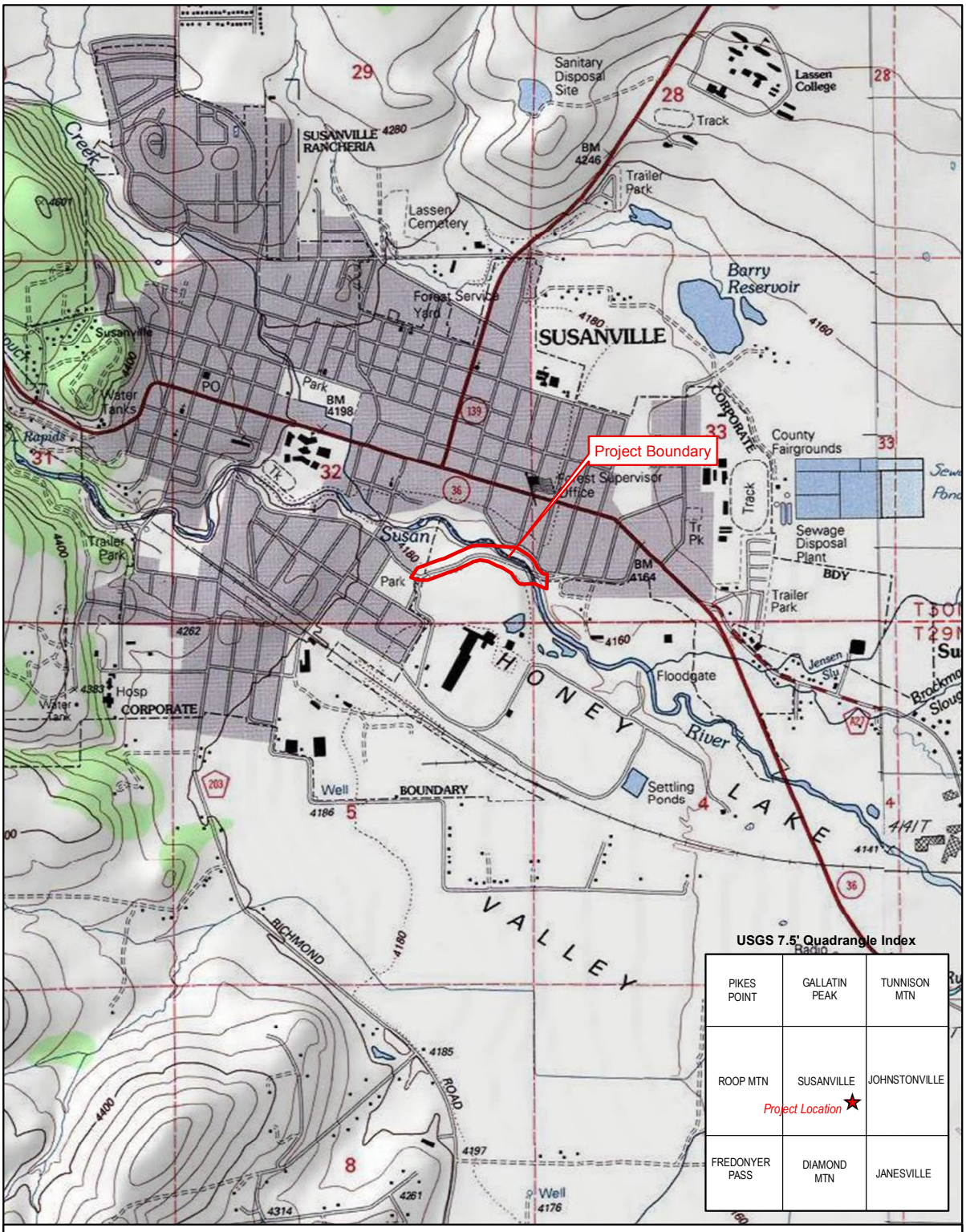
2.3.1.1 Current Zoning, Use, and Structures

The General Plan Designation for the Project area is Open Space – Parks and Recreation on the north side of riverside Drive and Industrial – Heavy or General and Industrial – Light Industry or Business Park on the south side of Riverside Drive. The Project area is zoned O-S Open Space to the north of Riverside Drive, and M-2 Heavy Industrial and M-1 Light Industrial to the south of Riverside Drive. Lands within the Project footprint include an abandoned saw mill no longer in operation on the south side of Riverside Drive between Riverside Park and the Susan River, the Susan River and Susan River Trail, and light industrial use (storage and electrical substation) at the east end of the alignment. Land to the west includes Riverside Park and residential uses, while land to the east includes light industrial, residential, government, and commercial uses. Open Space and the Susan River Trail occupy the area north of Riverside Drive. This area is undeveloped or contains recreational uses. Beyond the Susan River area to the north, there are residences and commercial developments. The closest residence is located at the intersection of Riverside Drive and River Street, approximately 300 feet from the intersection of the proposed trail with the Susan River Trail. The surrounding land use designations are listed in the Table 1 below and depicted in Figure 3.

Table 1

Surrounding Land Use Designations, Zoning, and Land Use Areas

Location	General Plan	Zoning	Land use
Project Site	Heavy Industrial and Light Industry	M-2 – Heavy Industrial M-1 – Light Industrial	Abandoned mill site
North	Parks and Recreation, Single Family Residential, and Commercial Office	O-S – Open Space R-1 – Single Family Residential C-2 – General Commercial/ Shopping Center C-O – Commercial Office	Undeveloped land and recreational uses, residences, commercial, Susan River Trail
South	Heavy Industrial and Light Industry	M-2 – Heavy Industrial M-1 – Light Industrial	Abandoned mill site
East	Light Industry, Single Family Residential, and General Commercial/Shopping Center	M-1 – Light Industrial R-1 – Single Family Residential C-2 – General Commercial/ Shopping Center	Storage facility, electrical substation, commercial retail centers, single family residences
West	Parks and Recreation, Single Family Residential, Mobile Home Park, Duplex/Triplex Residential, and Local Commercial	O-S – Open Space R-1 – Single Family Residential R-3 – Duplex/Triplex Residential R-4 – Multifamily Residential C-1 – Neighborhood Commercial	Residences, Riverside Park, mobile home park, local commercial

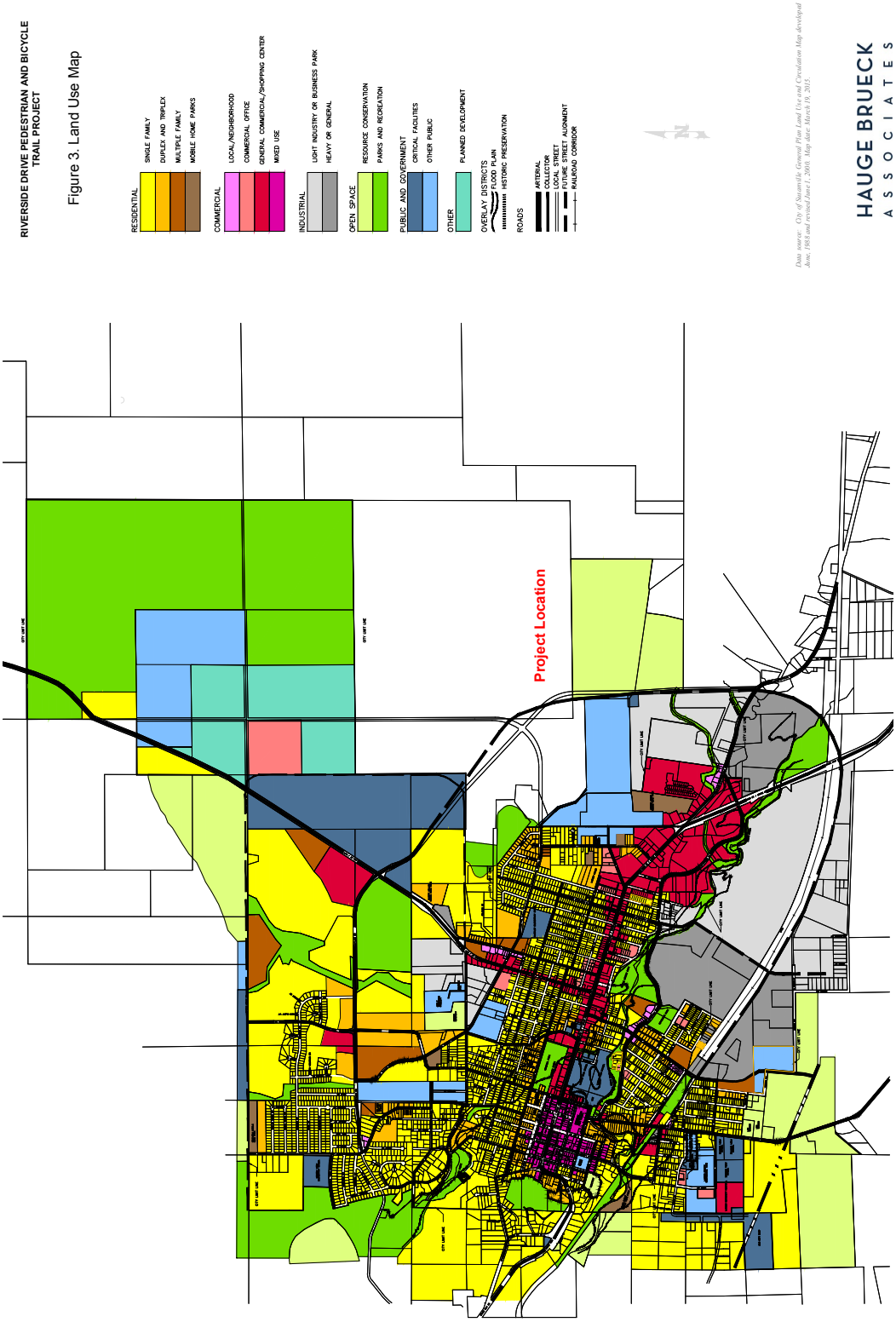


RIVERSIDE DRIVE PEDESTRIAN AND BIKE TRAIL PROJECT

Figure 2. USGS Topographic Map

Susanville Quadrangle

1


RIVERSIDE DRIVE PEDESTRIAN AND BICYCLE TRAIL PROJECT
Figure 3. Land Use Map
RESIDENTIAL
SINGLE FAMILY
DUPLEX AND TRIPLEX
MULTIPLE FAMILY
MOBILE HOME PARKS
COMMERCIAL
LOCAL/NEIGHBORHOOD
COMMERCIAL OFFICE
GENERAL COMMERCIAL/SHOPPING CENTER
MIXED USE
INDUSTRIAL
LIGHT INDUSTRY OR BUSINESS PARK
HEAVY OR GENERAL
OPEN SPACE
RESOURCE CONSERVATION
PARKS AND RECREATION
PUBLIC AND GOVERNMENT
CRITICAL FACILITIES
OTHER PUBLIC
OTHER
PLANNED DEVELOPMENT
OVERLAY DISTRICTS
FLOOD PLAN
HISTORIC PRESERVATION
ROADS
ARTERIAL
COLLECTOR
LOCAL STREET
FUTURE STREET ALIGNMENT
RAILROAD CORRIDOR
Data source: City of Sacramento General Plan Land Use and Circulation Map developed June, 1988 and revised June 1, 2000. Map date March 19, 2015.
HAUGE BRUECK
ASSOCIATES
Project Location

The trail would be located on an existing unpaved, elevated and abandoned gravel maintenance road situated on top of an unused mill pond levee. The trail deviates from the mill pond levee road near an existing access roadway west of the Susan River, crossing the mill site and mill access roadway to parallel the existing roadway bridge crossing. Land on either side of the Susan River is undeveloped and contains no existing structures other than the bridge supports. East of the river, the trail parallels the roadway to meet the Susan River Trail. The site includes vegetation, disturbed areas, access roads, a few utility poles, and remnants of sawmill operations. Overhead utility lines are located within the site where the lines cross Riverside Drive; however, the utility lines do not parallel the roadway on the site. Riverside Drive is a public road under prescriptive easement rights. The roadway travel way is 25 feet and total impacted right-of-way is 50 feet.

2.4 Project Features

The Project will include a Class I trail, trail lighting, and signage. A bridge is proposed to cross the Susan River and the trail is designed to connect to existing trails in the area to provide continuous non-motorized access within this area of the City. Restrooms and drinking fountains are not proposed as these amenities are available in nearby Riverside Park. No water or sewer utility connections are proposed. The existing site plan (Figure 4) shows the location and arrangement of these facilities on the site. Specific placement of trail features will be determined by constraints including but not limited to: environmental, cultural, topographic, site-specific engineering and best management practices for construction. The Project includes the following components shown in Table 2, as well as electrical utility connections:

Table 2

Project Components and Coverage

Component	Impervious Coverage (sf)	Pervious Coverage (sf)	Total Size (sf)
Class I Trail and Bridge Alignment 1A: Alignment 1A consists of 1,920 LF trail, of which 298 LF comprise the bridge crossing over the Susan River. The trail would include a 10-foot wide asphalt concrete travelway with a 2-foot wide decomposed granite shoulder on either side of the travelway.	25,654	8,106	33,760
Class I Trail and Bridge Alignment 1B: Alignment 1B consists of 1,920 LF trail, of which 140 LF comprise the bridge crossing over the Susan River. The trail would include a 10-foot wide asphalt concrete travelway with a 2-foot wide decomposed granite shoulder on either side of the travelway.	26,296	11,056	37,352
Lighting: Lighting will consist of 12 light standards alternating on either side of the trail at approximately 200–foot intervals for Alignment 1A and 11 light standards alternating on either side of the trail at approximately 200–foot intervals for Alignment 1B.	--	--	--
Signage: Ten traffic control signs are proposed along the trail alignment and Riverside Drive. Two roadway signs along Riverside Drive would replace existing signage warning drivers of pedestrian and bicycle activity near the bridge. The remaining signs would alert trail users to connections with existing roadways and trails as well as appropriate trail use.	--	--	--

2.4.1 Class I Trail

For both Alignments 1A and 1B, the Class I trail would measure approximately 1,920 LF and would include a 10-foot wide travel way with a 2-foot wide shoulder on each side of the travel way. The trail would start at the access road located between Riverside Park and the old sawmill property and would end at the existing Susan River Trail alignment. The travel way would consist of 3-inch deep asphalt concrete over a 6-inch bed of Class II AB compacted to 95% relative compaction. Shoulders would consist of three inches of decomposed granite compacted to 95%. Within cut areas, the top 6 inches of subgrade would be compacted to 95% and within filled areas, structural fill would be compacted to 95%. Slopes greater than 5:1 would be bench filled with 6 inches of subgrade compacted to 90%. Excluding the bridge spans, the trail length for Alignment 1A is 1,622 LF and the trail length for the Alignment 1B is 1,780 LF. The majority of the trail would be located on an existing gravel maintenance road located on the top of the existing, but abandoned, sawmill pond levee; therefore, most of the alignment is already graded and relatively flat. The highpoint of the trail would be at the western terminus at the existing access roadway near Riverside Park, which has an elevation of approximately 4,185 feet. From that point, the trail elevation would decrease to 4,180 feet at a -3.26% slope (-3.48% for the Alignment 1B) and into a 200 foot vertical curve. The trail would follow the existing gravel maintenance road. Starting at approximately 1,350 feet, the grade would again decrease at a -3.33% slope until about 1,650 feet where the slope would begin to increase at approximately 1.14% to cross the Susan River. The finish grade of the end of the trail would match the grade of the existing road. The vertical curvatures and slopes of the two alignments would be approximately the same. Detailed design of Alignments 1A and 1B are depicted in Figures 4 through 7.

2.4.2 Alignment 1A Bridge Span (Preferred)

The Alignment 1A bridge span (preferred) measures 298 LF and includes three spans supported on piers located at 1,606 LF, 1,694 LF, 1,834 LF and 1,904 LF. The western span is 88 LF, the middle span is 140 LF, and the eastern span is 70 LF. The bridge is designed to parallel the existing auto bridge and would have a 10-foot wide travel way with no shoulder. Total bridge decking equals 2,980 square feet. The average separation between the existing and proposed bridge is 9.25 feet, ranging from up to 10.1 feet at the western end of the bridge to 8.4 feet at the eastern end. This longer span reduces the amount of fill needed to support the trail and reduces the filled base area as shown in Figure 5. Alignment 1A requires 380 cubic yards of fill and results in 433 cubic yards of excess spoil that would need to be removed from the site. A 2:1 riprap slope or similar physical barrier is proposed along 83 LF following the end of the bridge span. No fill is proposed within the 100-year floodplain. Since less fill would be placed within the area surrounding the river, this span is likely to result in less impact to biological resources and is therefore preferred.

Preliminary Civil Engineer's Cost Estimates reveal that costs associated with Alignment 1A, including soft costs such as design, surveys, permits, legal fees, construction engineering, testing, and inspections, total approximately $1,538,000. Of that total, costs associated with the bridge, include two options. Bridge 1A option 1 includes an aluminum bridge and decking and labor costs totaling $1,191,000. Bridge 1A option 2 includes a weathered steel bridge with a concrete form pan, concrete decking with rebar reinforcement, and labor, totaling $1,087,000. Costs associated with trail construction, including mobilization and demolition, excavation, fill and grading, civil work, and electrical work total $680,000 or $360 per linear foot.

2.4.3 Alignment 1B Bridge Span

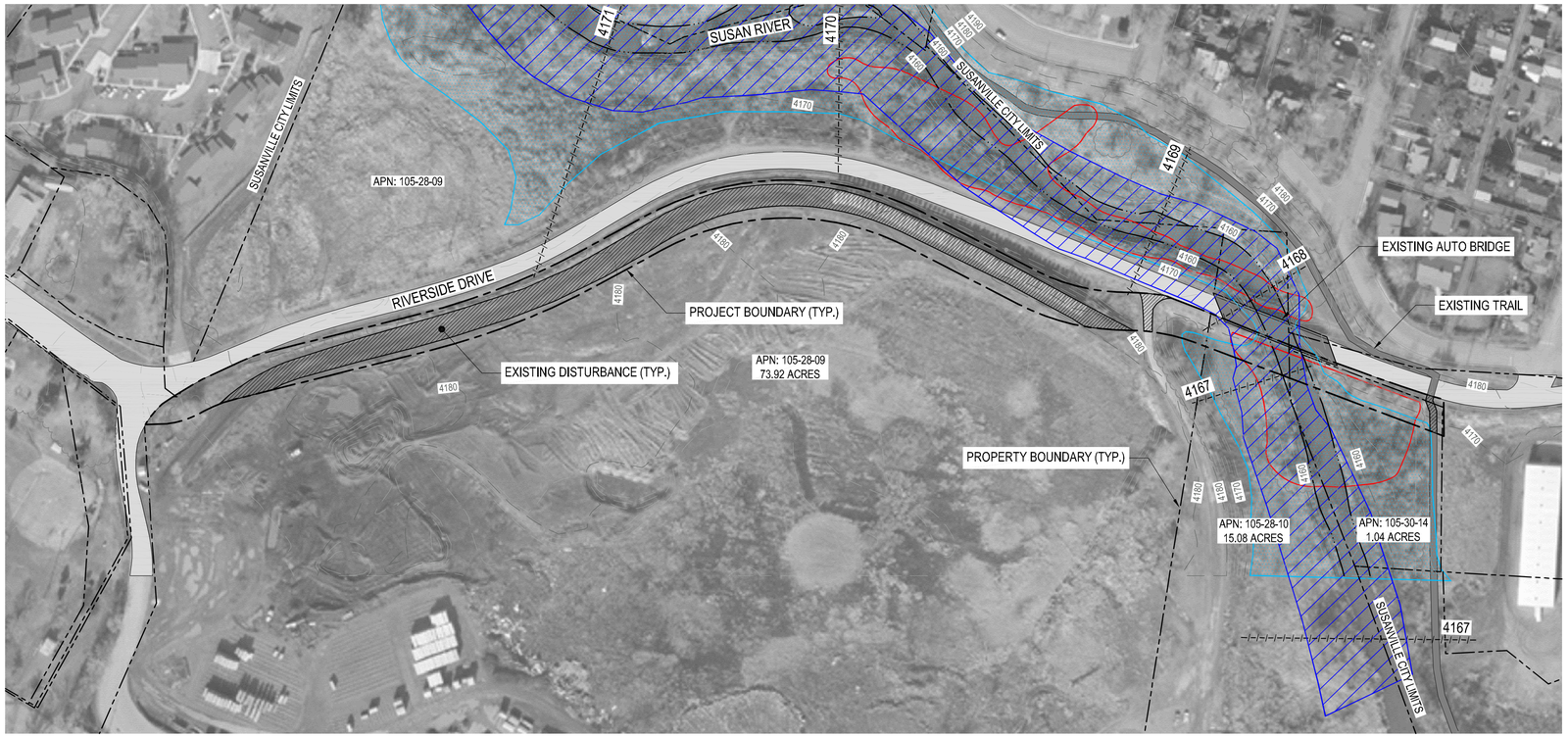
A shorter bridge span (140 LF) across the Susan River has been designed and is included as an option to the longer span design. Like Alignment 1A, Alignment 1B would parallel the existing auto bridge with an average separation of 9.25 feet, and would have a 10-foot wide travel way and no shoulder. The total bridge decking equals 1,397 square feet. Since this span would be shorter, more fill would be used on either side of the river to create a base as shown in Figure 6. Additional fill would be needed for Alignment 1B to provide enough material to create the base layer around the river. The fill would be placed above the 100-year floodplain. Approximately 115 LF of riprap or a similar physical barrier would be placed in the fill area on the west side of the span and 145 LF of riprap or a similar physical barrier would be placed on the east side of the span.

Preliminary Civil Engineer's Cost Estimates reveal that costs associated with Alignment 1B, including soft costs such as design, surveys, permits, legal fees, construction engineering, testing, and inspections, total approximately $1,231,000. Of that total, costs associated with the bridge, include two options. Bridge 1B option 1 includes an aluminum bridge and decking and labor costs totaling $966,000. Bridge 1B option 2 includes a weathered steel bridge with a concrete form pan, concrete decking with rebar reinforcement, and labor, totaling $870,000. Costs associated with trail construction, including mobilization and demolition, excavation, fill and grading, civil work, and electrical work total $658,000 or $340 per linear foot.

2.4.4 Lighting

Trail amenities would include trail lighting. Alignment 1A proposes 12 lighting standards located at 200-foot intervals alternating on each side of the trail. Alignment 1B proposes 11 lighting standards located at 200-intervals alternating on each side of the trail, with the exception of the easternmost two fixtures, which would both be located on the north side of the trail. Fixtures will be Dark Sky Compliant Light Standards. As part of the Caltrans requirements a lighting lumen study will be required to determine light fixture type, spacing, and orientation. All proposed trail lighting will be required to conform with Caltrans specification Index 1003.1(17): Bikeway Design Criteria – Lighting and the District Traffic Electrical Unit:

> 1003.1(17) Lighting. Fixed-source lighting raises awareness of conflicts along paths and at intersections. In addition, lighting allows the bicyclist to see the bicycle path direction, surface conditions, and obstacles. Lighting for bicycle paths is important and should be considered where nighttime use is not prohibited, in sag curves (see Index 201.5), at intersections, at locations where nighttime security could be a problem, and where obstacles deter unauthorized vehicle entry to bicycle paths. See Index 1003.1(16). Depending on the location, average maintained horizontal illumination levels of 5 lux to 22 lux should be considered. Where special security problems exist, higher illumination levels may be considered. Light standards (poles) should meet the recommended horizontal and vertical clearances. Luminaires and standards should be at a scale appropriate for a pedestrian or bicycle path.



LEGEND

- PROJECT BOUNDARY
- PROPERTY LINE
- EXISTING TRAIL
- EXISTING DISTRUBANCE
- FEMA FLOODWAY
- FEMA ZONE AE (100 YEAR)
- FEMA BASE FLOOD ELEVATION
- WETLAND (APPROX.)

N

EXISTING SITE PLAN

1 INCH = 100 FT

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR | DRWN: MAB / JRL
DATE: MARCH 2015
SCALE:
HORIZONTAL: AS NOTED
VERTICAL: AS NOTED
FILE: P:\SUSANVILLE BIKE TRAIL

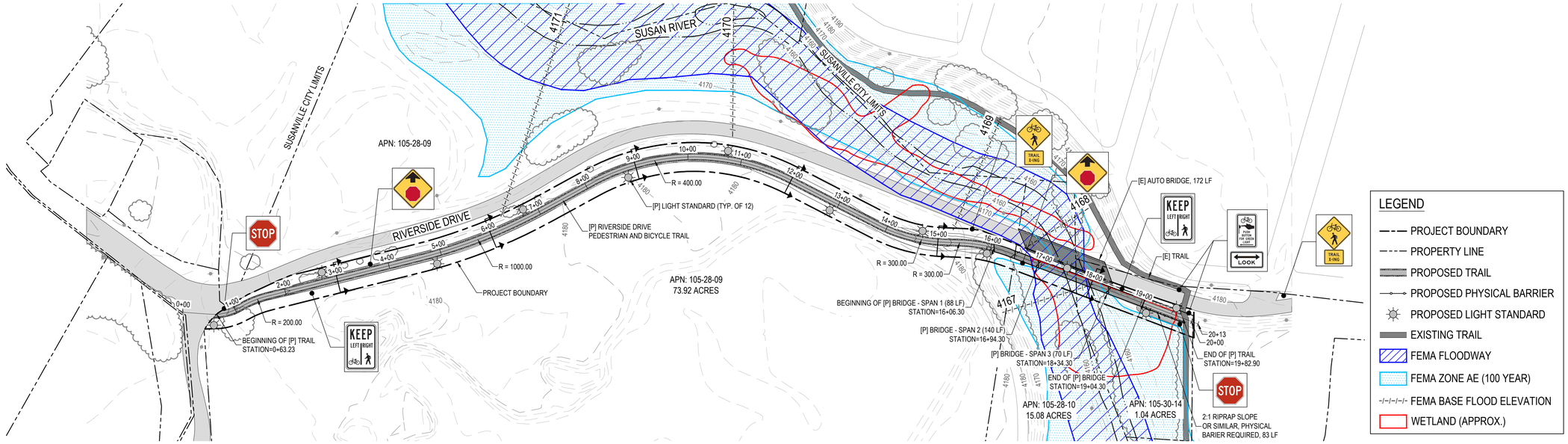
P-R DESIGN & ENGINEERING INC.
8931 North Lake Blvd, P.O. Box 1847
Kings Beach, California 96143-1847
Tel 530-546-8500 Fax 530-452-2014
www.pr-dei.com

PRELIMINARY NOT FOR CONSTRUCTION

RIVERSIDE DRIVE TRAIL
EXISTING SITE PLAN
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

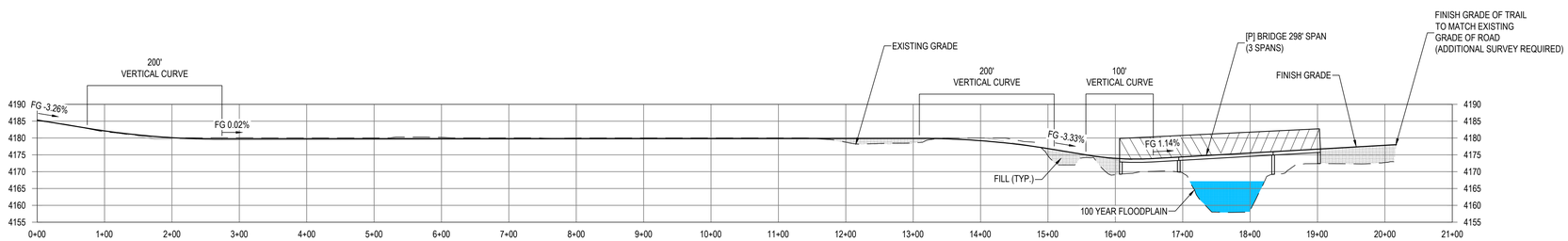
0

PRELIMINARY DESIGN



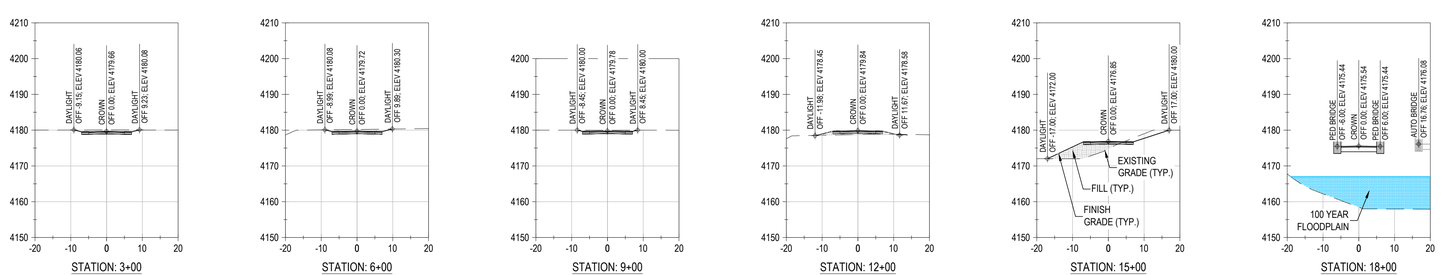
SITE PLAN: ALIGNMENT 1A

1 INCH = 100 FT



PROFILE: ALIGNMENT 1A

H: 1"=100' / V: 1" = 20'



SECTIONS: ALIGNMENT 1A

SCALE: 1"=20'

DISTURBANCE

FLOODPLAIN	16 SF
WETLAND	1,896 SF
OVERALL	34,304 SF

EARTHWORK

CUT	813 CY
FILL	380 CY
NET (CUT)	433 CY

EARTHWORK VOLUMES DO NOT INCLUDE IMPORT OF ASPHALT, BASE, SHOULDER MATERIAL

QUANTITIES

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR
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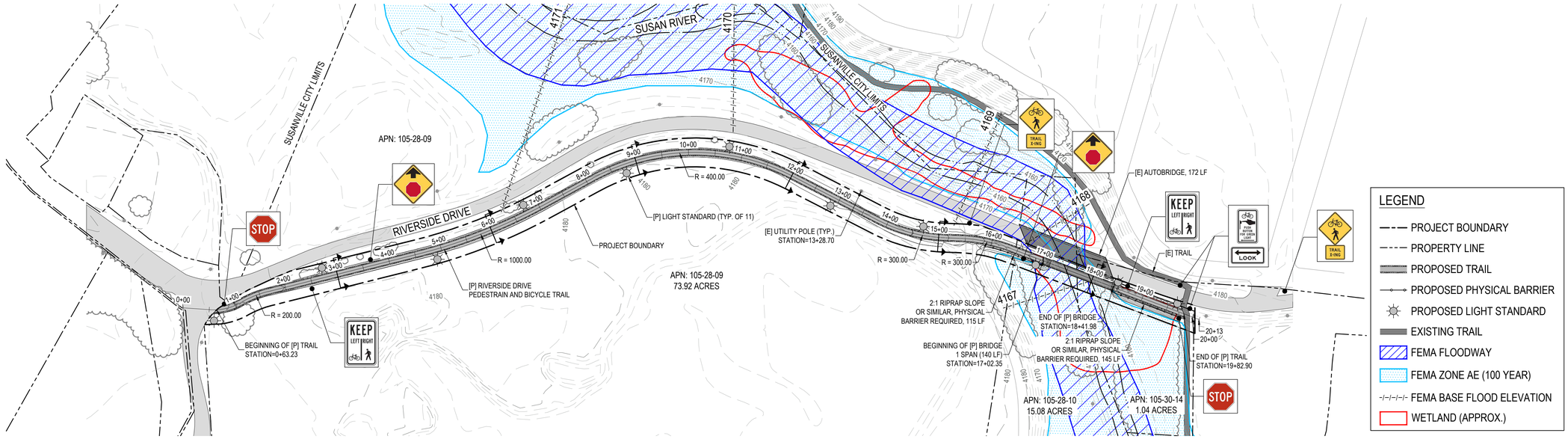
RIVERSIDE DRIVE TRAIL
TRAIL ALIGNMENT 1A
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

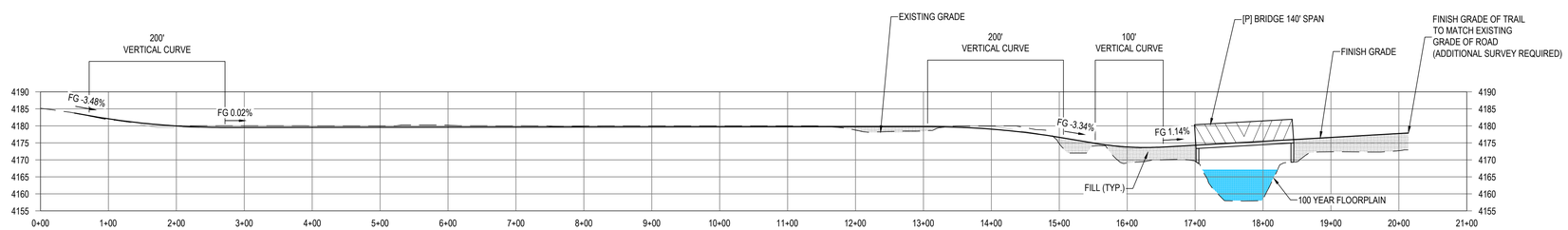
1A

PRELIMINARY DESIGN



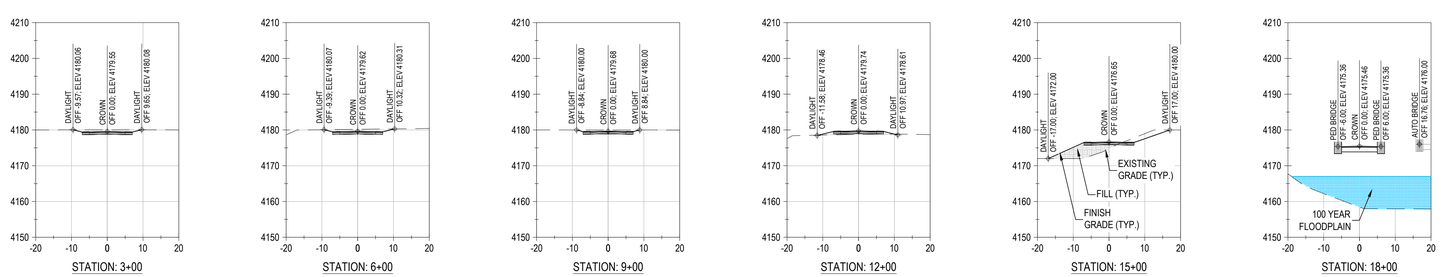
SITE PLAN: ALIGNMENT 1B

1 INCH = 100 FT



PROFILE: ALIGNMENT 1B

H: 1"=100' / V: 1" = 20'



SECTIONS: ALIGNMENT 1B

SCALE: 1"=20'

DISTURBANCE

FLOODPLAIN	722 SF
WETLAND	3,677 SF
OVERALL	37,352 SF

EARTHWORK

CUT	904 CY
FILL	1,214 CY
NET (FILL)	310 CY

EARTHWORK VOLUMES DO NOT INCLUDE IMPORT OF ASPHALT, BASE, SHOULDER MATERIAL

QUANTITIES

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR
DRWN.: MAB / JRL
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PRELIMINARY NOT FOR CONSTRUCTION

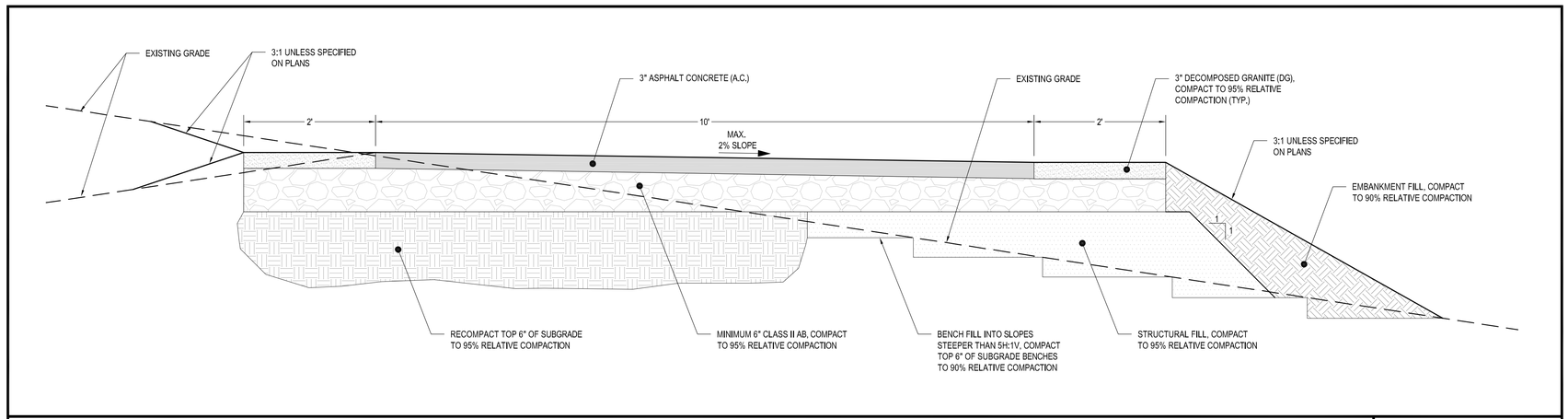
RIVERSIDE DRIVE TRAIL
TRAIL ALIGNMENT 1B
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

1B

PRELIMINARY DESIGN

Sign or Plaque	Sign Designation	Section	Shared-Use Path	Roadway
Stop	R1-1	2B.05, 9B.03	18 x 18	30 x 30
Yield	R1-2	2B.08, 9B.03	18 x 18 x 18	30 x 30 x 30
Bike Lane	R3-17	9B.04	—	24 x 18
Bike Lane (plaques)	R3-17aP, R3-17bP	9B.04	—	24 x 8
Movement Restriction	R4-1,2,3,7,16	2B.28,29,30,32; 9B.14	12 x 18	18 x 24
Begin Right Turn Lane Yield to Bikes	R4-4	9B.05	—	36 x 30
Bicycles May Use Full Lane	R4-11	9B.06	—	30 x 30
Bicycle Wrong Way	R5-1b	9B.07	12 x 18	12 x 18
No Motor Vehicles	R5-3	9B.08	24 x 24	24 x 24
No Bicycles	R5-6	9B.09	18 x 18	24 x 24
No Parking Bike Lane	R7-9,9a	9B.10	—	12 x 18
No Pedestrians	R9-3	9B.09	18 x 18	18 x 18
Ride With Traffic (plaque)	R9-3cP	9B.07	12 x 12	12 x 12
Bicycle Regulatory	R9-5,6	9B.11	12 x 18	12 x 18
Shared-Use Path Restriction	R9-7	9B.12	12 x 18	—
No Skaters	R9-13	9B.09	18 x 18	18 x 18
No Equestrians	R9-14	9B.09	18 x 18	18 x 18
Push Button for Green Light	R10-4	9B.11	9 x 12	9 x 12
To Request Green Wait on Symbol	R10-22	9B.13	12 x 18	12 x 18
Bike Push Button for Green Light	R10-24	9B.11	9 x 15	9 x 15
Push Button to Turn On Warning Lights	R10-25	9B.11	9 x 12	9 x 12
Bike Push Button for Green Light (arrow)	R10-26	9B.11	9 x 15	9 x 15
Grade Crossing (Crossbuck)	R15-1	8B.03, 9B.14	24 x 4.5	48 x 9
Number of Tracks (plaque)	R15-2P	8B.03, 9B.14	13.5 x 9	27 x 18
Look	R15-8	8B.17, 9B.14	18 x 9	36 x 18
Turn and Curve Warning	W1-1,2,3,4,5	2C.04, 9B.15	18 x 18	24 x 24
Arrow Warning	W1-6,7	2C.12, 2C.47, 9B.15	24 x 12	36 x 18
Intersection Warning	W2-1,2,3,4,5	2C.46, 9B.16	18 x 18	24 x 24
Stop,Yield, Signal Ahead	W3-1,2,3	2C.36, 9B.19	18 x 18	30 x 30
Narrow Bridge	W5-2	2C.20, 9B.19	18 x 18	30 x 30
Path Narrows	W5-4a	9B.19	18 x 18	—
Hill	W7-5	9B.19	18 x 18	30 x 30
Bump or Dip	W8-1,2	2C.28, 9B.17	18 x 18	24 x 24
Pavement Ends	W8-3	2C.30, 9B.17	18 x 18	30 x 30
Bicycle Surface Condition	W8-10	9B.17	18 x 18	30 x 30
Slippery When Wet (plaque)	W8-10P	9B.17	12 x 9	12 x 9
Grade Crossing Advance Warning	W10-1	8B.06, 9B.19	24 Dia.	36 Dia.
No Train Horn (plaque)	W10-9P	8B.21, 9B.19	18 x 12	30 x 24
Skewed Crossing	W10-12	8B.25, 9B.19	18 x 18	36 x 36
Bicycle Warning	W11-1	9B.18	18 x 18	24 x 24
Pedestrian Crossing	W11-2	2C.50, 9B.19	18 x 18	24 x 24
Combination Bike and Ped Crossing	W11-15	9B.18	18 x 18	30 x 30
Trail Crossing (plaque)	W11-15P	9B.18	18 x 12	24 x 18
Low Clearance	W12-2	2C.27, 9B.19	18 x 18	30 x 30
Playground	W15-1	2C.51, 9B.19	18 x 18	24 x 24
Share the Road (plaque)	W16-1P	2C.60, 9B.19	—	18 x 24
XX Feet (plaque)	W16-2P	2C.55, 9B.18	18 x 12	24 x 18
XX Ft (plaque)	W16-2aP	2C.55, 9B.18	18 x 9	24 x 12
Diagonal Arrow (plaque)	W16-7P	9B.18	—	24 x 12
Ahead (plaque)	W16-9P	9B.18	—	24 x 12
Destination (1 line)	D1-1, D1-1a	2D.37, 9B.20	varies x 6	varies x 18
Bicycle Destination (1 line)	D1-1b, D1-1c	9B.20	varies x 6	varies x 6
Destination (2 lines)	D1-2, D1-2a	2D.37, 9B.20	varies x 12	varies x 30
Bicycle Destination (2 lines)	D1-2b, D1-2c	9B.20	varies x 12	varies x 12
Destination (3 lines)	D1-3, D1-3a	2D.37, 9B.20	varies x 18	varies x 42
Bicycle Destination (3 lines)	D1-3b, D1-3c	9B.20	varies x 18	varies x 18
Street Name	D3-1	2D.43, 9B.20	varies x 6	varies x 8
Bicycle Parking Area	D4-3	9B.23	12 x 18	12 x 18
Reference Location (1-digit)	D10-1	2H.02, 9B.24	6 x 12	10 x 18
Intermediate Reference Location (1-digit)	D10-1a	2H.02, 9B.24	6 x 18	10 x 27
Reference Location (2-digit)	D10-2	2H.02, 9B.24	6 x 18	10 x 27
Intermediate Reference Location (2-digit)	D10-2a	2H.02, 9B.24	6 x 24	10 x 36
Reference Location (3-digit)	D10-3	2H.02, 9B.24	6 x 24	10 x 36
Intermediate Reference Location (3-digit)	D10-3a	2H.02, 9B.24	6 x 30	10 x 48
Bike Route	D11-1, D11-1c	9B.20	24 x 18	24 x 18
Bicycles Permitted	D11-1a	9B.25	18 x 18	—
Bike Route (plaque)	D11-1bP	9B.25	18 x 6	—
Pedestrians Permitted	D11-2	9B.25	18 x 18	—
Skaters Permitted	D11-3	9B.25	18 x 18	—
Equestrians Permitted	D11-4	9B.25	18 x 18	—
Bicycle Route	M1-8, M1-8a	9B.21	12 x 18	18 x 24
U.S. Bicycle Route	M1-9	9B.21	12 x 18	18 x 24
Bicycle Route Auxiliary Signs	M2-1; M3-1,2,3,4; M4-1,1a,2,3,5,6,7,7a,8,14	9B.22	12 x 6	12 x 6
Bicycle Route Arrow Signs	M5-1,2; M6-1,2,3,4,5,6,7	9B.22	12 x 9	12 x 9
Type 3 Object Markers	OM3-L,C,R	2C.63, 9B.26	6 x 18	12 x 36

MUTCD BICYCLE FACILITY SIGN AND PLAQUE MINIMUM SIZES

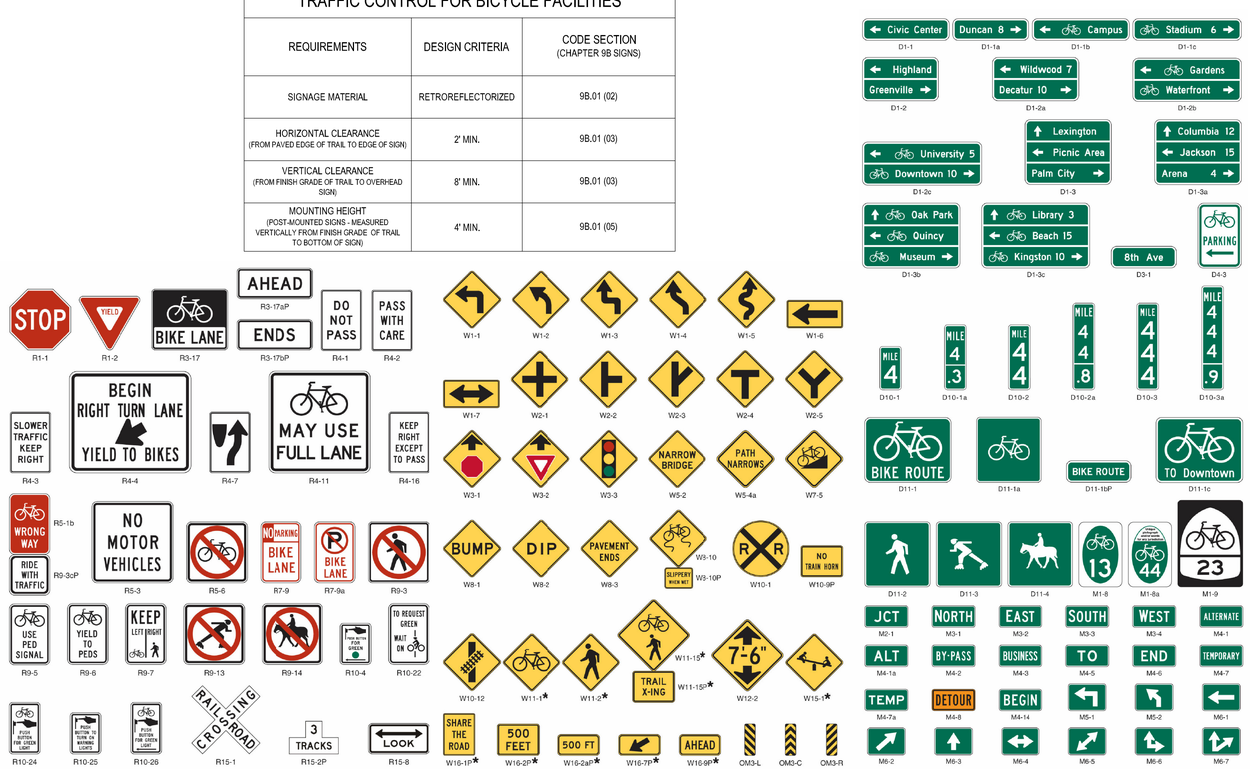


A.C. TRAIL SECTION

NOT TO SCALE

MUTCD PART 9: TRAFFIC CONTROL FOR BICYCLE FACILITIES

REQUIREMENTS	DESIGN CRITERIA	CODE SECTION (CHAPTER 9B SIGNS)
SIGNAGE MATERIAL	RETROREFLECTORIZED	9B.01 (02)
HORIZONTAL CLEARANCE (FROM PAVED EDGE OF TRAIL TO EDGE OF SIGN)	2' MIN.	9B.01 (03)
VERTICAL CLEARANCE (FROM FINISH GRADE OF TRAIL TO OVERHEAD SIGN)	8' MIN.	9B.01 (03)
MOUNTING HEIGHT (POST-MOUNTED SIGNS - MEASURED VERTICALLY FROM FINISH GRADE OF TRAIL TO BOTTOM OF SIGN)	4' MIN.	9B.01 (05)



MUTCD BICYCLE FACILITY SIGN AND PLAQUE MINIMUM SIZES

CALTRANS HIGHWAY DESIGN MANUAL: CHAPTER 1000 BICYCLE TRANSPORTATION DESIGN

REQUIREMENTS	DESIGN CRITERIA	CODE SECTION (1003.1 CLASS I BIKEWAYS)
TRAVEL WAY WIDTH	8' (10' PREFERRED)	1003.1 (1)
TRAVEL WAY CROSS SLOPE	2% MAX.	1003.1 (1)
SHOULDER WIDTH	2' (3' PREFERRED)	1003.1 (1)
SHOULDER CROSS SLOPE (SLOPE AWAY FROM TRAIL)	2% MAX.	1003.1 (15)
HORIZONTAL CLEARANCE (FROM PAVED EDGE OF TRAIL TO OBSTRUCTION, INCLUDING LIGHT POLES)	2' MIN. (3' PREFERRED)	1003.1 (2) & (17)
VERTICAL CLEARANCE (FROM FINISH GRADE OF TRAIL TO OBSTRUCTION, INCLUDING LIGHT POLES)	8' MIN. FOR TRAIL, 7' MIN. FOR SHOULDER	1003.1 (2) & (17)
PAVING AT DRIVEWAY CROSSING (MINIMIZE GRAVEL INTRUSION)	15'	1003.1 (5)
SEPARATION FROM PAVEMENT EDGE OF TRAIL TO STREET	5' + TRAIL SHOULDER WIDTH	1003.1 (6)
DESIGN SPEED (MOPEDS PROHIBITED)	20 MPH	1003.1 (8)
SUPERELEVATION RATE (NOT REQUIRED IF RADIUS OF CURVATURE MEETS OR EXCEEDS 100')	2% MAX.	1003.1 (9)
RADIUS OF CURVATURE (HORIZONTAL ALIGNMENT)	90' MIN.	1003.1 (9)
STOPPING SITE DISTANCE	125' MIN.	1003.1 (10)
TRAIL GRADES	5% MAX., 2% MAX. SUSTAINED GRADES	1003.1 (11)
LIGHTING (AVERAGE MAINTAINED HORIZONTAL ILLUMINATION LEVELS)	5 - 22 lux	1003.1 (17)

CALTRANS TRAIL DESIGN CRITERIA

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG. : ATR
DRWN. MAB / JRL
DATE: MARCH 2015
SCALE: HORIZONTAL: AS NOTED VERTICAL: AS NOTED
FILE: P:\SUSANVILLE BIKE TRAIL

P-R DESIGN & ENGINEERING INC.
8931 North Lake Blvd. P.O. Box 1847
Kings Beach, California 96143-1847
Tel 530-546-9500 Fax 530-452-2012
www.prdesi.com

PRELIMINARY NOT FOR CONSTRUCTION

RIVERSIDE DRIVE TRAIL
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

TRAIL DESIGN CRITERIA & DETAILS

3

PRELIMINARY DESIGN

2.4.5 Signage

The same signage is proposed for each design and follows Federal Highway Administration Manual on Uniform Traffic Control Devices design for traffic control signage for bicycle facilities. Signs would utilize retroreflectorized material, and would have a horizontal clearance of at least 2 feet, a vertical clearance of at least 8 feet and a mounting height of at least 4 feet. Preliminary signage designs can be found on Figures 5 through 7, and may be refined as designs are finalized and a detailed signage study is completed. Starting at the western end of the alignment, preliminary signage design would include a stop sign on the north side of the trail to notify trail users to stop before crossing the existing roadway at the park site. A Keep Left/Right sign would be placed on the south side of the trail to notify pedestrian and cyclists to use the appropriate trail lane. A Stop Ahead sign is proposed on the north side of the trail to notify trail users to stop ahead. Just to the west of the bridge, along the south side of Riverside Drive, a sign notifying eastbound drivers of an upcoming bicycle/pedestrian trail crossing would be located approximately where the existing pedestrian crossing sign is located. The existing sign notifies drivers of pedestrians crossing the street as well as of a bike route. At the bridge crossing on the south side of the trail, the project proposes a Stop Ahead sign to notify eastbound trail users of the upcoming stop sign. Just past the bridge, another Keep Left/Right sign would be placed on the north side of the trail to notify westbound pedestrians and cyclists to use the appropriate trail lane. A trail stop sign is proposed for the south side of the trail just before the trail's intersection with the Susan River Trail. Signs are proposed at the Susan River Trail intersection on each side of Riverside Drive. These signs would include a "Look" arrow in either direction as well as a push button for crosswalk activation so that trail users may safely cross Riverside Drive. Finally, pedestrian/bicycle yield signage and trail crossing signage would be located at the intersection of Riverside Drive and River Street. Current signage at this location consists of only a pedestrian yield sign.

2.4.7 Design Features

The design of the Class I trail meets guidelines and design standards of Class I Bikeways (Bike paths) as documented in "Chapter 10000: Bikeway Planning and Design" of the California Department of Transportation (Caltrans) Highway Design Manual.

2.4.8 Operation Plans

The trail will operate in the same manner as other trails in the vicinity and will be open for non-motorized public use. Maintenance will be provided by City staff using existing City equipment. City staff will routinely monitor the trail for maintenance needs and adjust the maintenance schedule based on seasonal changes and weather conditions. Maintenance operations will typically occur between 7:00 a.m. and 5:00 p.m. Monday through Friday.

2.4.9 Property Acquisition and Right-of-Way (ROW)

ROW will be obtained on affected parcels. Approximately 89,454 square feet of land would need to be acquired from Sierra Pacific Industries on the old mill property (APN 105-28-09 and 105-28-10). An additional 8,829 square feet of ROW would occur on City property (APN 105-30-14). Temporary construction easements are necessary to allow adequate area for equipment movement and materials storage.

2.5 Phasing and Construction

2.5.1 Construction Schedule

Construction of the trail is expected to occur over a one-year period with trail completion expected by Fall of 2018, depending on weather conditions.

The construction of the Project would begin once applicable approvals and permits have been obtained in which could be as early as the spring of 2016. Depending on weather conditions, it may take between 18 and 24 months from the commencement of the construction activities to complete the construction phase of the Project. Construction would not occur during the winter or inclement weather in fall or early spring. Once construction is completed, the trail would be in operation and maintained by the City.

2.5.2 Construction Phases and Duration

Construction would occur in one phase, beginning with site preparation and grading, and including paving and bridge installation, striping, signage and amenity installation. Access corridors, buried electrical lines, and the locations of trail lighting and signage would be flagged and staked in order to guide construction activities. Sensitive habitat areas would be temporarily fenced to prevent construction activity from occurring in these areas.

2.5.3 Site Preparation

The site would be prepared by utilizing existing access points off Riverside Drive and from Riverside Park. Drainage and runoff controls and barriers would be installed to ensure both on and off site erosion would not result from construction activities. Grading activities would be limited due to the relatively flat topography of the site, but is needed to maintain slope that meets Caltrans trail design standards. Actions, explained below, would be taken to ensure that the natural drainage pattern within the alignment is retained to the fullest extent feasible. The BMPs established by the California Invasive Plant Council in *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* will be implemented throughout construction.

The total ground disturbance (clearing and grubbing) for Alignment 1A would be approximately 34,304 square feet (0.79 acre), 25,654 square feet (0.59 acres) of which would become permanent non-pervious surface (asphalt concrete trail, decomposed granite shoulder, and bridge decking). This total new disturbance includes 136 square feet of disturbance for each bridge pier. The total ground disturbance (clearing and grubbing) for Alignment 1B would be approximately 37,352 square feet (0.86 acre), 26,296 square feet (0.60 acres) of which would become permanent non-pervious surface. The total pervious coverage (graded areas, riprap/bank stabilization) 8,106 square feet (0.19 acre) resulting from Alignment 1A would be and 11,056 (0.25 acre) under Alignment 1B. Existing disturbance in the Project area is 42,648 square feet (0.98 acre), which includes the existing maintenance road, mill access road, and Susan River Trail.

2.5.3.1 Grading

As part of the project engineering process, detailed civil engineering drawings that fit the specific soil and site characteristics of the Project area would be established. The engineered plans will address run-off, drainage and slope stability. Grading activities will include cut and fill activities, particularly around the eastern terminus of the alignment as shown in the site plan figures. Additional fill needed within Alignment 1B beyond the material excavated for the trail will be

brought onsite from other Public Works projects, as needed. Alignment 1A would result in 433 cubic yards of excess material that would be hauled to City maintenance property and used for other Public Works projects. Earthwork estimates are provided in Table 3 for each alignment.

Table 3

Earthwork Estimates

	Alignment 1A	Alignment 1B
Overall Disturbance Area	34,304 sf	37,352 sf
Cut	813 cy	904 cy
Fill	380 cy	1,214 cy
Net	433 cy (cut)	310 cy (fill)

Note: Earthwork volumes do not include import of asphalt, base, or shoulder material

2.5.3.2 Vegetation Removal

Most of the alignment is located on an existing gravel maintenance road. Low laying vegetation will be kept intact, as feasible, during construction to help with dust control and water run-off. A non-noxious ground cover native to the area will be used to control dust and issues arising from runoff.

2.5.3.3 Staging

Equipment and materials will be located in the designated staging area located on the abandoned lumber mill site. The staging area would occupy a 1.2-acre area at the western terminus of the trail, and would be accessed through the existing paved road on the mill site. This area would include the existing paved access road and portions of the mill pond area that has been filled.

2.5.3.4 Security and Resource Protection

Temporary fencing will be located onsite during construction to ensure equipment is not located within any sensitive habitat or resource areas outside the active construction area. Temporary erosion control devices, SWPPP best management practices, tree protection, and traffic controls will be established and operating prior to construction activity.

2.5.4 Civil Work

Civil construction work will include asphalt concrete paving (three inches of asphalt concrete on six inches of asphalt base), seal coating, placement of decomposed granite shoulders, bridge construction (either concrete decking with weathered steel and concrete form pan or aluminum bridge and decking), striping, trail signage, rip-rap slope protection, installation of physical barriers, and revegetation. Trail construction will also include electrical work for the 11 to 12 light standards, pedestrian crossing signal, and associated electric conduit for trail lighting.

2.5.5 Construction Workers, Hours and Equipment

The on-site workforce would consist of laborers, electricians, supervisory personnel, support personnel and construction management personnel. Construction would generally be conducted during day light hours, five days a week. Construction activities would be conducted in a manner consistent with City requirements regarding construction and noise disturbance. Although the City has not established

standard construction hours, the General Plan requires that construction occur when populations in the area are lowest (Chapter 9 Noise Policy bu) and Title 9 of the Municipal Code states that permitted hours for noise are between 7 AM and 9 PM (Section 9.04.060). Therefore, construction is anticipated to occur during daylight working hours between 7 AM and 9 PM.

The Project would source local labor, equipment and materials to the extent they are available. Development of the Project would utilize locally available materials as much as possible.

Primary equipment for construction includes a grader to grade the alignment. Use of the grader would occur approximately over a one-month period. Other equipment used during construction would include pickup trucks, a water truck, haul truck, loader, paver, compactor, asphalt roller, a concrete truck for the bridge piers, and an 80 ton medium crane.

2.6 Regulatory Compliance Measures

Regulatory compliance measures are included in the description of the Project to minimize potential environmental impacts. Regulatory compliance measures include measures such as installation of Best Management Practices (BMPs), agency permit requirements, and air quality protection measures and are considered part of the Riverside Drive Pedestrian and Bike Trail Project under CEQA processes because compliance is required to construct and operate the Project. Regulatory compliance measures of the Project are discussed in the sub-sections below, including compliance with Lassen County Air Pollution Control District (LCAPCD) Rule 4:18.[1].

2.6.1 Implement BMPs to Reduce Air Pollutant Emissions

- Maintenance of Public Thoroughfares - public thoroughfares shall be kept clean of silt, dirt, mud, and debris.[2]
- Traffic Limits - Traffic speeds on unpaved surfaces shall be limited to 15 miles per hour or less.
- Wind Restrictions - Grading operations shall be suspended when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.
- Idling Restrictions - Limit idling time to a maximum of 5 minutes for diesel-powered equipment.
- Haul truck covering – If "open-bodied trucks" are needed to haul soil or aggregate materials during construction, the material will be covered to prevent the generation of "airborne dust".[3]
- Watering - Construction areas will be watered as needed to reduce fugitive dust when disturbed for land clearing, excavation or grading.[4]

[1] http://www.arb.ca.gov/DRDB/LAS/CURHTML/R4-18.HTM

[2] Satisfies LCAPCD Rule 4:18 (d) requirement for "The prompt removal of earth or other material from paved streets onto which earth or other material for earth moving equipment, erosion by water, or other means has been deposited."

[3] Satisfies LCAPCD Rule 4:18 (a) requirement for "Covering open bodied trucks when used for transportation materials likely to give rise to airborne dust."

[4] Satisfies LCAPCD Rule 4:18(c) requirement for "The application of asphalt, oil, water or suitable chemicals to dirt roads, material stockpiles, land clearing, excavation, grading or other surfaces which can give rise to airborne dusts."

2.6.2 Time of Day Construction Restrictions

This compliance measure restricts construction activities to between the hours of 7:00 AM and 9:00 PM to minimize noise impacts to sensitive receptors. The City's General Plan does not establish construction hours, but Chapter 9 Noise Policy bu states, "Allow construction activities at normal activity levels, but limit them to times of the day or week when the number of persons occupying the potential noise impact zone is lowest." Likewise, Title 9 of the Municipal Code limits noise to the hours between 7:00 AM and 9:00 PM (9.04.060). Construction activities before or after the time restriction may occur, but must be consistent with City noise limits.

2.6.3 Construction Equipment Muffling

This compliance measure requires shrouding or shielding of impact tools and muffling or shielding intake and exhaust ports on construction equipment. General Plan Chapter 9 Noise Policy bw states, "Require the use of mufflers and require muffler maintenance on construction vehicles to meet EPA standards established under the Federal Noise Control Act of 1972 for new equipment."

2.6.4 Stormwater Pollution Prevention Plan

Ground disturbance within the Project area will exceed one acre and is subject to the construction stormwater quality permit requirements of the NPDES program. The City must obtain this permit from the Lahontan Regional Water Quality Control Board and provide evidence of a state-issued WDID number or filing of a Notice of Intent (NOI) and fees prior to start of construction. A SWPPP is required under Construction General Permit Order NO 2009-0009-DWQ for discharges of stormwater runoff associated with construction activity involving land disturbance. The SWPPP will be designed to address the following objectives:

1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
2. Where not otherwise required to be under a Lahontan permit, all non-storm water discharges are identified and either eliminated, controlled, or treated;
3. Site BMPs are effective and result in the reduction or elimination of pollutants in storm water discharges and authorized non-storm water discharges from construction activity to the Best Available Technology Economically Achievable (BAT)/Best Conventional Pollutant Control Technology (BCT) standard. BMPs must be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development/Redevelopment, and/or for Industrial and Commercial, and/or other similar source;
4. Calculations and design details as well as BMP controls for site run-off are complete and correct, and
5. Stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.
6. To demonstrate compliance with requirements of the NPDES permit, the Qualified SWPPP Developer will include information in the SWPPP that supports the conclusions, selections, use, and maintenance of BMPs.
7. The discharger will make the SWPPP available at the construction site during working hours while construction is occurring and shall be made available upon request by a State or Municipal inspector. When the original SWPPP is retained by a crewmember in a construction vehicle and is not currently at the construction site, current copies of the BMPs and map/drawing will be left

with the field crew and the original SWPPP shall be made available via a request by radio/telephone.

BMPs selected will be in accordance with the California Stormwater Quality Association "Stormwater Best Management Practice Handbook" and the Lahontan Regional Water Quality Control Board (RWQCB) "Project Guidelines for Erosion Control." These guidelines include the following temporary construction BMPs:

- Surplus or waste materials shall not be placed in drainage ways or within the 100-year flood plain of surface waters.
- All stockpiles of soil, silt, clay, sand, debris, or earthen materials shall be protected in a reasonable manner to prevent discharge of pollutants to waters of the State. Material stockpiles should be placed on the upgradient side of excavation whenever possible. Stockpiles must be covered prior to forecasted rain events and sediment barriers must be installed around stockpiles at all times.
- All disturbed areas shall be temporarily or permanently stabilized by October 15 of each year.
- Soil-disturbing work shall not be performed between October 15 and May 1 of each year unless a soil disturbance variance is first approved by the City of Susanville and Lahontan Regional Water Quality Control Board. If a variance is approved, work shall be conducted in such a manner that the project can be winterized within 48 hours. Winterized means implementing erosion and/or sediment controls that would prevent the discharge of earthen materials from the site and the controls would remain effective throughout the rainy/snow season without requiring maintenance. In general, this requires stabilizing bare disturbed soils with mulch, erosion protection blankets, or other suitable materials, and installing perimeter sediment controls such as coir logs or other similar materials that would remain effective during significant rain and snow events.
- After completion of a construction project, all surplus or waste earthen material shall be removed from the site and deposited at a legal point of disposal.
- All non-construction areas (areas outside of the construction zone that would remain undisturbed) shall be protected by fencing or other means to prevent unnecessary disturbance outside the active construction zone.
- During construction, temporary erosion control measures (e.g. impermeable dikes, silt fences, wattles, etc.) shall be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
- Control of run-on water from off-site areas shall be managed (protected, diverted, treated, etc.) to prevent such water from encountering pollutants before it is discharged from the site.
- Where construction activities involve the crossing and/or alteration of a stream channel, such activities require a prior written agreement with the California Department of Fish and Wildlife (CDFW) and shall be timed whenever possible to occur during the period in which stream flow is expected to be lowest for the year. Other control measures may be necessary to prevent adverse effects from work in or near surface waters.
- Revegetated areas shall be regularly and continually maintained in order to assure adequate vegetation growth and root development, mulch surface cover, and absence of any signs of

erosion (rills, gullies, deposition). Revegetated areas shall be routinely inspected and maintained as necessary to ensure continued erosion control effectiveness. The Sediment Source Control Handbook, a Sierra Business Council publication in collaboration with the Lahontan Regional Water Quality Control Board, provides locally-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Sierra Nevada.

2.6.5 Utility Relocation, Coordination, and Construction Avoidance

Coordination will occur with utility providers prior to construction regarding the exact location of each utility line either on the Project site (utility poles) or to which the Project will require a connection. Utility service providers include Lassen Municipal Utility District (LMUD), Susanville Water Department, Susanville Sanitary District, and Susanville Natural Gas Department. Underground and overhead lines will be shown on project construction specifications within the civil engineering plans where utilities are located within the project construction area.

Construction contractors will contact Underground Service Alert (USA 811/1-800-227-2600) to ensure buried lines are properly marked and located. Utility companies will be provided with an accurate schedule noting when construction occurs near their facilities. Utility facilities will be identified on construction specifications.

The City shall identify points of contact for the contractor and the utility companies and measures, specific to each utility, to be taken to rectify damage. If service is interrupted due to damage, construction will cease in the vicinity of the incident, and work will begin immediately to repair the damage at the contractor's expense. If damage occurs to infrastructure that does not affect service levels, the infrastructure will be repaired following construction.

2.6.6 Offsite Light and Glare Minimization

Project lighting is designed in accordance with City lighting standards and Caltrans design standards, and is directional with baffles/shielding to reduce light splay and offsite lighting and glare disturbance. Fixtures will be Dark Sky Compliant Light Standards.

2.6.7 Inadvertent Discovery Actions

If, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.), or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, work will cease in the immediate area of discovery and a professionally qualified archeologist will be contacted immediately for a on-site inspection of the discovery.

If any bone is uncovered that appears to be human, work will cease in the immediate area of discovery, and the Lassen County Coroner must be contacted by law (State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98). If the coroner determines that the bone most likely represents a Native American interment, the Coroner has 24 hours to contact the Native American Heritage Commission in Sacramento so that they can identify the most likely descendants, who will then help determine what course of action shall be taken in handling the remains.

2.7 Required Permits and Approvals

The Project is in the City of Susanville and Lassen County, and the City is the Lead Agency for the preparation of environmental documentation for the Project under Article 4, §15051 of CEQA. After adoption of the MND, the City Council will use the information and analysis in the MND to make decisions regarding the Project.

The Lead Agency must consult with and seek comments from public agencies with jurisdiction by law with respect to projects including neighboring cities and counties, and federal, state, and local agencies that exercise authority over resources that may be affected by the Project (CEQA Guidelines §15073). A Responsible Agency has responsibility for carrying out or approving an aspect of a project and complying with CEQA (CEQA Guidelines §15041[b]), §15042, and §15381). Responsible agencies may need to review the MND or conduct separate environmental analyses and documentation for aspects of the Project. Trustee Agencies have jurisdiction by law over certain natural resources affected by a project that are held in trust for the people of California (CEQA Guidelines §15386). The following summarizes Responsible or Trustee agencies, or agencies with jurisdiction by law, for the Project.

2.7.1 Federal Agencies

- The U.S. Army Corps of Engineers (Corps), responsible for permitting impacts to jurisdictional wetlands and other waters of the United States (WoUS), including perennial and seasonal streams, wetlands, and lakes under the federal Clean Water Act (CWA) §404;
- United States Environmental Protection Agency (USEPA), responsible for enforcement water and air quality laws and regulations; and
- United States Department of Fish and Wildlife (USFWS), responsible for permitting incidental take of federally-listed Threatened and Endangered Species under the federal Endangered Species Act, species protected by the Bald and Golden Eagle Protection Act, and nesting bird species listed under the Migratory Bird Treaty Act (MBTA).

2.7.2 State Agencies

- California Department of Transportation (Caltrans), responsible for NEPA compliance and impacts to Riverside Drive for the Federal Highway Administration (FHWA), responsible for permitting impacts to cultural and historical resources under federal National Historic Preservation Act (NHPA) §106;
- California Department of Fish and Wildlife (CDFW), responsible for impacts to wildlife under the California Endangered Species Act (CESA) and State Fish and Game (F&G) Code; rare plants under CESA and the California Native Plant Protection Act (CNPPA), and streams under F&G Code; and
- Lahontan Regional Water Quality Control Board, responsible for water quality protection and issuance of Storm Water Pollution Prevent Plans (SWPPP) pursuant to the National Pollution Discharge Elimination System (NPDES), and responsible for federal CWA §401 Water Quality Certifications or Waivers.

2.7.3 Local Agencies

- Lassen County (County), responsible for transportation improvements to County roads, stormwater runoff, flood protection, and land uses adjacent to the Project;
- City of Susanville, responsible for municipal water supply, stormwater runoff;
- Lassen County Air Pollution Control District (LCAPCD), responsible for air quality management and attainment of State and federal air quality standards;
- Lassen Municipal Utility District (LMUD), responsible for electricity connections and supplies;
- City of Susanville Community Development Division and City Council, responsible for Project planning and approval;
- City of Susanville Fire and Police Departments, responsible for fire suppression and emergency response services.

2.7.4 Trustee Agencies

In addition to the responsible agencies listed above, the MND will be used by "trustee agencies," which are those state agencies having jurisdiction by law over natural resources that could be affected by the Project. There is one trustee agency expected to use the MND:

- CDFW, responsible for permitting impacts to:
    - Lakes, streams and associated riparian habitats under Lake or Stream Bed Alteration Agreements (LSAA) (Fish & Game Code §1602),
    - Rare plants under the California Native Plant Protection Act (CNPPA),
    - Fish and wildlife protected under Fish & Game Code, and
    - State-listed Threatened or Endangered species under the California Endangered Species Act (CESA).

3.0 Evaluation of Environmental Impacts

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an IS.

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources.

Answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
The following CEQA direction applies to each checklist question.

- A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- “Less than Significant Impact” applies where the project creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource,
- “Less than Significant Impact with Mitigation Incorporated " applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource.

I. Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			√	
b) Substantially damage scenic resources, including, but not limited to: trees, rock outcroppings, and historic buildings within a state scenic highway?				√
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			√	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			√	

Environmental Setting

The Project is located across 2.3 acres of land along the south side of Riverside Drive between Riverside Park and the Susan River Trail. The Project site is located on industrial land of the former mill property and currently contains an abandoned maintenance road on the top of the mill pond levee, a mill access road from Riverside Drive and a portion of the Susan River Trail. The alignment crosses the Susan River. A few trees, shrubs, and grasses are located on the site in addition to utility poles. The majority of the alignment consists of the abandoned gravel maintenance road. There are no designated scenic vistas located on the Project site, although the old mill structures are visible in the distance, as well as the surrounding mountains. Residences, a warehouse, the Susan River, open space and Riverside Park are visible at each end of the alignment, while grasses, trees, and the roadway are visible to the north and south.

View of Susan River looking east on Riverside Drive

View facing south from mill pond levee gravel road

I.a Substantial Adverse Effect on Scenic Vista

A significant impact would occur if the proposed Project has a substantial adverse effect on a scenic vista.

The Project site is located along the south side of Riverside Drive in Susanville and Lassen County, CA. The area is not a designated scenic vista, although the City promotes views of the Susan River. The abandoned mill site is visible to the south, with views consisting of grasses, a PVC irrigation system to suppress wildfire, logging debris, low lying shrubs and distant trees and mill structures. Views of the mountains can be seen in the far distance. At the east end of the alignment, views consist of the Susan River, the Susan River Trail, a large storage shed, existing homes, and roadway. At the west end of the alignment, views consist of Riverside park and existing homes and roadway. Views to the north include Riverside Drive, grasses, shrubs, trees, and the Susan River as this area is primarily undeveloped. The Project will modify the existing character of the subject site through paving the existing levee maintenance road, grading, and construction of the pedestrian bridge adjacent to Riverside Drive and the existing auto bridge. Most of the trail will result in little to no visual change as paving the top of the existing levee and ground at grade level will not result in a noticeable visual change or obstruction; however construction of the bridge and vegetation removal near the Susan River area will result in a noticeable but not adverse change. This change will not degrade the visual quality of the site as it will be compatible with the existing roadway and will not substantially limit views of the river. Location of the pedestrian trail over the river would improve safe access to this viewing location and would have a beneficial impact by improving safe public access to this view feature. Construction activities will be

visible from Riverside Drive; however, the construction activities will be short-term and temporary and will not affect a scenic vista.

Environmental Analysis: *Less than Significant Impact.*

I.b Substantially Damage Scenic Resources within a State Scenic Highway

A significant impact would occur if the proposed Project substantially damages scenic resources within a designated state scenic highway.

There are no California Department of Transportation (Caltrans) designated eligible state scenic highways in Lassen County. A portion of State Route 299 in northwest Lassen County is eligible to be designated a state scenic highway, but is not currently designated and is not located near the Project. The Project area is not located near nor will it be visible from a designated state scenic highway.

Environmental Analysis: *No Impact.*

I.c Substantially Degrade Existing Visual Character or Quality

A significant impact would occur if the proposed Project substantially degrades the existing visual character or quality of the site and its surroundings.

As discussed in Impact I.a, the Project is located on the abandoned mill site, paralleling Riverside Drive between Riverside Park and the Susan River Trail. The abandoned mill site is visible to the south, with views consisting of grasses, a PVC irrigation system to suppress wildfire, logging debris, low lying shrubs and distant trees and mill structures. Views of the mountains can be seen in the far distance. At the east end of the alignment, views consist of the Susan River, the Susan River Trail, a large storage shed, existing homes, and roadway. At the west end of the alignment, views consist of Riverside park and existing homes and roadway. Views to the north include Riverside Drive, grasses, shrubs, trees, and the Susan River as this area is primarily undeveloped. The Project will modify the existing character of the subject site through paving the existing levee maintenance road, grading, and construction of the pedestrian bridge adjacent to Riverside Drive and the existing auto bridge, but most of the trail will result in little to no visual change as paving the top of the existing levee and ground at grade level will not result in a noticeable visual change or obstruction. Construction of the bridge and vegetation removal near the Susan River area will result in a noticeable but not adverse change. This change will not degrade the visual quality of the site as it will be compatible with the existing roadway and will not substantially limit views of the river. The overall visual character and quality will remain the same. Location of the pedestrian trail over the river would improve safe access to this viewing location and would have a beneficial impact by improving safe public access to this view feature.

Environmental Analysis: *Less than Significant Impact.*

I.d Create New Source of Substantial Light or Glare

A significant impact would occur if the proposed Project creates a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

The Project includes on-site lighting for safety and security. Eleven (1B) to 12 (1A) pole mounted, directional, shielded lighting standards will be located at approximately 200-foot intervals on alternating sides of the alignment. The number of lighting fixtures is the minimum to maintain safety and meet

Caltrans requirements for Class I Bikeways. Lighting standards will be Dark Sky compliant. Since lighting will be kept to the minimum necessary, will be located away from existing residences, and will be shielded per City and Caltrans standards as discussed in Project regulatory compliance measure 2.6.6 Light and Glare Minimization, the impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

II. Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				√
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 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))?				√
d) Result in the loss of forest land or conversion of forest land to non-forest use?				√
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?				√

Environmental Setting

The Project is located across 2.3 acres of land zoned and designated as Industrial, with the majority of the alignment located on an existing levee gravel maintenance road. Surrounding land uses include residences, industrial uses, and recreation and open space. The Project site is not currently used for farming activities and is not located within an area designated as Prime Farmland, Unique Farmland, or Farmland of

Statewide Importance, according to the State of California Resources Agency (DOC 2012 and NRCS 2015). There are no Williamson Act contracts associated with the property, and there are no forestlands on the site.

II.a Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

A significant impact would occur if the proposed Project converts farmland designated as "prime," "unique" or "farmland of statewide importance" to non-agricultural uses.

The California Department of Conservation (DOC) applies the United States Department of Agriculture, National Resources Conservation Service (NRCS) soil classifications to identify agricultural lands. These designations are used in planning California's present and future agricultural land resources. Maps of important farmlands are prepared by the DOC as part of its Farmland Mapping and Monitoring Program (FMMP). The Project area is outside of the DOC farmland mapping boundary for the Sierra Valley Area. According to the USDA and the NRCS, the Project site contains Calpine coarse sandy loam 0-5% slope (Soil Map Unit 142) at the eastern terminus of the alignment, Fortsage silt loam 0-2% slopes (Soil Map unit 210) on the majority of the alignment, and areas of Springmeyer sandy clay loam 0-2% slopes (Soil Map Unit 366 near the river crossing at the western terminus of the alignment. Calpine coarse sandy loam is not considered prime farmland and Fortsage silt loam and Springmeyer sandy clay loam have potential to be prime farmland only if irrigated and protected from flooding. NRCS rates Calpine coarse sandy loam as 3e irrigated capability class, which is soil with severe limits, primarily due to erosion and nonirrigated capability class 4e, indicating severe limitations to plant choice due to erosion. NRCS rates Springmeyer sandy clay loam as 2c irrigated capability class, which is soil with moderate limitation, primarily due to climate and 6w nonirrigated capability class, indicating severe limitations due to water, and limiting use to rangeland. Fortsage silt loam does not have an irrigated capability class assigned, but the nonirrigated capability class is 6c, indicating severe limitations due to climate and limiting use to rangeland. The California Storie Index measures a soil's potential cultivation productivity. The Storie Index for these soils is Grade 1 – excellent; however, given the location of the land on an Industrial site and the disturbance that has occurred within the footprint as a result of the creation and subsequent filling of the mill pond and levee, agricultural potential onsite is limited. Since the land is not designated as Prime, Unique, or Farmland of Statewide Importance, development of the trail will not convert designated farmland and will result in no impact. (DOC 2012, NRCS 2015)

Environmental Analysis: *No Impact.*

II.b Conflict with Existing Agricultural Zoning or Williamson Act Contract

A significant impact would occur if the proposed Project conflicts with existing zoning for agricultural use, or a Williamson Act contract.

The General Plan Designation for the Project footprint is Industrial – Heavy or General and Industrial – Light Industry or Business Park. The Project area is zoned M-2 Heavy Industrial and M-1 Light Industrial. The site is not within an agricultural use zone. There are no Williamson Act contracts associated with the Project site. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.c Conflict with Existing Zoning for Forest Lands or Timberlands

A significant impact would be one that converts forest land to non-timber harvest uses; conflict with existing zoning for forest land use; or involve other changes in the existing environment, which could result in conversion of forest land to non-timber harvest use.

The Project site is identified in the City of Susanville General Plan and Lassen County General Plan as Industrial, and zoned M-2 and M-1 – Heavy and Light Industrial, respectively. No forest or timberland is located on or near the Project site. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.d Loss of Forest Land or Conversion of Forestland To Non-Forest Use

A significant impact would occur if the proposed Project results in the loss of forest and or conversion of forest and to non-forest use.

No forestland is on or near the Project location. Although the site has been used for timber processing, the site itself does not contain forestland and the trail would not preclude future use of the site for timber processing. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

II.e Other Changes to Existing Environment

A significant impact would occur if the proposed Project involves other changes in the existing environment that due to their location or nature could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use.

The trail will be restricted to the identified alignment area. Although further development could take place in Susanville and Lassen County, implementation of the Project will not cause other land use changes that will convert farmland/forest land to a non-agricultural/non-forestland use. No impact is associated with the Project.

Environmental Analysis: *No Impact.*

III. Air Quality

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			√	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			√	
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)?			√	
d) Expose sensitive receptors to substantial pollutant concentrations?			√	
e) Create objectionable odors affecting a substantial number of people?			√	

Environmental Setting

The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the Lassen County Air Pollution Control District (LCAPCD). Lassen County is classified as nonattainment for the state PM_{10} ambient air quality standard. The nearest sensitive receptors are the nearest residences located in close proximity to the west and east of the project site at distances ranging from over 150 feet northeast to over 300 feet northwest, and 500 feet southwest.

III.a Conflict with Applicable Air Quality Plan

A significant impact would occur if the proposed Project conflicts with or obstructs implementation of the applicable air quality plan.

The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the LCAPCD. Emissions from project construction are so low as to have no potential to create dust and emissions that may conflict with applicable air quality plans and would be at a de minimis magnitude. Emissions are not expected to occur as a result of operation as the trail would be limited to non-motorized use and would not increase the number of vehicle trips, but has the potential to decrease existing trips by providing a safe, non-motorized access route in the area linking existing residences to commercial and recreational areas. Air quality modeling was recently prepared for the recently proposed Sierra Community Park project, which was a larger project that included 0.5 acre of paved parking lot and concrete walkways. Modeling for that project revealed a de minimus magnitude of the criteria pollutant emissions based on the use of the CalEEMod emissions model without mitigation incorporated, with average daily construction emissions levels well below the thresholds for ROG, NO_x, CO, SO_2, Fugitive and Exhaust PM_{10} and $PM_{2.5}$. Since this Project is substantially smaller in size than the

park, and would utilize similar construction equipment, it is clear that construction of the trail would result in less than significant impact in regard to air emissions. Nonetheless, reasonable practices for controlling fugitive dust will be implemented in accordance with LCAPCD Rule 4:18, as discussed in the Project Description. Therefore, the Project does not conflict with or obstruct implementation of the air quality plan.

Environmental Analysis: *Less than Significant Impact.*

III.b Violation of Air Quality Standards or Substantially Contribute to an Existing or Projected Air Quality Violation

A significant impact would occur if the proposed Project violates any air quality standard or contributes substantially to an existing or projected air quality violation.

Lassen County is classified as nonattainment for the state PM_{10} ambient air quality standard. The Project includes the construction and operation of a 1,920 LF pedestrian and bicycle trail, which will result in the emission of small amounts of PM_{10} as well as other pollutants. Temporary emissions will be associated with construction activities. The operation of the Project will not include stationary or non-stationary sources of air pollutant emissions as an increase in vehicle trips is not associated with trail use. As discussed under Impact III.a, construction would result in a de minimus magnitude of the criteria pollutant emissions from construction of the proposed trail. Project emissions are so low as to have no potential to substantially contribute to an existing or projected air quality violation, and hence, no mitigation is required. Nonetheless, the Project will reduce fugitive dust emissions during construction by minimizing carryout and trackout of soil to city streets, and implementing fugitive dust reduction measures at disturbed surfaces in accordance with LCAPCD Rule 4:18, as included and discussed in the project description (Regulatory Compliance Measure 2.6.1). No emissions are associated with operation of the trail.

Environmental Analysis: *Less than Significant Impact.*

III.c Cumulatively Considerable Net Increase of a Criteria Pollutant

A significant impact would occur if the Project results 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. The only state or federal nonattainment designation for Lassen County is related to the California PM_{10} ambient air quality standard.

As discussed in Impact III.b, construction and operation of the Project would generate criteria pollutants at such low emission rates as to have no potential to cause a cumulatively considerable net increase, and hence, no mitigation is required. There are also no significant planned or existing nearby sources of pollutants that would cause the project to contribute to a cumulatively considerable net increase in criteria pollutants.

Environmental Analysis: *Less than Significant Impact.*

III.d Expose Sensitive Receptors to Pollutant Concentrations

A significant impact would occur if the proposed Project exposes sensitive receptors to substantial pollutant concentration.

Sensitive receptors are locations where human populations, especially children, seniors, and persons with health issues are present, and where there is a reasonable expectation of human exposure to pollutants. Sensitive receptors normally refer to people with heightened sensitivity to localized concentrations of toxic air contaminants, rather than regional criteria air pollutants. The nearest sensitive receptors are the nearest residences located in close proximity to the west and east of the project site at distances ranging from over 150 feet northeast to over 300 feet northwest, and 500 feet southwest. The largest toxic air contaminant emission would be PM_{10} from construction equipment exhaust, which is conservatively considered to be identical to Diesel exhaust particulate. The low emission rates and short-term construction schedule will not result in significant long-term, chronic exposures to diesel particulate matter at nearby sensitive receptors. Therefore, it is concluded that the potential exposure of the nearest sensitive receptor is less than significant.

Environmental Analysis: *Less than Significant Impact.*

III.e Creation of Objectionable Odors

A significant impact would occur if the proposed Project creates objectionable odors impacting a substantial number of people.

The nearest sensitive receptors are the nearest residences located in close proximity to the west and east of the project site at distances ranging from over 150 feet northeast to over 300 feet northwest, and 500 feet southwest. The operation of the Project will not be a source of odors. Construction of the Project may have the potential to result in diesel fuel combustion odors generally associated with sulfur-containing gaseous compounds emitted from construction equipment; however, the construction period will be temporary and short-term, and California low-sulfur diesel fuel will be utilized in the construction equipment. Objectionable odors are not expected to be a significant concern during either Project construction or operation.

Environmental Analysis: *Less than Significant Impact.*

IV. Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		√		
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?		√		
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?		√		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		√		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			√	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				√

Environmental Setting

The 2.3 acre alignment is identified as Lassen County Assessor's Parcel Numbers 107-280-09, 107-280-10, 105-302-14, and 105-302-15 and Susanville Assessor Parcel Numbers 107-090-15 and 105-302-16, located along Riverside Drive from Riverside Park to Riverside Trail (Figure 4). The Alignment 1A (preferred alignment) footprint will occupy approximately 0.79 acres of the total 2.3 acres, representing approximately 34% of the subject property area. Alignment 1B (optional alignment), will occupy 0.86 acres, representing approximately 37% of the property area.

IV.a Substantial Adverse Effect on Species through Habitat

A significant impact would occur if the proposed Project has a substantial adverse effect on species identified as candidate, sensitive, or special status species.

The Project site is located within the United States Geological Survey (USGS) Susanville 7.5-minute topographic quadrangle. The California Department of Fish and Game Natural Diversity Database (CNDDB 2010) for records of special-status species occurrences within the Susanville 7.5 min Quad map and surrounding 7.5 min Quads (Johnstonville, Janesville, Diamond Mountain, Fredonyer Pass, Roop Mountain, Pikes Point, Gallatin Peak and Tunnison Mountain) was run on January 17, 2013. Additionally a species list was obtained from the US Fish and Wildlife Service for the Quads noted above on January 28, 2013. The database query results and a copy of the USFWS letter are available at the City of Susanville offices. A reconnaissance level field survey to assess habitat conditions and evaluate the site's potential to support special-status plant and/or animal species was performed by HBA biologists on 9 December 2014.

Wildlife species assemblage information was based upon existing documentation and information gathered from the *California Wildlife Habitat Relationships System* (CDFG 1999) and *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988). Plant communities in the Project area include Riverine (Susan River), Montane Riparian, Disturbed Grassland and Barren habitats. A wetland delineation site visit has been performed within the project area, and is shown in Appendix D. ~~A formal wetland delineation has bot been performed within the project area, and therefore no exact delineation of wetland habitat is available.~~ The remainder of the Project area has been identified as disturbed grassland and barren. Due to the time of year the reconnaissance survey was performed, the vast majority of the plant species observed were dormant and were not in flower and not identifiable to species using only vegetative features, therefore sufficient data was not available to determine if the grassland habitat is annual or perennial.

Table 4 below summarizes the database searches noted above for species that may occur in the project area, provides a general habitat description and determines if suitable habitat is present onsite.

Table 4

Regional Species and Habitats of Concern

Common Name Scientific Name	Status	General Habitat Description (Zeiner et al 1990)	Habitat Present/ Absent/Unknown	Rationale
Fish				
Oncorhynchus mykiss aquilarum Eagle Lake Rainbow Trout	SSC	Occurs in Eagle Lake and in headwater tributary streams of Eagle Lake.	A	No suitable habitat within the Project Area. Species confined to Eagle Lake and Pine Creek.
Siphateles bicolor ssp. Eagle Lake Tui Chub	SSC	Occurs in Eagle Lake and in headwater tributary streams of Eagle Lake.	A	No suitable habitat within the Project Area. Species confined to Eagle Lake.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Hypomesus transpacificus Delta smelt	FT/SE	Sacramento-San Joaquin Delta. Seasonally in Suisun Bay, Carquinez Strait, and San Pablo Bay	A	No suitable habitat within the Project Area, which is outside the geographic range of the species.
Amphibians				
Rana draytonii California red-legged frog	FT/CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation.	A	Project area is outside the existing delineated extent of the CRLF range, which lies to the west of the Sierra Crest in Plumas County.
Rana sierrae Sierra Nevada yellow-legged frog	FE/SC/ CSC	Streams, lakes, and ponds in montane riparian habitats. Always encountered within a few feet of water. Tadpoles may require 2 - 4 years to complete their aquatic development.	A	Project area is outside the elevation boundaries of the species. Suitability of the existing habitat is low due the presence of Salmonid species within the Susan River. Closest known occurrence is 11 miles to the South in the Plumas National Forest.
Birds				
Accipiter gentilis Northern goshawk	CSC	Within and in vicinity of coniferous forest. Uses old nests and maintains alternate sites. Usually nests on north slopes, near water. Dense stands of mature red fir, lodgepole pine, Jeffrey pine, and aspens are typical nest tree sites.	A	Suitable nesting and foraging habitat (coniferous forest) not present within the Project Area.
Grus canadensis tabida Greater sandhill crane	T/FP	Nests in open habitats with shallow lakes, ponds and emergent wetlands. Overwinters in dry grasslands and croplands near wetland areas. Known to nest in Sierra Valley in treeless habits where predators can be seen.	A	Suitable nesting and foraging habitat not present within the Project Area due to disturbed habitat, human presence, structures and trees in area.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Xanthocephalus xanthocephalus Yellow-headed blackbird	SSC	Nests in fresh emergent wetland with dense vegetation and deep water, often along borders of lakes or ponds. Forages in emergent wetland and moist, open areas, especially cropland and muddy shores of lacustrine habitat.	A	Wetland habitat onsite along banks of Susan River is not suitable due to the lack of emergent vegetation (*Typhus* sp) and the dominance of woody riparian vegetation (*Salix* sp) that are unsuitable for nesting.
Agelaius tricolor Tricolored blackbird	SSC	Breeds near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, tall herbs. Feeds in grassland and cropland habitats. Highly colonial; nesting area must be large enough to support a minimum colony of about 50 pairs (approximately 10 acres).	A	Wetland area onsite along the banks of the Susan River is not large enough to sustain 50 pairs of nesting tricolored blackbird.
Riparia riparia Bank swallow	T	Predominantly a colonial breeder. Colonies range in size of 10 to 1,500 nesting pairs in California, although most colonies have 100-200 nesting pairs (Garrison et al. 1987). Requires fine-textured or sandy banks or cliffs to dig horizontal nesting tunnel and burrow. Feeds predominantly over open riparian areas, but also over brushland, grassland, wetlands, water, and cropland.	A	Nesting habitat absent from project area due to the lack of sandy banks and cliffs. Foraging habitat present over the Susan River.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Haliaeetus leucocephalus Bald eagle	D/E/FP	Nests in large, old-growth, or dominant live tree with open branchwork, especially ponderosa pine. Nests most frequently in stands with less than 40% canopy, but usually some foliage shading the nest. Requires large bodies of water, or free flowing rivers with abundant fish, and adjacent snags or other perches. Scavenges dead fish, water birds, and mammals.	A	Large bodies of water and large trees absent for roosting/nesting sites.
Mammals				
Gulo gulo California wolverine	ST	Typically found in very remote areas of the northern North America and high elevation areas of the Sierra Nevada and Rocky Mountains.	A	The presence of a populated area in and near the project area precludes the use of the area by wolverine.
Canis lupus Gray wolf	E	Only one known documented gray wolf is known to live in the wild in California, OR-7. OR-7 has been occupying portions of Plumas, Shasta, Lassen, Modoc, Siskiyou and Tehama Counties in Late 2011 and 2012.	A	Due to the presence of human activity and close proximity to residential, commercial development and the lack of ungulates occupying the area, the project area is not suitable for wolf foraging habitat.
Antrozous pallidus Pallid bat	SSC	Pallid bat day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Roost must protect bats from high temperatures. Pallid bats occupy a wide variety of habitats including grasslands, shrublands, woodlands, and forests from sea level up through mixed conifer forests. The species is most common in open, dry habitats with rocky areas for roosting.	A	The project area does not contain any rocky outcrops suitable for roosting habitats. While roosting habitat is present, pallid bats may utilize the area for foraging purposes.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Taxidea taxus American badger	SSC	Badgers are carnivorous and eat rodents: rats, mice, chipmunks, and especially ground squirrels and pocket gophers and also eat some reptiles, insects, earthworms, eggs, birds, and carrion. Suitable habitat for badgers is characterized by herbaceous, shrub, and open stages of most habitats with dry, friable soils.	P	Suitable habitat for badgers is available onsite with open grassland/ruderal habitats.
Martes pennanti Pacific fisher	FC	Extensive forested are as with continuous canopy in higher elevations. Avoids entering open areas that have no overstory or shrub cover.	A	No suitable habitat within the project area due to the absence of forested areas and habitat.
Vulpes vulpes necator Sierra Nevada red fox	ST	Found in a variety of alpine habitats from wet meadows to forested areas. Use dense vegetation & rocky areas for cover & den sites. Prefer forests interspersed with meadows or alpine fell-fields.	A	Limited suitable habitat within the project area due to the disturbed nature of the habitat present and the human influence, structures and lack of dense vegetation and rocky areas.
Invertebrates				
Pseudocopaeodes euns obscurus Carson wandering skipper	FE	Suitable habitat for the Carson wandering skipper has the following characteristics: located east of the Sierra Nevada; elevation less than 5,000 feet; presence of salt grass; near nectar sources; near open areas near springs or other water bodies; and possibly near geothermal activity.	U	The presence of salt grass within the project area is unknown due to the lack of plant survey. The site is near water, geothermal activity. If salt grass is present onsite, and known nectar sources for this small brownish orange butterfly are nearby, the site may contain suitable habitat.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Plants and Fungi				
Alisma gramineum Grass alisma	List 2.2	Marshes and swamps. Freshwater marsh. 390-1800m. Blooms June-August.	U	Saturated lower terrace of Susan River provides marginally suitable habitat for this species. ~~Site elevation is within documented range;~~ Appropriately timed ~~field~~ plant survey will need to be conducted to determine the presence or absence of this species ~~evaluate the potential suitability of habitats on the Project site~~.
Artemisia tripartita ssp. tripartita Grass alisma	List 2.3	Upper montane coniferous forest. Openings in the forest. Rocky, volcanic soils. 2200-2600 m. Blooms August.	A	Site is located below typical elevation range for this species. Suitable upper montane coniferous forest and rocky volcanic soils not present.
Atriplex gardneri var. *falcate* Falcate saltbush	List 2.2	Chenopod scrub, Great Basin scrub/often alkaline. 1200-1700 m. Blooms May-August.	A~~U~~	Suitable chenopod scrub. Great Basin sagebrush, and/or alkaline soils are not present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; a field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Boechera microphylla Small-leaved rockcress	List 3	Lower montane coniferous forest. Grassy fields, coniferous woods near springs and creeks. 1500-2095 m. Blooms July.	A	~~Site is located below typical elevation range for this species.~~ Suitable montane coniferous forest habitat not present.
Botrychium ascendens upswept moonwort	List 2.3	Moist habitats near springs and streams. Elevation 1,500 to 2,060 m ~~(4,920 to 6,760 ft)~~. Fertile in August.	U~~A~~	Saturated lower terrace of Susan River provides marginally suitable habitat for this species. Appropriately timed plant survey will need to be conducted to determine the presence or absence of this species. ~~Site is located below typical elevation range for this species. Suitable habitat not present.~~

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Botrychium crenulatum scalloped moonwort	List 2.2	Marshes, meadows, seeps, bogs and fens, streambanks and other moist habitats. Elevation 1,500 to 2,670 m ~~(4,920 to 8,760 ft)~~. Fertile July-August.	U~~A~~	Saturated lower terrace of Susan River provides marginally suitable habitat for this species. Appropriately timed plant survey will need to be conducted to determine the presence or absence of this species. ~~Site is located below typical elevation range for this species. Suitable habitat not present.~~
Botrychium minganense mingan moonwort	List 2.2	Streambanks, meadows and other moist habitats. Elevation 1,500 to 2,275 m ~~(4,920 to 7,460 ft)~~. Fertile period not specified in the literature.	U~~A~~	Saturated lower terrace of Susan River provides marginally suitable habitat for this species. Based on the phenology observed during the May 2015 survey, an additional survey will need to be conducted to determine the presence or absence of this species. ~~Site is located below typical elevation range for this species. Suitable habitat not present.~~
Botrychium montanum western goblin	List 2.1	Lower montane coniferous forest, meadows and seeps, upper montane coniferous forest/mesic. Streambanks in old-growth forest. Elevation 1,500 to 1,830 m ~~(4,920 to 6,000 ft)~~. Fertile period not specified in the literature.	A	~~Site is located below typical elevation range for this species.~~ Suitable mature montane coniferous forest habitat not present.
Brasenia schreberi Watershield	List 2.3	Freshwater marshes and swamps. Aquatic from water bodies both natural and artificial in California. Blooms May-September.	A~~U~~	Species not observed during focused rare plant survey conducted during May 2015. ~~Field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Carex petasata Liddon's sedge	List 2.3	Lower montane coniferous forest, meadows. 600-3200 m. Blooms May-July.	A~~U~~	Suitable montane coniferous forest and meadow habitat not present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats~~

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Carex sheldonii Sheldon's sedge	List 2.2	Lower montane coniferous forest, marshes and swamps, riparian scrub. Mesic sites; along creeks and in wet meadows. 1065-1755 m. Blooms May-August.	U	Suitable montane coniferous forest and meadow habitat not present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Geum aleppicum Aleppo avens	List 2.2	Meadows, great basin scrub, lower montane coniferous forest. 450-1515 m. Blooms June-August.	U	Saturated lower terrace of Susan River provides marginally suitable habitat for this species. Appropriately times survey will need to be conducted to determine the presence or absence of this species. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Iliamna bakeri Baker's globe mallow	List 4.2	Chaparral, pinyon-juniper woodland. Rocky loam or volcanic soils. 1000-2500 m. Blooms June-September.	A	Suitable chaparral and pinyon-juniper woodland habitat not present.
Ivesia sericoleuca Plumas ivesia	List 1B.2	Vernally mesic areas, usually on volcanic substrates, within Great Basin scrub, lower montane coniferous forest, meadows, and vernal pools. Elevation 1,450 to 2,000 m (4,755 to 6,560 ft). Blooms May-October.	A~~U~~	Suitable habitat not present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Juncus dudleyi Dudley's rush	List 2.3	Lower montane coniferous forest (mesic). Wet areas in forest. 455-2000 m. Blooms July-August.	A	Suitable coniferous forest habitat not present.
Juncus luciensis Santa Lucia rush	1B.2	Vernal pools, ephemeral drainages, wet meadows, and stream banks. Elevation 300 to 2,040 m ~~(985 to 6,690 ft)~~. Blooms April-July.	A~~U~~	Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Lomatium hendersonii Henderson's lomatium	List 2.3	Great Basin scrub, Lower montane coniferous forest, Pinyon and juniper woodland/rocky, clay. 1400-2440 m. Blooms March-June.	A	Site is located below typical elevation range for this species. Suitable montane coniferous forest habitat not present. Species not observed during focused rare plant survey conducted during May 2015.
Lomatium roseanum Adobe lomatium	List 1B.2	Lower montane coniferous forest, great basin scrub. Rocky, gravelly openings. 1460-2145 m. Blooms June-July.	A	Site is located below typical elevation range for this species. Suitable montane coniferous forest habitat not present.
Penstemon janishiae Janish's beardtongue	List 2.2	Great basin scrub, lower montane coniferous forest, pinyon-juniper woodland. Volcanic soils; gravelly sites. 1065-2350 m. Blooms May-July.	A~~U~~	No suitable habitat present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Penstemon sudans Susanville beardtongue	List 1B.3	Great basin scrub, lower montane coniferous forest, pinyon-juniper woodland. 1200-1775 m. Blooms June-July.	A~~U~~	No suitable habitat present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Phacelia inundata Playa phacelia	List 1B.3	Great basin scrub, lower montane coniferous forest, playas. Dried edges of alkali lakes and sinks, inundated clay soils. 1330-2000 m. Blooms May-August.	A~~U~~	No suitable habitat present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is just below documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Phlox muscoides Squarestem phlox	List 2.3	Alpine boulder and rock field, subalpine coniferous forest, great basin scrub. Open rocky slopes. 1270-2700 m. Blooms (May) June.	A	Suitable habitats including alpine boulder/rock fields and subalpine coniferous forest not present.

Table 4				
Regional Species and Habitats of Concern				
Common Name Scientific Name	**Status**	**General Habitat Description (Zeiner et al 1990)**	**Habitat Present/ Absent/Unknown**	**Rationale**
Pyrrocoma lucida Sticky pyrrocoma	List 1B.2	Lower montane coniferous forest, meadows and seeps. Alkaline flats, clay soils. 700-1880m. Blooms July-October.	A~~U~~	No suitable montane coniferous forest, meadows, or alkaline habitats present. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Rhamnus alnifolia alder buckthorn	List 2.2	Meadows and seeps, lower montane coniferous forest, upper montane coniferous forest, montane riparian scrub. Elevation 1,370 to 2,130 m (~~4,495 to 6,990 ft~~). Blooms May-July.	A	Site is located below typical elevation range for this species. Suitable montane habitat not present.
Rumex venosus Winged dock	List 2.3	Great basin scrub. Sandy substrates; broadly distributed; just barely gets into California at Honey Lake Valley. 1200-1800 m. Blooms May-June.	A~~U~~	No suitable habitat present. Species not observed during focused rare plant survey conducted during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~
Stuckenia filiformis Slender-leaved pondweed	List 2.2	Marshes and swamps, clear water of lakes and drainage channels (assorted shallow water); 15-2,310 m (50 to 7,575 ft). Blooms May-July.	A~~U~~	Species not observed along banks of Susan River during focused rare plant survey conduced during May 2015. ~~Site elevation is within documented range; field survey will need to be conducted to evaluate the potential suitability of habitats on the Project site.~~

C- Candidate, T-Threatened, E – Endangered, SSC- Species of Special Concern, FP - Fully Protected, CNPS Rank 1B, 2.1, 2.2, 2.3, 3, 4.2

Environmental Analysis:

Special Status Wildlife

Based on the information provided in Table 4 above and a reconnaissance survey of the site performed on 9 December 2014, the project area contains suitable habitat for the American badger and may contain potential habitat for the Carson wandering skipper. The project area is dominated by herbaceous species, however the species present could not be determined due to the time of year the reconnaissance survey was performed. Review of the project site determined suitable habitat for badger with the dry friable soils that are noted for portions of the project area. The site reconnaissance survey did not detect any sign, burrows or individual badger and therefore it can be determined that badger do not currently occupy the project site. The proposed project would potentially impact extant badger that may utilize the project site. The home range of badger fall between 400 and 600 acres (Hornocker 1981). If badger utilize the project

area, the loss of the herbaceous habitat through the development of the trail, would eliminate up to 1% of their home range. Due to the presence of large open suitable habitat to the south of the Project site and the existing development to the north of the site, construction and operation of the Project would not have an adverse impact on the population of American badger in the area.

The project area may contain suitable habitat for the Carson wandering skipper (CWS), as the project area may contain salt grass, which is the larval food plant for the species. Known nectar sources for the adults include thelypody (*Thelypodium crispum*), tumble mustard (*Sisymbrium altissimum*), racemose golden-weed (*Pyrrocoma racemosus*) , Canada thistle (*Cirsium arvense*) , bull thistle (*Cirsium vulgare*), slender birds-foot trefoil (*Lotus tenuis*), slender cleomella *(Cleomella parviflora)*, small-flowered cleomella (*Cleomella plocasperma*)), and heliotrope (*Heliotropium curassavicum* (USFWS 2006). These species have the potential to occur onsite and therefore the project area may be suitable for the Carson wandering skipper. The presence of nectar sources could not be determined as the majority of the plant species observed onsite have recently germinated and are not in flower and therefore not identifiable to species. Known populations of this butterfly species are known to occur and are believed extant in the Honey Lake area approximately 10-20 miles to the south of the project area (USFWS 2006).

Due to need for an additional plant survey and ~~a current lack of site-specific~~ information about the plant species present onsite, there is potential for the Carson wandering skipper species to occur within Project site, and it is assumed to be present for this analysis. The CWS was federally listed as endangered in 2001. The City will perform a Habitat Component Survey in the late spring/early summer of 2015 to determine the existence of habitat components believed necessary to support CWS. A qualified Lepidoptera biologist familiar with the species shall perform a site visit if the Habitat Component Survey determines suitable nectar sources and salt grass (*Distichlis spicata*) is present within the project area. If it is determined the Project site does not contain the necessary habitat components to support CWS and if no individuals are observed during the survey (flight period of the CWS is in June/July) no further mitigation is required. If individuals are observed or if the habitat is suitable for CWS, the City will be required to comply with mitigation measure BIO-1 below to ensure that the project will have a less than significant impact on CWS.

Special Status Plants

Plant species that are listed as endangered or threatened under the Federal Endangered Species Act (FESA) or California Endangered Species Act (CESA), or plant species that are proposed or candidates for listing as endangered or threatened, are protected by law and are considered special-status species. Plant species, which may not be listed as endangered, threatened, candidate, or proposed species under FESA or CESA, may be considered rare if assigned a rarity code by the California Native Plant Society (CNPS). The CNPS lists five categories of rarity (Lists 1A, 1B, 2, 3, and 4). Under CEQA, impact analyses are mandatory for List 1 and 2 species, but not for all List 3 and 4 species as some do not meet the definitions of the Federal Native Plant Protection Act or the California Endangered Species Act; however, List 3 and 4 impacts to these species are generally considered in most CEQA analyses and are recommended by the CNPS (2001). Based on the data compilation and background research, 26 special-status plant species were recorded to occur, or have the potential to occur, in the Project site vicinity (Table 4). A biological reconnaissance survey was performed on December 9, 2014 to evaluate the suitability of onsite habitats to support the special status plants documented from the site vicinity. During the site reconnaissance, a focused plant survey was not conducted; however, the habitat requirements of all species with potential to occur onsite were evaluated as compared to the site conditions. ~~Of these species~~,Following the site reconnaissance, it was ~~has been~~ determined that ~~12~~ 18 of the 26 species documented from the region have no potential to occur onsite, due to a lack of suitable montane coniferous forest and meadow or alkaline meadows and flats ~~habitat elements~~ and/or because the site is located outside of species' documented elevation ranges. ~~Due to a current lack of site-specific information~~

~~about the habitats present onsite, there is potential for the remaining 14 special-status plant species to occur within Project site.~~ A focused special-status plant survey was performed by a qualified botanist that followed survey protocols issued by the CNPS (2001), CDFW (2000), and USFWS (1996) on May 6, 2015. Three (3) of the species known from habitats similar to those found in the project site that would be detected during May were confirmed absent during this survey. There is some, albeit low, potential for the remaining special-status plant species to occur within the Project site. Mitigation Measure BIO-2 will be required to reduce the impact to less than significant. No construction shall occur onsite (e.g. Clearing, grubbing, or stockpiling of materials) until BIO-2 has been completed.

~~An onsite biological reconnaissance survey was performed on 9 December 2014 to evaluate the suitability of onsite habitats to support the special status plants documented from the vicinity. During the site reconnaissance, a focused plant survey was not conducted. A focused plant survey will be performed by a qualified botanist that follows survey protocols issued by the CNPS (2001), CDFW (2000), and USFWS (1996) in May of 2015. The habitat requirements of all species with potential to occur onsite will be evaluated as compared to the conditions observed during the site survey. A subsequent focused survey will be conducted during Summer 2015 prior to implementation of Phase 1 (site preparation) in order to detect all potentially present plant species during their documented blooming periods. For purposes of this analysis, the species listed above (*Alisma gramineum, Brasenia schreberi, Carex petasata, Carex sheldonii, Geum aleppicum, Ivesia sericoleuca, Juncus luciensis, Penstemon janishiae, Penstemon sudans, Phacelia inundata, Pyrrocoma lucida, Rumex venosus, Stuckenia filiformis*) have potential to be present onsite due to the presence of suitable habitat.~~

~~If no special-status plants are encountered on the Project site after the site survey, no further mitigation would be required. In the event special-status plant species are detected within the site and will be negatively impacted by Project implementation, Mitigation Measure BIO-2 will be required to reduce the impact to less than significant. No construction shall occur onsite (e.g. clearing, grubbing, or stockpiling of materials) until BIO-2 has been completed.~~

Required Mitigation:

BIO-1. Carson Wandering Skipper Incidental Take Permit (Section 10 ESA)

To mitigate impacts to the Carson Wandering Skipper (*Pseudocopaeodes eunus obscurus*) the City of Susanville shall apply for an incidental take permit under the Endangered Species Act (16 U.S.C. 1531-1544, 87 Stat. 884) Section 10(a)(1)(B) with the US Fish and Wildlife Service, if surveys indicate species or habitat presence. If Carson Wandering Skipper or suitable habitat are identified during the surveys, the City of Susanville shall prepare a habitat conservation plan in accordance with the Endangered Species Act (ESA) Section 10(a)(1)(B). The HCP must be developed and meet the requirements of ESA Section 10(a)(2)(A). If the HCP meets the requirements set fourth in Section 10(a)(2) of the ESA, the Secretary of the Interior may issue a permit for incidental take of the species.

BIO-2. Special Status Plant Species Avoidance and/or Mitigation ~~Protection~~

A second rare plant survey shall be conducted in July prior to construction in order to observe the following five (5) potentially present species during their peak blooming periods: Grass alisma (*Alisma gramineum*), upswept moonwort (*Botrychium ascendens*), scalloped moonwort (*Botrychium crenulatum*), mingan moonwort (*Botrychium minganense*), and Aleppo avens (*Geum aleppicum*). If no special-status plants are encountered on the Project site after the second focused survey, no further mitigation would be required. In the event special-status plant species are detected within the site and will be adversely impacted by Project implementation, ~~t The City of Susanville shall protect special status plant species that occur within the Project area. T~~he City shall implement measures to allow for avoidance and protection

of the onsite population(s) or individuals, provide permanent protection of an existing on- or off-site population of the species in the region, or transplanting the individuals (or, if annuals, collecting and storing seeds) to permanent preserved habitat on- or off-site in accordance with the California Native Plant Society, California Department of Fish and Wildlife and/or US Fish and Wildlife Service (as appropriate).

Environmental Analysis: *Less than Significant with Mitigation Incorporated.*

IV.b Substantial Adverse Effect on Sensitive Natural Community

A significant impact would occur if the proposed Project has a substantial adverse effect on any riparian or other sensitive natural community. Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. However, these communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations. The California Department of Fish and Wildlife (CDFW) ranks sensitive communities as 'threatened' or 'very threatened' and keeps records of their occurrences in its Natural Diversity Database. Sensitive plant communities are also identified by CDFW on their List of California Natural Communities. In addition, streams, lakes, and riparian vegetation that are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code are also regulated as sensitive communities. Impacts to sensitive natural communities identified in local or regional plans, policies, regulations or by the CDFW or the USFWS must be considered and evaluated under the California Environmental Quality Act (California Code of Regulations: Title 14, Div. 6, Chap. 3, Appendix G). According to a search of CNDDB, no sensitive natural communities have been documented from the Project site within the Susanville USGS quadrangle or the surrounding eight quadrangles. However, the Susan River supports woody riparian habitat, which is subject to regulation by CDFW.

~~Due to the fact that r~~Riparian vegetation and streambeds which are ~~is~~ subject to regulation by CDFW ~~is present within the Project site and will be negatively~~ would be impacted (removed) as a result of construction of the proposed bridge span (both Alignments 1A and 1B) and trail installation. Alignment Alternative 1A would avoid CDFW streambeds (work would be conducted above the Top of Bank) but 1,733 sf of riparian vegetation would be removed as a result of bridge and trail construction. Alignment Alternative 1B would involve the construction of bridge footings within 4,445 sf of jurisdictional streambed and result in the removal of 2,348 sf of riparian vegetation. Therefore, the implementation of the Project Mitigation Measure BIO-3 will be required for both alignment alternatives to reduce the impact to less than significant. No construction shall occur onsite (e.g. clearing, grubbing, or stockpiling of materials) until BIO-3 has been completed.

~~Plant communities onsite have only been evaluated through a preliminary field visit and review of aerial photography and site photographs to date; potential impacts to sensitive natural communities shall be thoroughly analyzed and mitigated to a less than significant level with the implementation of BIO-3.~~

Required Mitigation:

BIO-3. Mitigation for Impacts to Sensitive Natural Communities

The City of Susanville shall avoid the removal of CDFW-regulated riparian vegetation within the Project area. If the regulated vegetation cannot be avoided, the City of Susanville shall replace the loss of CDFW-regulated riparian vegetation through the submittal of a Lake or Streambed Alteration Notification Package to the CDFW. Provided the project is authorized by the CDFW through issuance of a 1602 Lake

or Streambed Alteration Agreement, the City shall be required to comply with CDFW permit provisions, which may include replacement and re-establishment of riparian vegetation in order to compensate for loss of riparian habitat.

Environmental Analysis: *Less than Significant with Mitigation Incorporated.*

IV.c Substantial Adverse Effect on Wetlands

A significant impact would occur if the proposed Project has a substantial adverse effect on federally protected wetlands. The U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. Section 404 of the CWA requires a federal license or permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities). Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate. The responsibility for the protection of water quality in California rests with the Regional Water Quality Control Board (RWQCB).

On May 6, 2015, a preliminary jurisdictional determination of the boundaries of potential federally jurisdictional areas was conducted that followed standard methodologies as described in the Corps Wetland Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region, Version 2.0 (Corps 2010~~). Prior to implementation of project activities, the Project site shall be assessed by biologists to determine the boundaries of the wetlands and "waters" potentially subject to jurisdiction by the USACE, (RWQCB), and CDFW that are likely present.~~ This study included~~will include~~ an evaluation for the presence of wetland indicators including dominance by hydrophytic plant species and the presence of wetland hydrology and hydric soils. ~~A formal delineation of the boundaries of potential jurisdictional areas shall be conducted that follows standard methodologies as described in the Corps' Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Corps 2008).~~ The preliminary jurisdictional determination study is currently in preparation and has not yet been submitted to the USACE to verify the location, extent, and jurisdictional status of the mapped wetland and water features. Out of the 5.77-acre delineation study area, 0.35 acre of potentially jurisdictional riverine forested/emergent perennial wetlands and 0.52 acre/823 linear ft of non-wetland other waters were mapped and characterized. A 0.02-acre (1,016 square feet) potentially non-jurisdictional constructed basin would be impacted by trail construction. However, this feature was constructed in an upland area and functions solely as a stormwater detention basin that captures runoff from Riverside Drive. This feature is a closed depression and does not convey water to Susan River by overland flows or via culvert. The trail and bridge alignments have been designed to fully avoid Section 404 wetlands and waters associated with Susan River; no impacts to federally protected wetlands are expected to occur.

~~The USFWS National Wetland Inventory (NWI) provides geospatial data and wetland maps generated through landscape-level aerial photographic interpretation and regional modeling. NWI has mapped~~

~~palustrine forested and scrub-shrub wetlands that are seasonally flooded in the vicinity of the Susan River (USFWS 2015).~~

~~The City of Susanville shall avoid all jurisdictional wetlands to the extent feasible. If wetlands and waters regulated by CWA Section 404/401 are present and cannot be avoided by Project construction, this would be a potentially significant impact. However, with implementation of BIO-4, the impact would be mitigated to a less than significant level. Any alterations of, or discharges into, waters of the United States, including Section 404 wetlands must be in conformance with the Sections 404 and 401 of the CWA via certification and/or permitting prior to any grading or construction that may impact jurisdictional area(s), as applicable.~~

Required Mitigation:

BIO-4. Mitigation for Impacts to Section 404/401 Wetlands and Waters

The City of Susanville shall avoid direct and indirect ~~mitigate~~ impacts to wetlands and waters subject to Section 404 regulation~~/401 certification~~. The preliminary jurisdictional determination report will be submitted to the USACE to solicit formal verification of Section 404 jurisdiction on the project site. As previously described, the constructed basin along Riverside Drive is not likely to be regulated by the USACE. If the USACE determines that this feature is not subject to regulation under CWA Section 404, Section 401 water quality certification is not required. However, the Lahontan Regional Water Quality Control Board may regulate this feature and impose waste discharge requirements (WDRs) if fill material is placed into waters of the state. ~~Impacts shall require compensatory mitigation such as wetland creation and/or enhancement, the purchase of mitigation credits through a local mitigation bank, or payment of an in-lieu fee, and must be approved by federal and state agencies (US Army Corps of Engineers and~~ The State Water Quality Control Board (Lahontan Region) may issue Waste Discharge Requirements for this feature and require~~. In addition, state and federal resource agencies will likely require that a mitigation plan be prepared that demonstrates that the proposed~~ compensatory mitigation that is equivalent or superior to the quality and extent of the constructed basin feature. ~~existing jurisdictional features.~~

As part of the proposed project (Regulatory Compliance Measure 2.6.4), the applicant shall implement construction and storm water BMPs to contain and minimize surface runoff originating from the development, thereby avoiding and/or reducing adverse indirect impacts to nearby federally regulated wetlands and other waters as described in Section IX (Hydrology and Water Quality). Runoff produced during and after construction is subject to National Pollution Discharge Elimination System Regulations (NPDES) and local water quality and runoff standards.

Environmental Analysis: *Less than Significant with Mitigation Incorporated.*

IV.d Substantial Interference with Movement of Species or Use of Nursery Sites

A significant impact would occur if the proposed Project interferes substantially with the movement of fish or wildlife species, established wildlife corridors, or use of native wildlife nursery sites.

The site is located in the known range of the Doyle Deer Herd. The Project site is located within the year-round habitat with winter range habitat to the west of the Project site along the base of the mountains. The project site is not within a known migration or movement corridor for the Doyle Deer Herd (WAFWA 2005).

Construction activities associated with construction may result in direct removal of active nests for migratory birds and/or raptors and may result in disturbance or abandonment of nesting, roosting, or breeding sites in adjacent habitat. In addition wildlife nursery sites may be present within the project area and may be disturbed due to construction activities. While no surveys have been performed for wildlife nurseries the potential exists for nursery sites to be present before trail construction commences. Implementation of mitigation measure BIO-5 requires identification of native wildlife nurseries and provides for protection to the identified sites. The level of impact to native wildlife nurseries is less than significant after mitigation.

Required Mitigation:

BIO-5. Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program

The City shall protect existing active bird nests and/or nursery sites to be impacted by Project construction activities. The City shall develop an Active Raptor and Migratory Bird and Wildlife Nursery site protection program (Program) to meet these needs. The Program shall include surveys, consultation, and protective actions. Pre-construction surveys, conducted during the nesting/breeding season immediately prior to initial Project construction (e.g., excavation, grading and tree removal), shall be conducted to identify any active raptor or migratory bird nest sites and wildlife nursery sites within the project area that may not have occurred previously. During initial construction activities (tree removal and excavation for the construction), a qualified biological monitor shall be present to evaluate whether any raptors or migratory birds are occupying trees or whether any wildlife den/nursery sties are within the project area. The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if it appears to be having a negative impact on nursery sites, nesting raptors, migratory birds or their young observed within the construction zone. If construction must be stopped, the monitor shall consult with CDFW or USFWS (if applicable) staff within 24 hours to determine appropriate actions to restart construction while reducing impacts to identified nursery sites, raptors or migratory bird nests.

Environmental Analysis: *Less than Significant with Mitigation Incorporated.*

IV.e Conflict with Local Policies or Ordinances

As noted above, the site is an existing dirt roadway, highway and disturbed ruderal habitat with herbaceous vegetation growing on the site. Since the site has only ruderal and herbaceous vegetation and the native trees onsite are proposed to remain, construction of the project will not conflict with local policies or ordinances protecting biological resources.

Environmental Analysis: *Less than Significant Impact.*

IV.f Conflict with Conservation Plans

A significant impact would occur if the proposed Project conflicts with the provisions of an adopted Habitat Conservation Plan.

The City of Susanville is not within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Environmental Analysis: *No Impact.*

V. Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?		√		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		√		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			√	
d) Disturb any human remains, including those interred outside of formal cemeteries?			√	

Environmental Setting

Peak & Associates is preparing a Cultural Resources Assessment for the Project that details the Project, cultural setting, research conducted, consultations, field assessment, and recommendations for the Project. The following environmental setting summarizes the complete, detailed cultural setting that will be provided in that report.

Prehistory

Prior to about 2,000 B.C., there is no direct archeological evidence from Honey Lake Valley. Our assumptions on the earliest occupation of the Honey Lake Valley, are derived by extrapolation from neighboring areas. Honey Lake Valley formed a western arm of Pluvial Lake Lahontan. This area was fed by drainage from Secret Valley, about fifteen miles to the north, and Lake Madeline, which occupied the now arid Madeline Plains. The shores of these large lakes were populated by Indians, who were heavily dependent upon shoreline resources and big game hunting. The tool kit of these people remained remarkably uniform over most of this very large area and is known under various names, the most descriptive of which is the Western Pluvial Lakes Tradition (Bedwell, 1970). This period lasts from about 9,000 to 6,000 B.C. During this span, the lakes slowly dried up and the Desert Culture arose, featuring an expansion of the range of food resources exploited, particularly the development or introduction of mano and metate technology for grinding parched seeds into flour. The Desert Culture was characterized by small groups of people, moving over a wide territory in a yearly round. This cycle of seasonal transhumance (Davis 1963) did not permit any considerable elaboration of material culture. Where the lakes had not dried completely, such as Honey Lake Valley, or where reliable rivers still ran, a more sedentary existence, with opportunity for elaboration of material culture such as shell beads, utilitarian and decorative items, and permanent housing, was possible as evidenced at the Karlo Site in Secret Valley. The start of the Karlo Period is dated on the basis of shell bead comparison to about 2,000 B.C., equivalent to the Early Horizon/Middle Horizon transition period in the Central California sequence. A grinding tool found at the Karlo Site was unknown to the Paiute, who moved into the area at a later date, which suggests the Karlo Period people are not related to the Paiute.

In the Honey Lake Valley the whole archeological sequence seems to represent a continuum of occupation by people exploiting a wide range of food resources, but strongly oriented to the relatively bountiful habitat around Honey Lake. The strong similarities with Californian cultures suggests that ancestral Maidu or Achomawi occupied the area in earlier times. In recent prehistory the territory was probably controlled by Maidu, but in protohistoric and historic times the situation became much more complex.

Ethnology

Francis Riddell did ethnographic work with the Honey Lake Paiute, the Maidu and, to an extent, the Achomawi, making him uniquely qualified to deal with the confused situation in Honey Lake Valley in the proto-historic period. The Maidu had controlled all of Honey Lake Valley, until the Paiute incursion into the area and apparently held off the newcomers from about A.D. 1300 to 1700. At this point the Maidu withdrew to the west side of the valley, centering on the Susan River, and the Wadikut band of Paiute took over the shores of Honey Lake. The technology and subsistence pattern of both peoples was quite similar. Their main villages were located near reliable water supplies and much of the subsistence base was derived from the plentiful plants and animals that depended upon the same water source. Both ranged widely for other vegetable and animal food sources, ground nuts and seeds into flour, participated in communal hunts, and probably enjoyed fairly peaceful relationships with each other, after a period of adjustment, which was aided by very different attitudes toward Honey Lake. To the Maidu, who were basically mountain people and controlled several rich valleys on both sides of the Sierra crest, Honey Lake had been merely a far eastern possession of no great importance. To the Paiute the lake represented an opportunity to avoid a life of wandering on the desert and, as such, was vitally important. The Achomawi and Washo both made their presence felt in the valley during the historic period, but the time depth of their incursions is not known.

The initial contact with whites proceeded much more slowly in Honey Lake Valley than in many areas of California. There was never a real gold rush in this area, although a lot of prospecting was done, and the white population of the valley grew slowly. The Indians managed to retain their traditional lifestyle for some time after contact.

History

William H. Nobles began establishing Nobles' trail from Shasta in 1852. The route of the trail has been marked at Susanville City Park, California Historical Landmark (CHL) 675, and on Route 395 north of Honey Lake, CHL 677. The first settler in Honey Lake Valley was Isaac Roop (Hoover, Rensch, and Rensch 1970:145). In 1853, Isaac and Ephriam Roop built a log cabin along Noble's pass, with the intention to establish a trading post along Noble's Emigrant Trail. By 1854 he had built a long building that at various times was known as Roop's House, Roop's Hotel, and Roop's Fort (Davis nd.:9).

Nobles' trail did not greatly increase the Euro-American population of Honey Lake Valley. Roop ran his store and a few other people ran cattle and prospected. Due to the extreme isolation of the area, the settlers decided to set up their own government, forming the "Territory of Nataqua" in 1856 with Roop as secretary/recorder and Lassen as surveyor. By 1859, a constitutional convention was held at Genoa, Nevada, to organize a territory (a forerunner of Nevada) to be separated from Utah, with Roop elected provisional governor. However, the federal government formed the Nevada Territory in 1861, and Honey Lake Valley was immediately claimed by both Lake County of the new territory and Plumas County, California. Despite the citizens' claim that Honey Lake Valley was part of Nevada, Plumas County in California also claimed jurisdiction over the valley, which led to a conflict known as the Sagebrush War. The conflict ended peacefully, and a survey team sent by the governors of California and the Nevada

Territory determined that Honey Lake was in California. The California Legislature placed Honey Lake Valley in the newly created Lassen County (Fariss and Smith 1882:363).

At first the relations between Indian and white were uncommonly cordial, and settlers made a treaty with Paiute Chief Winnemucca providing for peaceful settlement of issues; however, that relationship deteriorated over time. In 1857, a Washo raid on a ranch in Honey Lake thoroughly harvested the ranch's potato crop and lead to the "Potato War" and increased settler's fears. The murder of a settler in 1859, likely by a band of Paiute independent of Winnemuca, furthered settler's fears of hostility. "Gold fever" led to the loss of tribal lands and to general hostility throughout Paiute territory. After serious fighting along the Carson River in Western Nevada some of the defeated Paiute retreated north, bringing them opposite Honey Lake. Starving Paiute driven from Pyramid Lake often raided the valley, and at one point killed a rancher east of Susanville. This led to a skirmish with the Paiute east of Honey Lake and drove them further north. After a treaty signing with Winnemucca, large-scale violence with the Indians was ended, although the ambushing and killing of some Indians subsequently occurred. The settlers were still convinced that their safety depended upon driving all Indians from the Valley. The Susanville Rancheria, which amounted to 30 acres until the recent addition of a 120-acre adjunct is the only area ever set aside for them in the valley. In keeping with the number of tribes that claimed or visited the area prior to the advent of the whites, the land was purchased August 13, 1923, as a home for any displaced California Indians, who cared to live there (Greenway 1978:4). Indians claiming descent from the Pit Rivers, Maidu, Paiute and Washo, all came to live on the rancheria.

The Federal Desert Land Act of 1877 led to an increase in agricultural production and population in the Honey Lake region. Construction of the Fernley and Lassen Railway, completed by the Southern Pacific in 1913, provided cheaper access to outside markets, stimulating ranching and the raising of small grains. Susanville prospered as a supply center for this population and for the burgeoning logging industry west of the town. As the population of the area increased, several small agricultural communities came into existence. Clinton had a post office as early as 1896 and was merged with the Leavitt Post Office (established 1914) in 1915. The latter was merged with Litchfield in 1920 (Frickstad 1955:66-68). Johnstonville was a very early settlement. Originally known as Toadtown, because of the number of toads that appeared in the area after a rainstorm, the name was changed in 1864 in honor of a pioneer farmer in the valley, Robert Johnston (Gudde 1969:158).

V.a-b Substantial Adverse Change in Historical and Archeological Resources

A significant impact would be one that would cause a substantial adverse change in the significance of historical or archeological resources.

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource, which is defined as any site which:

(A.) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political or cultural annals of California; and

(B) Meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A request for a record search through the Northeast Information Center (NEIC) of California Historical Resources Information System (CHRIS) was submitted on March 26, 2015. The record search identified two historic resources, CA-LAS-1679H, the Fernley and Lassen Railroad, and, P-18-003372, the Susanville Water Tanks, within the study area. A portion of the study area has been previously investigated by Charles D. James, archeologist, in 1983.

A request for a Sacred Lands File check was submitted to the California Native American Heritage Commission (NAHC) on March 26, 2015. The NAHC responded on April 20, 2015 stating that their Sacred Lands File did not indicate that cultural resources were present in the project Area of Potential Effect (APE), but that negative result did not indicate that cultural resources were absent.

The NAHC also provided a list with the names of nine groups and/or individuals who may have knowledge of cultural resources within the project APE. California Department of Transportation, District 2 personnel sent letters to these groups and/or individuals on April 28, 2015.

The NEIC record search indicated the presence of two historic resources in the study area, both of which do not appear to possess any remaining physical features to denote their former presence. The closest known ethnographic Northern Maidu site, *Sum Bilem,* is recorded outside the study area. The NAHC Sacred Lands File check indicated no cultural resources were known within the study area. No surface evidence of any cultural resources was discovered during the May 6. 2015 field study. If the results of the ~~field investigation and~~ subsurface testing verify this absence of significant cultural resources within the study area, this impact is less than significant. If significant cultural resources are identified during this study ~~either of these studies~~, then appropriate mitigation measures will be implemented to avoid or reduce the impact to less than significant.

Required Mitigation:

CULTURAL-1: Data Recovery Excavation/Photo Documentation

If a significant prehistoric period deposit that cannot be avoided is identified during ~~the field investigation or~~ subsurface testing, a data recovery excavation will be completed to mitigate the adverse damages. If a significant historic period resource is identified and cannot be avoided, either data recovery excavation and/or photo documentation would occur to mitigate the adverse damage.

Environmental Analysis: *Less than Significant with Mitigation Incorporated.*

V.c Destroy a Unique Paleontological Resource or Unique Geological Feature

A significant impact would be one that would destroy a unique paleontological resource or site or unique geological feature.

There are no unique geologic features or known paleontological resources on the Project site. This impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

V.d Disturb Human Remains

A significant impact would be one that would disturb human remains.

The records search conducted for the Project reveals no indication of formal or informal burial grounds. No record or evidence of human settlement on this site has been found, and the field survey did not indicate the site had been used for burial practices. The presence of buried remains is not anticipated; however, as established in Regulatory Compliance Measure 2.6.7, if remains were to be unearthed during construction, earth disturbance would cease until the Lassen County Coroner has made necessary findings as to the origin and disposition of such remains in accordance with State Health and Safety Code Section 7050.5 and Public Resource Code Section 5097.98. The Native American Heritage Commission may also be contacted to help determine the appropriate course of action. Due to the lack of known presence of human remains and the inclusion of Regulatory Compliance Measure 2.6.7, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

VI. Geology and Solis

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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 Special Publication 42.			√	
ii) Strong seismic ground shaking?			√	
iii) Seismic-related ground failure, including liquefaction?			√	
iv) Landslides?			√	
b) Result in substantial soil erosion or the loss of topsoil?			√	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			√	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			√	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				√

Environmental Setting

The Project site is located along Riverside Drive in Susanville and unincorporated Lassen County, at an elevation of approximately 4,180 feet above mean sea level. The topography of the site includes a raised, flat levee topped by a gravel maintenance road, existing paved access roads, while the area around the Susan River comprises the low point with slopes angled down toward the riverbank. The majority of the footprint is relatively flat as it previously served as a levee and maintenance road; however the levee is raised above Riverside Drive in some locations. Currently, the site contains primarily grasses and low shrubs, the gravel maintenance road, and paved access roads, with riparian vegetation in and around the river. Riverside Drive borders the site to the north and the filled mill pond comprises the majority of the area to the south. Residences, recreation areas and commercial uses surround the site. Other than the

levee road and the Susan River, there are no outcroppings, or other distinctive landforms on or near the site.

According to the USDA and the NRCS, the Project site contains Calpine coarse sandy loam 0-5% slope (Soil Map Unit 142) at the eastern terminus of the alignment, Fortsage silt loam 0-2% slopes (Soil Map unit 210) on the majority of the alignment, and areas of Springmeyer sandy clay loam 0-2% slopes (Soil Map Unit 366 near the river crossing at the western terminus of the alignment. Parent material for Calpine coarse sandy loam is alluvium derived from granite and this soil is characterized by very low runoff, moderately rapid permeability, low shrink-swell potential, and is well drained. Parent material for Fortsage silt loam is alluvium derived from mixed rock and this soil is characterized by very low runoff, moderately rapid permeability, low shrink-swell potential, and is moderately well drained. Parent material for Springmeyer sandy clay loam is alluvium derived from mixed rock and this soil is characterized by medium runoff, moderately rapid permeability, low shrink-swell potential, and is well drained.

The California Division of Mines and Geology indicates Susanville is located within the Honey Lake Fault Zone, with four quaternary (potentially active) faults and three prequaternary (inactive) faults located in or near the city. As discussed in the City of Susanville General Plan, there are no faults classified as "active" or "historic" within the City's Sphere of Influence. The four quaternary faults within the City include the "Hospital Fault", west of the Project, "Inspiration Fault", west of and nearest to the Project, and "Grand Fault" and "College Fault", both located north of the Project in the northern portion of the City. None of the fault lines are located on the Project site.

VI.a-i Exposure to Loss, Injury, Death from Rupture of Known Earthquake Fault

A significant impact would occur if the Project results in exposure of people or structures to loss, injury or death from rupture of a known earthquake fault.

No substantial faults are known to be located within the Susanville area according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California DOC. The City is not located within a mapped Alquist-Priolo Earthquake Fault Zone. The California Division of Mines and Geology indicates Susanville is located within the Honey Lake Fault Zone, with four quaternary (potentially active) faults and three prequaternary (inactive) faults located in or near the city. As discussed in the City of Susanville General Plan, there are no faults classified as "active" or "historic" within the City's Sphere of Influence. The four quaternary faults within the City include the "Hospital Fault", west of the Project, "Inspiration Fault", west of and nearest to the Project, and "Grand Fault" and "College Fault", both located north of the Project in the northern portion of the City. None of the fault lines are located on the Project site. Due to the potential for seismic activity, the General Plan requires buildings to be constructed consistent with the standards established in the International Building Code (IBC). The bridge is designed and engineered in accordance with Caltrans standards and requirements. No habitable structures are proposed.

Environmental Analysis: *Less than Significant Impact.*

VI.a-ii Exposure to Loss, Injury, Death from Strong Seismic Ground Shaking

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from strong seismic ground shaking.

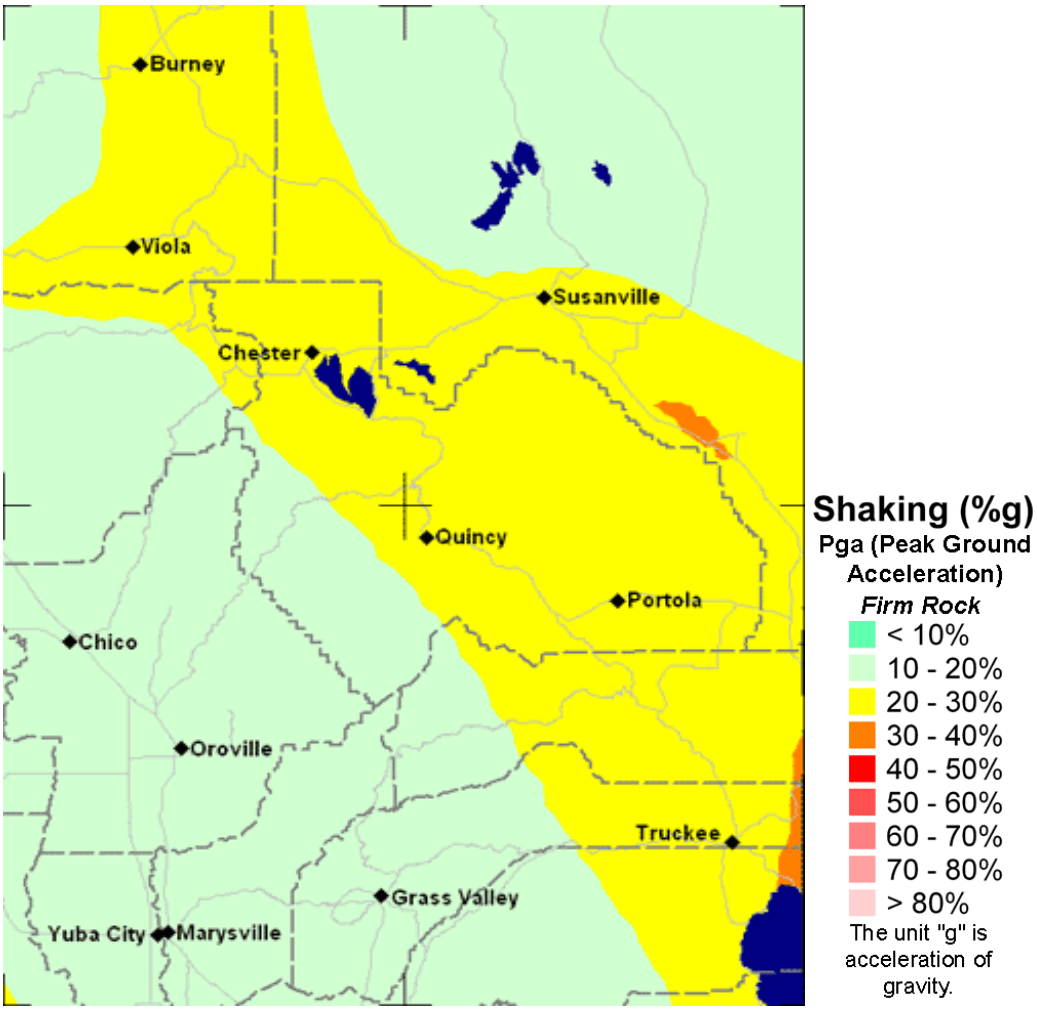
Impacts regarding strong seismic ground shaking have been discussed above in impact VI.a-i. The Project does not include habitable structures. The bridge is required to be designed and constructed in accordance with the IBC and Caltrans design and engineering requirements to maintain safety and reduce seismic risk. Additional information on ground motions is provided in the following text and graphic.

Ground Motions for Susanville

Ground motions (10% probability of being exceeded in 50 years) are expressed as a fraction of the acceleration due to gravity (g). Three values of ground motion are shown: peak ground acceleration (Pga), and spectral acceleration (Sa) at short (0.2 second), and moderately long (1.0 second) periods. Ground motion values are also modified by the local site soil conditions. Each ground motion value is shown for three different site conditions: firm rock (conditions on the boundary between site categories B and C as defined by the building code), soft rock (site category C), and alluvium (site category D).

Ground Motion	Firm Rock	Soft Rock	Alluvium
Pga	0.215	0.235	0.275
Sa 0.2 sec	0.517	0.564	0.669
Sa 1.0 sec	0.172	0.218	0.298

NEHRP Soil Corrections were used to calculate Soft Rock and Alluvium. *Ground Motion values were interpolated from a grid (0.05 degree spacing) of calculated values. Interpolated ground motion may not equal values calculated for a specific site, therefore these values are not intended for design or analysis.*
http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp?Longitude=-120.58&Latitude=40.412
Source: California Geological Survey



Environmental Analysis: *Less than Significant Impact.*

VI.a-iii Exposure to Loss, Injury, Death from Seismic-related Ground Failure

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from seismic-related ground failure.

Proposed structures are required to and will comply with the IBC and Caltrans design and engineering requirements to ensure seismic safety.

Environmental Analysis: *Less than Significant Impact.*

VI.a-iv Exposure to Loss, Injury, Death from Landslides

A significant impact would occur if the proposed Project results in exposure of people or structures to loss, injury or death from landslides.

The area within and surrounding the Project site is relatively flat and the risk of landslide activity is minimal. No geologic landforms exist on or near the site that could result in a landslide event; however the levee is slightly raised from the surrounding area and is elevated in some areas as compared to Riverside Drive. No habitable structures are proposed. Since the trail is designed to meet Caltrans specifications and in accordance with engineering standards approved by the City, the impact will be less than significant.

Environmental Analysis: *Less than Significant Impact.*

VI.b Result in Substantial Erosion or Loss of Topsoil

A significant impact would occur if the proposed Project results in erosion of the loss of topsoil.

Grading activities associated with the construction of the trail will involve earthmoving and site clearing. These activities could expose soils to erosion processes, although the majority of the alignment is located on existing coverage or the existing gravel maintenance road. Approximately 42,648 square feet of existing disturbance in the project area is composed of the existing gravel maintenance road, existing mill access roads and the existing Susan River Trail. Total disturbance would be 34,304 square feet for alignment 1A (preferred) and 37,352 square feet for alignment 1B. For alignment 1A, total pervious coverage would be 8,106 square feet (graded areas, riprap/bank stabilization areas) and total impervious coverage would be 25,654 square feet (asphalt concrete trail, decomposed granite shoulders, and bridge). Alignment 1B would result in 11,506 square feet of pervious coverage and 26,296 square feet of impervious coverage.

The extent of erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. The site has a gentle slope around the Susan River. In this area, the Project proposes to span most of the sloped area with a bridge elevated on a series of piers. The 298-foot span would be supported by two piers located above the 100-year floodplain elevation. Fill would be placed in the area prior to the first pier and following the last pier to support the trail outside the bridge span. Approximately 83 feet of a 2:1 riprap slope or similar physical barrier would be placed from the end of the bridge to the eastern terminus of the trail as a result of matching the trail elevation to the existing roadway grade in an area of existing slope and elevation difference. The riprap or similar barrier will reduce erosion potential in the area where the grade of the trail is elevated from the existing slope and grade. The remainder of the trail would result in little difference in erosion potential as the majority of

the trail follows an existing gravel road. The trail is designed so that trail runoff flows to the side of the trail onto the existing maintenance road gravel or to the surrounding open ground on the mill property where it would be allowed to seep into the ground. Total cut and fill for the Project is as follows: Cut – 813 cubic yards, Fill – 380 cubic yards, excess cut – 433 cubic yards. Most of the alignment contains gravel fill.

Alignment 1B would have a shorter bridge span (140 feet) and more fill area. Like the preferred alignment, the fill areas would be above the 100-year floodplain elevation; however this design includes 904 cubic yards of cut and 1,214 cubic yards of fill, with a need for an additional 310 cubic yards of fill beyond the cut volume. In the areas around the bridge crossing, 115 linear feet of 2:1 riprap slope (or similar physical barrier) would be placed at the west side of the river and 145 linear feet would be location at the east side of the river to stabilize the fill and provide safe trail travel in an area with elevation difference between the trail and the existing grade. The remainder of the trail would be the same as proposed for the preferred alignment.

To prevent water and wind erosion during the construction period, a Stormwater Pollution Prevention Plan (SWPPP) would be developed for the Project as required for all projects that disturb more than one (1) acre in size in the State of California (Regulatory Compliance Measure 2.6.4). The SWPPP would include controls for pollutants, non-stormwater discharges, site-specific sediment and erosion control BMPs, run-off calculations and design details, site stabilization BMPs, and other measures. As part of the SWPPP, the City will be required to provide sediment and erosion control measures to protect the topsoil. Stockpiled soils would be properly located, watered and/or covered to prevent soil loss due to wind erosion during construction. Each BMP would be mapped and detailed CASQA specifications included in the SWPPP. As a result of these efforts, loss of topsoil and substantial soil erosion during the construction period would be minimal.

Environmental Analysis: *Less than Significant Impact.*

V.I.c Location on an Unstable Geological Unit or Soil

A significant impact would occur if the proposed Project results in landslides, lateral spreading, subsidence, liquefaction, or collapse due to a location on an unstable geologic unit or soils.

Grade change will not occur in the topography to the point where the Project could expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, liquefaction or collapse. The Project site has a low risk of subsidence.

Environmental Analysis: *Less than Significant Impact.*

VI.d Location on Expansive Soils

A significant impact would occur if the proposed Project results in substantial risk to life or property due to location on expansive soil.

According to the USDA and the NRCS, the Project site contains Calpine coarse sandy loam 0-5% slope (Soil Map Unit 142) at the eastern terminus of the alignment, Fortsage silt loam 0-2% slopes (Soil Map unit 210) on the majority of the alignment, and areas of Springmeyer sandy clay loam 0-2% slopes (Soil Map Unit 366) near the river crossing at the western terminus of the alignment, as shown on Figure 8. These soils have low swelling potential and are described in Table 5.

Table 5

NRCS Soils in the Project Area

Soil Type[1]	Calpine coarse sandy loam 0-5% slope	Fortsage Silt Loam 0-2% Slopes	Springmeyer sandy clay loam 0-2% slopes
Parent Material[2]	Alluvium derived from granite	Alluvium derived from mixed-rock	Alluvium derived from mixed-rock
Surface Runoff Class[3]	Very low	Very Low	Medium
Slowest Permeability[4]	Moderately rapid	Moderately rapid	Moderately rapid
Shrink-Swell Potential[5]	Low	Low	Low
Corrosivity[6]	Low/High	Low/High	Low/High
Drainage Class[7]	Well drained	Moderately well drained	Well drained
Available Water Capacity[8]	Low (5 inches)	Moderate (8 inches)	Moderate (9 inches)
Hydrologic Soil Group[9]	A	A	C

Source: NRCS 2013 Soil Survey Maps; NRCS 2004 Soil Survey of Susanville Area, Hauge Brueck Associates 2015

Table Notes:

1. See Figure 8 for locations
2. Parent material. The unconsolidated and chemically weathered mineral and organic material in which the solum of a soil is formed as a result of pedogenic processes.
3. Runoff. The precipitation discharged into stream channels from an area. The water that flows off the surface of the land without sinking into the soil is called surface runoff. Water that enters the soil before reaching surface streams is called ground-water runoff or seepage flow from ground water.
4. Permeability. The quality of the soil that enables water or air to move downward through the profile. The rate at which a saturated soil transmits water is accepted as a measure of this quality.
5. Shrink/Swell Potential provides criteria for determination of expansive soil properties.
6. Ratings are for Concrete/Steel. The ratings provided are the most conservative and based on the highest % representative aggregate. Site-specific soil resistivity analysis will be necessary prior to site development.
7. Drainage class (natural). Refers to the frequency and duration of wet periods under conditions similar to those under which the soil formed. Alterations of the water regime by human activities, either through drainage or irrigation, are not a consideration unless they have significantly changed the morphology of the soil. Seven classes of natural soil drainage are recognized—excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained. These classes are defined in the "Soil Survey Manual."
8. Available water capacity (AWC) (available moisture capacity). The volume of water that should be available to plants if the soil, inclusive of fragments, were at field capacity. It is commonly estimated as the difference between the amount of water at field capacity and the amount at wilting point with adjustments for salinity, fragments, and rooting depth. It is commonly expressed as inches of water per inch of soil. The capacity, in inches, in a 60-inch profile or to a limiting layer is expressed as: Very low 0 to 2.5; Low 2.5 to 5.0; Moderate 5.0 to 7.5; High 7.5 to 10.0; Very high more than 10.0.
9. Hydrologic soil groups. Refers to soils grouped according to their runoff potential. The soil properties that influence this potential are those that affect the minimum rate of water infiltration on a bare soil during periods after prolonged wetting when the soil is not frozen. These properties are depth to a seasonal high water table, the infiltration rate and permeability after prolonged wetting, and depth to a very slowly permeable layer. The slope and the kind of plant cover are not considered but are separate factors in predicting runoff. Hydrologic Soils Group Definitions: A =low runoff potential (0.30 to 0.45 in/hr); B=moderate runoff potential (0.15 to 0.30 in/hr); C=moderately high runoff potential (0.05 to 0.5 in/hr); D=high runoff potential (less than 0.05 in/hr)

Environmental Analysis: *Less than Significant Impact.*

Figure 8. Soil Map

VI.e Inadequate Soils for Wastewater Disposal Systems

A significant impact would occur if the proposed Project results in placement of septic tanks or alternative wastewater disposal systems where sewers are not available on appropriate soils.

No septic or sewer system or facilities are proposed.

Environmental Analysis: *No Impact.*

VII. Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			√	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			√	

Environmental Setting

The Project lies within the Northeast Plateau Air Basin, for which the State of California has delegated air quality management responsibility to the Lassen County Air Pollution Control District (LCAPCD). Currently there are no formally adopted quantitative thresholds of significance for project-related GHGs. The Bay Area Air Quality Management District (BAAQMD) suggests in its CEQA guidance the following significance thresholds: no threshold for GHG emitted during project construction, and 1,100 metric tons of CO_2e per year for project operation.

VII.a Generate Greenhouse Gas Emissions, Either Directly or Indirectly, that may have a Significant Impact on the Environment

Greenhouse gases (GHGs) that have the ability to absorb energy radiating away from the earth include water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These GHGs affect the thermal balance of the atmosphere between incoming solar radiation and outgoing thermal radiation, and, hence, the temperature of the atmosphere. Natural processes and human activities emit GHGs. Except for water vapor, the listed GHGs are subject to regulation by the State of California and the federal government.

The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing GHG emissions in California. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020, and Executive Order S-3-05 states the goal of further reducing GHGs emissions to a level 80% lower than 1990 emissions by 2050.

ARB approved the Climate Change Scoping Plan (Scoping Plan) in December 2008. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall GHG emissions in California,

improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health." A Mandatory Reporting Regulation has been in effect since December 2008, and a Cap-and-Trade Program is currently in operating.

No GHG emissions are expected as a result of Project operations as the trail would be used by pedestrians and bikes, and may result in a beneficial impact by providing a non-motorized access route that would encourage pedestrian trips rather than vehicle trips in the area. The BAAQMD in its CEQA guidance has suggested no significance thresholds for GHG emitted during project construction, and 1,100 metric tons of CO_2e per year for project operation.[5] Project construction and operation would have far lower emission rates than this significance threshold. Therefore, project construction and operation would have less than significant GHG impacts.

Environmental Analysis: *Less than Significant Impact.*

VII.b Conflict with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The California Global Warming Solutions Act of 2006 (AB 32) is the "applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases." ARB's Scoping Plan, derived from AB 32, includes the following element that is directly relevant to the Project:

- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets.

The Project is designed to support the element by providing a pedestrian and bike trail that will reduce vehicle miles traveled (VMT) and overall reliance on vehicle travel. Therefore, the Project will not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and its impacts will be less than significant.

Environmental Analysis: *Less than Significant Impact.*

[5] Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines,* Table 2-1 (Air Quality CEQA Thresholds of Significance, page 2-2, Updated May 3, 2011.

VIII. Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			√	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			√	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			√	
e) For a project located within an airport land use plan 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?				√
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?				√
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				√
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?			√	

Environmental Setting

The Project is located along Riverside Drive between Riverside Park and the Susan River Trail. The site was formerly used for mill operations, which ceased in 2004. The project footprint currently consists of paved mill access roads, a gravel maintenance road located on top of the former mill pond levee, portions of the mill site, and the Susan River. Logs, vegetation, construction and household debris are found onsite. There area two sites listed on the California Department of Toxic Substances Control Envirostor database in Lassen County. The sites are both located on Sierra Army Depot property in Herlong. A Phase I Environmental Site Assessment (Phase I ESA) was conducted for the Project area (Holdrege & Kull, 2015). The Phase I ESA found the Sierra Pacific Industries mill site is an open remediation site under a cleanup program regulated by the Regional Water Quality Control Board (Lahontan). Miscellaneous household and construction debris was observed in the area, with no obvious signs of staining the ground surface. Nearby listings were identified at the school district office site (inactive case) and the Sierra Chevron site (eligible for case closure due to Lahontan determination that contaminants have been addressed). Recognized environmental conditions were identified on over 100 properties within 0.25 mile radius of the study area. These sites contain active underground storage tanks without reported releases, active above-ground storage tanks without reported releases, cases that have been closed by regulatory agencies, and/or facilities located in cross-gradient or down-gradient directions that could not affect the Project area. According to the General Plan, the Project site lies within a moderate fire hazard area, but is not considered wildland or a high fire danger area. The surrounding lands consist of residential uses, industrial and commercial areas, and recreation uses.

VIII.a-b Hazard to the Public or the Environment through Transport, Use, or Disposal of Hazardous Materials, Foreseeable Upset and Accident of Release of Hazardous Materials

A significant impact would occur if the proposed Project produces a substantial risk to the public from routine transportation, use, or disposal of hazardous material. A significant impact would occur if the proposed Project releases hazardous materials into the environment, creating significant hazards to the public or the environment.

A Phase I Environmental Site Assessment (Phase I ESA) was conducted for the Project area (Holdrege & Kull, 2015). The Phase I ESA found the Sierra Pacific Industries mill site is an open remediation site under a cleanup program regulated by the Regional Water Quality Control Board (Lahontan). Miscellaneous household and construction debris was observed in the area, with no obvious signs of staining the ground surface. Nearby listings were identified at the school district office site (inactive case) and the Sierra Chevron site (eligible for case closure due to Lahontan determination that contaminants have been addressed). Recognized environmental conditions were identified on over 100 properties within 0.25 mile radius of the study area. These sites contain active underground storage tanks without reported releases, active above-ground storage tanks without reported releases, cases that have been closed by regulatory agencies, and/or facilities located in cross-gradient or down-gradient directions that could not affect the Project area.

In regard to the former Sierra Pacific Industries mill site, an investigation report prepared in 2007 revealed no hazardous thresholds were exceeded. A 2011 study conducted on the Sierra Pacific Industries site north of Riverside Drive revealed that concentrations were below cleanup levels and no further investigation was warranted. A 2012 bioassessment of the Susan River revealed no indication that groundwater discharges from the mill were affecting the health of the river. A Corrective Action Plan (CAP) was prepared for the mill site in 2014 to evaluate corrective action alternatives for impacted soil and groundwater. According to the CAP, the mill pond was used to store logs prior to transport and that

use of the mill pond was discontinued in the late 1970s. At that time, the pond was filled with bark, ash, waste concrete, and rock. The CAP found that due to remedial action previously conducted in the area and the limited risk of contaminants (metals, PAHs, TPH, and acetone were less than 1 and indicated no unacceptable cancer risk), no further remedial actions were recommended and the non-cancer hazard was considered acceptable for future unrestricted use. It should be noted that no regulatory approval of this finding was identified in the Phase I ESA and regulatory review of the 2014 CAP may not yet be complete.

Construction of the Project will require transport and use of small quantities of hazardous materials in the form of gasoline, diesel and oil. There is the potential for small spills when refueling of construction equipment occurs, however standard construction Best Management Practices (BMPs) included in the SWPPP (Regulatory Compliance Measure 2.6.4) will reduce the potential for the release of construction-related fuels and other hazardous materials to stormwater contamination from spills or leaks, control the amount of runoff from the site, and require proper disposal or recycling of hazardous materials. Project operation will not result in the routine transport or use of hazardous materials.

Required Mitigation:

HAZ-1. Lahontan Confirmation and Soil Sampling

Prior to construction and in coordination with SWPPP and Section 401 certification, the City will obtain confirmation from Lahontan indicating that no further action is required on the site. If confirmation from Lahontan is not provided, the City will conduct soil sampling and analysis on the mill pond levee to confirm soil conditions are protective for construction workers and trail users.

Environmental Analysis: *Less Than Significant with Mitigation Incorporated.*

VIII.c Hazardous Materials Near School

A significant impact would occur if the proposed Project emits or handles hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school, Lassen Union High School, is located over 0.37 mile northwest of the Project site. The Project would not utilize or emit hazardous materials during operations.

Environmental Analysis: *Less than Significant Impact.*

VIII.d Location on Hazardous Material Site

A significant impact would occur if the proposed Project is located on a list of hazardous materials sites.

The Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5. There area two sites listed on the California Department of Toxic Substances Control Envirostor database in Lassen County. The sites are both located on Sierra Army Depot property in Herlong. There are no listed sites in Susanville. Please refer to the discussion under Impact VIII.a-b regarding findings of the Phase I ESA.

Environmental Analysis: *Less than Significant Impact.*

VIII.e-f Location near Airport Land Use Plan or Private Airstrip

A significant impact would occur if the proposed Project results in a location near a public airport or private airstrip.

The nearest airport, Susanville Municipal Airport, is over four miles southeast of the Project site. The Project will not result in a safety hazard for people working in the Project area.

Environmental Analysis: *No Impact.*

VIII.g Impaired Implementation of Emergency Plan

A significant impact would occur if the proposed Project impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

The Project will not interfere with implementation of an emergency response plan or evacuation.

Environmental Analysis: *No Impact.*

VIII.h Exposure to Loss, Injury or Death Due to Wildland Fires

A significant impact would occur if the proposed Project exposes people or structures to a significant risk of loss, injury or death involving wildland fires.

The Project site was previously used for lumber mill operations and is not considered wildland. The surrounding lands consist of residential uses, commercial areas, and recreation sites. The area north of Riverside Drive is undeveloped. Mill operations ceased in 2004 and portions of the site have become overgrown. Due to vagrants using the site and causing wildfire, PVC sprinklers are currently located south of the maintenance road to be developed into the proposed trail. The paved trail and decomposed granite shoulders would result in a 14-foot wide corridor free of vegetation, acting as a barrier between the mill site and roadway. The Project will not contain housing that could be at risk of fire. According to the General Plan Figure 9-1 the Project site is located within a moderate fire hazard area. Development of the trail will decrease wildland fire potential as the trail will be paved.

Environmental Analysis: *Less than Significant Impact.*

IX. Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?		√		
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)?			√	
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?			√	
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?			√	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			√	
f) Otherwise substantially degrade water quality?			√	
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?				√
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			√	
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?			√	
j) Inundation by seiche, tsunami, or mudflow?			√	

Environmental Setting

The 1,920 linear foot (0.79 to 0.86 acre) Project site is located in Susanville and Lassen County along Riverside, at an elevation of approximately 4,180 feet above mean sea level. According to Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Community Number 06035C1942D, the majority of the Project is located outside the floodplain; however, portions of the Project site are located within FEMA Zone "X", an area outside the 500-year flood zone with a less than 0.2 percent chance of flooding annually, and the Project spans over Zone "AE" at the Susan River, which includes the 100-year flood zone at elevations up to 4,168 feet above msl. As disclosed in the Preliminary Hydraulic Analysis for the Project prepared by PR Designs (Appendix B), the Susan River adjacent to Riverside Drive is mapped as a Zone AE Special Flood Hazard Area (SFHA). The extents of the SFHA subject to inundation by the 1% annual chance flood and Base Flood Elevations (BFE) are shown on the Lassen County FIRM Panel 1942D. PR Design & Engineering Inc. delineated the SFHA using topographic survey data provided by the City of Susanville and the BFE's shown on the FIRM panel. Vertical datum listed on the FIRM panel is NAVD88, which correlates to the vertical datum of the topographic survey provided by the City of Susanville.

The Susan River generally flows west to east across the project area, turning southward briefly where the existing vehicular bridge at Riverside Drive crosses the river. While the Susan River maintains a healthy and natural aesthetic, there have been several anthropogenic alterations to the river channel in the general vicinity of the project. The Lassen County Flood Insurance Study dated September 2, 2010 (FIS) includes references to several pedestrian and vehicular bridges upstream and downstream of the project area and a levee at a nearby high school.

The river channel has very little longitudinal fall at the project area. The FIS and topographic data provided by the City of Susanville depict a longitudinal river slope of approximately 0.01 ft/ft through the project area. Near the project area, the river channel consists primarily of stone and sediment material. The over-bank areas of the Susan River vary in characteristic and include wetland areas, larger rock formations and man-made structural material for road and bank stabilization. Much of the over-bank areas include dense vegetation that overhangs the primary river channel.

The existing vehicular bridge at Riverside Drive spans approximately 150 linear feet diagonal to the flow of the river and is supported by fill placed within the natural floodplain of the Susan River. Immediately upstream of the existing bridge, the channel spans approximately 160 linear feet. Constriction at the bridge reduces the river channel to approximately 70 linear feet in width at the top of bank, before it expands to 260 linear feet below the bridge. The FIRM panel and flood profile included in the FIS report show conveyance of the 1% annual chance storm event below the bridge. However, the effects of the channel constriction are seen in the FIS flood profile, where surcharging of runoff is depicted upstream of the existing bridge.

No Project components would be located within Zone AE as all components would be above the Zone AE flood elevation. Other than the Susan River, there are no lakes, dams, or other large waterbodies near the project site.

Surface water generally drains toward the southeast within the Project site within the old mill pond area and toward the Susan River.

IX.a Violate Water Quality Standards or Waste Discharge Requirements

A significant impact would occur if the proposed Project violates water quality standards or water discharge requirements.

During the construction period, the proposed project will involve grading, excavation, and potential cut and fill activity. Ground disturbance associated with these activities has the potential to cause erosion of exposed surfaces during rainfall events and snowmelt. Runoff has the potential to cause sedimentation of on-site and off-site watercourses. The extent of erosion will vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. During the construction period, stormwater will be captured and treated within the Project site in compliance with the Statewide Construction General Permit (Board Order No. 2009-0009-DWQ). In the short-term, this is a potentially significant impact.

Regulatory compliance measures are included in the Project to ensure water quality standards and waste discharge requirements are not violated. Regulatory Compliance Measure 2.6.4 includes the preparation and implementation of the SWPPP, including controls for pollutants, non-stormwater discharges, site-specific BMPs, run-off calculations and design details, stabilization BMPs, and other measures. As part of the SWPPP, the City will be required to install erosion and sediment control measures, wind erosion control measures and tracking control BMPs to protect the topsoil. Stockpiled soils will be properly located, watered and/or covered to prevent loss due to wind erosion The site-specific SWPPP includes erosion and sediment control BMPs and non-stormwater and material management BMPs. Each BMP would be mapped and detailed with CASQA specifications outlined. Implementation of the SWPPP and its BMPs directed at sediment and erosion control and proper site management in conjunction with daily and storm event monitoring would ensure water quality standards and discharge requirements are maintained throughout the construction period.

Following project construction, creation of impervious surfaces for the trail and pedestrian bridge and slight changes of local topography has the potential to alter surface runoff rates and drainage patterns from the site. Impervious surfaces can increase surface runoff rates and drainage peak flows downstream. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact.

Required Mitigation:

HYDRO-1. Grading Plan

Prior to approval of improvement/construction plans, a grading plan shall be prepared for the project site that contains the following provisions:

- Identify areas where topsoil is to be salvaged prior to grading for later reuse on-site.
- Identify and protect areas not planned to be disturbed to the greatest extent practicable using temporary fencing or other methods.
- Limit cuts and fills and balance cut and fill on-site.
- Limit grading to the smallest practical area of land.
- Limit exposure of disturbed soils to the shortest practical amount of time. The National Pollutant Discharge Elimination System (NPDES) permit requires that disturbed soils are temporarily stabilized within 14 days of disturbance.

- Establish a winterization plan such that all disturbed soil areas are stabilized by October 15th of each construction year (per NPDES requirements).
- Permanently stabilize graded/disturbed areas through soil loosening, application of salvaged topsoil, establishment of native vegetation and application of native mulch material. The State Water Resources Control Board's (SWRCB) "Sediment Source Control Handbook" provides field-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Sierra Nevada.
- Create grading contours that blend with the natural contours on-site or with contours on property immediately adjacent to the area of development.
- Locate and design trail to blend in with the natural terrain.
- Limit development and cut and fill on steep slopes in order to minimize erosion and runoff potential.

HYDRO-2. Permanent BMPs

The following permanent BMPs shall be applied during construction to minimize alteration of surface runoff rates and prevent associated water quality and flooding impacts:

- Low Impact Development (LID) techniques shall be utilized during and after construction. On-site infiltration should be utilized wherever possible to minimize runoff. Such infiltration features may include wet ponds, detention ponds, or infiltration swales near the trail alignment. Installation methods for infiltration features shall be shown to provide necessary infiltration rates and detention times to meet or exceed local stormwater design requirements. Other water quality treatment measures may be considered if site constraints are such that construction of infiltration features is not feasible.
- Where possible, existing drainage patterns should not be significantly modified.
- Earthen drainage facilities should be protected with proper BMPs and erosion control methods immediately following their construction. Drainage facilities that have the potential for erosion or scouring shall be further protected using rock riprap, erosion control fabric or other energy dissipation measures to prevent erosion of the soil surface in conformance with the City of Susanville Engineering Standards.
- Revegetated areas should be regularly monitored and maintained as needed in order to assure adequate vegetation growth and root development, mulch surface cover, and absence of any signs of erosion (rills, gullies, deposition). Revegetated areas shall be routinely inspected and maintained as necessary to ensure continued erosion control effectiveness. The Water Board's "Sediment Source Control Handbook" provides field-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Tahoe-Truckee area.

Environmental Analysis: *Less Than Significant with Mitigation Incorporated.*

IX.b Deplete Groundwater Supplies or Interfere with Groundwater Recharge

A significant impact would occur if the proposed Project depletes groundwater supplies or interferes substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

The proposed project is not planned to increase water demand in any way. Although approximately 0.59 acre of impervious surface coverage is proposed for Alignment 1A (preferred) and 0.60 acre of impervious coverage is proposed for Alignment 1B, portions of the trail would be located on existing coverage. Construction of the trail would decrease localized infiltration capacity across the trail alignment, however net infiltration across the project area, and potential groundwater recharge, would remain unchanged through the use of stormwater infiltration features and LID principles. These include such practices as water capture and infiltration of stormwater runoff in close proximity to the source (e.g. in roadside swales and detention ponds).

Environmental Analysis: *Less than Significant Impact.*

IX.c Alter the Existing Drainage Pattern to Result in Substantial Erosion or Siltation

A significant impact would occur if the proposed Project alters the existing drainage pattern of the site or area, which would result in substantial erosion or siltation on- or off-site.

The project does not propose to alter the main drainage patterns or topography of the site. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. Localized erosion during construction is possible, though it would be unlikely to reach waterways or result in siltation off-site due to implementation of extensive erosion and sediment control BMPs required by State and local permits (Regulatory Compliance Measure 2.6.4).

Environmental Analysis: *Less than Significant Impact.*

IX.d Alter the Existing Drainage Pattern to Increase the Rate or Amount of Surface Runoff

A significant impact would occur if the proposed Project alters the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site.

The project does not propose to alter the main drainage patterns or topography of the site. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. Creation of additional impervious surfaces along the proposed trail alignment may result in greater surface runoff rates and peak volumes, though net surface runoff volumes leaving the site are unlikely to change substantially as a result of installing stormwater infiltration features. No downstream flooding potential is anticipated.

Environmental Analysis: *Less than Significant Impact.*

IX.e Create or Contribute Runoff Water Exceeding Capacity of Stormwater Drainage

A significant impact would occur if the proposed Project creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed project does not alter the main drainage features or topography of the site. Creation of impervious surfaces along the proposed trail alignment would result in greater surface runoff rates and peak volumes, though net surface runoff volumes leaving the site are unlikely to change substantially as a result of deployment of stormwater infiltration features. Planned stormwater treatment features will be designed to contain site drainage flows from 20-year runoff events such that downstream drainage systems are not impacted by the proposed development. Further, the land area downslope of the majority of the proposed trail alignment, which was formerly used to store sawdust and woody material waste from the mill, has very high infiltration rates and low runoff potential, which will further reduce the risk of polluted runoff reaching a surface water. Soil rehabilitation treatments that include physically loosening soil to a depth of 12-24 inches and incorporating coarse, high-carbon soil amendments (such as wood chips) have been tested and shown to create and sustain soil infiltration rates of 4.7 inches per hour and greater when applied to highly compacted soils in the Truckee-Tahoe area.[6]

Environmental Analysis: *Less than Significant Impact.*

IX.f Substantially Degrade Water Quality

A significant impact would occur if the proposed Project substantially degrades water quality.

Impacts to water quality have been discussed in the impact analysis for IX.a, c, and e.

Environmental Analysis: *Less than Significant Impact.*

IX.g Place Housing within a 100-year Flood Hazard Area

A significant impact would occur if the proposed Project places 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.

No housing is planned to be constructed as part of the proposed project.

Environmental Analysis: *No Impact.*

IX.h Place Structures within 100-year Flood Hazard Area that would Impede or Redirect Flood Flows

A significant impact would occur if the proposed Project places structures within a 100-year flood hazard area, which would impede or redirect flood flows.

[6] Grismer, M.E., C. Schnurrenberger, R. Arst and M.P. Hogan. 2008. Integrated Monitoring and Assessment of Soil Restoration Treatments in the Lake Tahoe Basin. Environ. Monitoring & Assessment. 150:365-383.

The proposed trail alignment is located outside of the 100-year floodplain of the Susan River, including the bridge support structures. Alignment 1A, the preferred Alignment, includes 300 linear feet of bridge structure supported by piers. Pier construction provides sound structural support for the bridge while minimizing impact to the surrounding area. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely. Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. Based on the mapped SFHA and topographic data provided by the City of Susanville, Alignment 1B can be constructed by widening the existing structural support for the vehicular bridge. The majority of these enhancements will occur outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge. The degree to which the floodplain may be impacted will vary on final design and structural engineering; however, the impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not expected to increase the mapped Base Flood Elevations of the Susan River.

Environmental Analysis: *Less than Significant Impact.*

IX.i Expose People or Structures to a Risk of Loss, Injury, or Death

A significant impact would occur if the proposed Project exposes people or structures to risk of loss, injury or death involving flooding.

The proposed trail alignment is located outside of the 100-year floodplain of the Susan River. Additionally, there are no dams or related impoundment structures proposed for the site that could pose a risk of flooding.

Environmental Analysis: *Less than Significant Impact.*

IX.j Hazards Due to Seiche, Tsunami, or Mudflow

A significant impact would occur if the proposed Project causes hazards of inundation by seiche, tsunami, or mudflow.

A seiche is a wave that oscillates in lakes, bays, or gulfs from a few minutes to a few hours as a result of seismic or atmospheric disturbances. A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. Hazards associated with mudflow typically affect structures that are located at the base of slopes or within close proximity to the area of flow. The potential for mudflows to impact the project site are low because the project is not located at the base of a steep slope. The potential for seiches and tsunamis to impact the project site does not exist because there are no large bodies of water in close proximity to the site.

Environmental Analysis: *Less than Significant Impact.*

X. Land Use and Planning

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				√
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?			√	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				√

Environmental Setting

The Project is located parallel to and south of Riverside Drive in both the City of Susanville and unincorporated Lassen County. The property is zoned M-1 and M-2 – Industrial, and designated Heavy Industrial and Light Industry. Surrounding designations include open space, recreation, residential, and commercial. Lands within and near the Project footprint include an abandoned saw mill no longer in operation on the south side of Riverside Drive between Riverside Park and the Susan River, the Susan River and Susan River Trail, and light industrial use (storage and electrical substation) at the east end of the alignment. Surrounding land uses include residences to the west and east, recreational uses to the north and west, industrial areas to the south and east, commercial areas to the east and open space to the north.

A review of the relevant City of Susanville and Lassen County General Plan goals, policies, and action programs is attached in Appendix C. This analysis shows the Project, with mitigation, is consistent with the General Plan.

X.a Physically Divide an Established Community

A significant impact would occur if the proposed Project physically divided an established community.

The Project is located between an industrial area, residential, commercial, and recreation uses in the City of Susanville and Lassen County. The proposed trail parallels Riverside Drive on the former Sierra Pacific Industries Susanville Sawmill property. The Project will not physically divide any established community, but will serve as a community amenity and improved east-west access route.

Environmental Analysis: *No Impact.*

X.b Conflict with Applicable Land Use Plan, Policy, or Regulation

A significant impact would occur if the project if the proposed Project conflicted with the City of Susanville General Plan or Zoning Code or Lassen County General Plan or Municipal Code.

The General Plan Designation for the general Project area is Open Space – Parks and Recreation on the north side of riverside Drive and Industrial – Heavy or General and Industrial – Light Industry or Business Park on the south side of Riverside Drive. The Project area is zoned O-S Open Space to the north of Riverside Drive, and M-2 Heavy Industrial and M-1 Light Industrial to the south of Riverside Drive. Lands within the Project footprint include an abandoned saw mill no longer in operation on the south side of Riverside Drive between Riverside Park and the Susan River, the Susan River and Susan River Trail. A portion of the saw mill property is currently leased for manufacturing uses, but does not occupy the project site. Light industrial use (storage and electrical substation) is located near the east end of the alignment. Land to the west includes Riverside Park and residential uses, while land to the east includes light industrial, residential, and commercial uses. Open Space and the Susan River Trail occupy the area north of Riverside Drive. This area is undeveloped or contains recreational uses. Beyond the Susan River area to the north, there are residences and commercial developments.

The Project will locate a Class I trail on land currently designated/zoned for industrial uses. Although the General Plan does not indicate use of the site for trail use, development of a trail will not conflict with the land use plan and zoning as circulation elements such as roads and trails are not limited to specific land use designations or zones. In addition, the General Plan indicates additional bikeways are needed on area streets and specifically lists Riverside Drive as a roadway in need of a bikeway system. As shown in the General Plan consistency table in Appendix C, the Project is consistent with the General Plan with mitigation implementation. The Project achieves consistency with most goals, policies, and action programs, however mitigation is required in a few cases to achieve consistency with policies addressing biological resources, erosion control and water quality, and cultural resources. The mitigation measures proposed for the specific resource analysis topics address these inconsistencies.

Environmental Analysis: *Less than Significant Impact.*

X.c Conflict with Applicable Habitat Conservation Plan or Natural Community Conservation Plan

A significant impact would occur if the proposed Project conflicts with a conservation plan.

The Project is not located within or will not conflict with any adopted conservation plans or natural community conservation plans.

Environmental Analysis: *No Impact.*

XI. Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				√
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?				√

Environmental Setting

The Project is located on the site of a former lumber mill along Riverside Drive. The property is zoned M-1 and M-2 Industrial. The Project site is not delineated on any local land use plan as a locally important mineral resource recovery site.

XI.a-b Loss of Known Mineral Resource or Locally-Important Mineral Resource Recovery Site

The state legislature adopted the Surface Mining and Reclamation Act (SMARA) in 1975, which designated Mineral Resource Zones (MRZ) for areas possessing minerals, which are of statewide or regional significance. A significant impact would occur if the proposed Project results in the loss of availability of a mineral resource of value to the region and state, or result in a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

The Project site is not delineated on any local land use plan as a locally important mineral resource recovery site. The existence of the Project will not result in the loss of availability of any mineral resources.

Environmental Analysis: *No Impact.*

XII. Noise

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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?			√	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			√	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			√	
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 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?				√

Environmental Setting

Fundamentals of Acoustics

Noise is a subjective reaction to different types of sounds. Noise is typically defined as sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective: one person's music is another's headache. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

Within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels expressed as dBA. The A-weighted sound level has become the standard tool of environmental noise assessment. The decibel scale is logarithmic, so two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound. Table 6 lists several examples of the noise levels associated with common situations.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The Noise Element of the City's General Plan sets forth noise compatibility standards for various land uses. For residential uses, noise levels up to 60 dB CNEL/Ldn are "clearly acceptable," and noise levels of up to 65 dB CNEL/Ldn are "normally acceptable." Based upon a typical exterior to interior noise reduction from a common building construction, exterior noise levels within the "normally acceptable" range (65 dB CNEL/Ldn) would provide a sufficient noise level reduction to ensure that interior noise levels remain within acceptable levels. For less noise-sensitive land uses, such as commercial uses, noise levels of up to 75 dBA CNEL/Ldn are considered "normally acceptable".

Table 6

Typical Nose Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft)	--100--	
Gas Lawn Mower at 1 m (3 ft)	--90--	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	--80--	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	--70--	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	--60--	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. November 2009.

Effects of Noise on People

The effects of noise on people can be placed in three categories: 1. Subjective effects of annoyance, nuisance, and dissatisfaction; 2. Interference with activities such as speech, sleep, and learning; and 3. Physiological effects such as hearing loss or sudden startling. Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Vibration

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The City of Susanville does not contain specific policies pertaining to vibration levels. However, vibration levels associated with construction activities are analyzed below.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 7, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second. Table 7 indicates that the threshold for damage to structures ranges from 2 to 6 in/sec. One-half this minimum threshold or 1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is notes as 0.1 in/sec p.p.v.

Table 7

Effects of Vibration on People and Buildings

Peak Particle Velocity in/second	Peak Particle Velocity mm/second	Human Reaction	Effect on Buildings
0-.006	0.15	Imperceptible by people	Vibrations unlikely to cause damage of any type
.006-.02	0.5	Range of Threshold of perception	Vibrations unlikely to cause damage of any type
.08	2.0	Vibrations clearly perceptible	Recommended upper level of which ruins and ancient monuments should be subjected
0.1	2.54	Level at which continuous vibrations begin to annoy people	Virtually no risk of architectural damage to normal buildings
0.2	5.0	Vibrations annoying to people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
1.0	25.4		Architectural Damage
2.0	50.4		Structural Damage to Residential Buildings
6.0	151.0		Structural Damage to Commercial Buildings

Source: Survey of Earth-borne Vibrations due to Highway Construction and Highway Traffic, Caltrans 1976.

Existing Conditions

Sources of ambient noise in the Project vicinity are primarily associated with traffic along the local roadway network and to a lesser degree periodic noise associated with recreation events at Riverside Park. In the vicinity of the project site, the primary noise sensitive land uses include residences. These residences are located in close proximity to the west and east of the project site at distances ranging from over 150 feet northeast to over 300 feet northwest, and 500 feet southwest.

XII.a Exposure to Noise Levels in Excess of Standards Established in the Local General Plan or Noise Ordinance

A significant impact would occur if the proposed Project exposes people to or generates noise excessive than standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project operations would not result in traffic increases along Riverside Drive; therefore, traffic noise would not increase as a result of the project. Noise generated by pedestrians and bicycles on the proposed trail would be similar to levels currently generated by pedestrians and bicycles utilizing the shoulder of Riverside Drive. Noise levels may decrease if pedestrian use of the paved trail, replaces vehicle trips on Riverside Drive. Therefore the project is not expected to exceed the 60 dBA Ldn noise level standard

Construction noise was analyzed using data compiled by the US Environmental Protection Agency that lists typical noise levels at 50 feet for construction equipment and various construction activities. Noise would be generated during the construction phase by increased truck traffic on area roadways and on-site grading. A significant project-generated noise source would include truck traffic associated with transport of heavy materials and equipment to and from construction sites and the movement of heavy construction equipment on the project site, especially during site grading. This noise increase would be of short duration, and would occur during daytime hours.

Construction of the Proposed Project would temporarily increase noise levels during construction. However, the General Plan sets policies to limit the amount of noise associated with construction based upon the following policies, which are Project measures as discussed in the Project Description:

Policy bu. *Allow construction activities at normal activity levels, but limit them to times of the day or week when the number of persons occupying the potential noise impact zone is lowest.*
Policy bv. *Utilize the natural shielding effects offered by topography to determine the phasing of construction.*
Policy bw. *Require use of mufflers and require muffler maintenance on construction vehicles to meet EPA standards established under the Federal Noise Control Act of 1972 for new equipment.*
Policy bx. *Require the placement of stationary construction equipment, such as compressors, as far as possible from developed areas, and require that acoustic shielding be used with such equipment.*
Policy ce. *Limit the noise impact and duration of grading operations.*

Implementation of these policies as Project measures would limit the noise impacts associated with construction.

Environmental Analysis: *Less than Significant Impact.*

XII.b Exposure to or Generation of Excessive Groundborne Vibration or Noise Levels

A significant impact would occur if the proposed Project exposes people to or generates excessive groundborne vibration or noise levels.

The nearest residence is within 150 feet of the Project boundary, located directly across from the northeast terminus of the trail and north of the Susan River Trail. As discussed in XII.a, noise levels would not exceed 60 dBA Ldn during operations.

The primary construction activities associated with the project would occur when the bridge is constructed and grading occurs. Construction is expected to occur at considerable distances from existing occupied residences and would be removed from future on-site uses. Comparing Table 7, which contains the criteria for acceptable vibration levels, to Table 8, which shows potential vibration impacts, it is not expected that vibration impacts would occur which would cause any structural damage. This impact is considered to be less than significant.

Table 8

Vibration Levels for Varying Construction Equipment

Type of Equipment	Peak Particle Velocity @ 25 ft.	Approximate Velocity Level @ 25 ft.
Large Bulldozer	0.089 (inches/second)	87 (VdB)
Loaded Trucks	0.076 (inches/second)	86 (VdB)
Small Bulldozer	0.003 (inches/second)	58 (VdB)
Auger/drill Rigs	0.089 (inches/second)	87 (VdB)
Jackhammer	0.035 (inches/second)	79 (VdB)
Vibratory Hammer	0.070 (inches/second)	85 (VdB)
Vibratory Compactor/roller	0.210 (inches/second)	94 (VdB)

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Environmental Analysis: *Less than Significant Impact.*

XII.c Permanent Increase in Ambient Noise Levels

A significant impact would occur if the proposed Project causes a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed Project.

Upon completion of construction activities, the Project operational activity will consist of pedestrian and cyclists utilizing the trail. Currently, pedestrians and cyclists utilize Riverside Drive; therefore the ambient noise level is not expected to increase or substantially change. As discussed in Impact XII.a, operational noise levels would not exceed the General Plan noise threshold of 60 dBA Ldn.

Environmental Analysis: *Less than Significant Impact.*

XII.d Temporary or Periodic Increase in Ambient Noise Levels

A significant impact would occur if the proposed Project causes a substantial or temporary periodic increase in ambient noise levels in the project vicinity above levels existing without the proposed Project.

Upon completion of construction activities, the Project operational activity will consist of pedestrian and cyclists utilizing the trail. Currently, pedestrians and cyclists utilize Riverside Drive; therefore the ambient noise level is not expected to increase or substantially change. Use of the trail would occur primarily during daylight hours. Should pedestrian and bicycle use of the trail increase above current levels of pedestrians and bicycles on the Riverside Drive shoulder, this would indicate vehicle trips were replaced by pedestrian/bicycle trips, which would result in an ambient noise decrease. As discussed in Impact XII.a, operational noise levels would not exceed the General Plan noise threshold of 60 dBA Ldn.

Environmental Analysis: *Less than Significant Impact.*

XII.e Exposure to Excessive Noise Levels from an Airport

A significant impact would occur if the proposed Project exposes people to excessive noise levels due to airports.

The nearest airport, the Susanville Municipal Airport, is located over four miles to the southeast of the Project; therefore the impact associated with airport noise is less than significant.

Environmental Analysis: *Less than Significant Impact.*

XII.f Exposure to Excessive Noise Levels from a Private Airstrip

A significant impact would occur if the proposed Project exposes people to excessive noise levels due to a private airstrip.

There are no private airstrips in the Project vicinity.

Environmental Analysis: *No Impact.*

XIII. Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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)?				√
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				√
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				√

Environmental Setting

According the U.S. Census Bureau, the population of Susanville was 17,947 residents in 2010 and 4,256 housing units (U.S. Census Bureau 2010). Population estimates for 2011 show the number of residents dropping to 17,685 (U.S. Census Bureau, 2010). American Factfinder estimates for the 2010 Census show an estimated 5,205 housing units in Susanville, of which an estimated 7% were vacant (http://factfinder2.census.gov 2/20/13). By comparison, the 2010 U.S. Census shows a population of 34,895 residents in Lassen County and 12,710 housing units. Census estimates for 2011 show the population of Lassen County falling to 34,200.

XIII.a Induce Substantial Population Growth

A significant impact would result if the proposed Project induces substantial population growth in an area, either directly or indirectly.

The Project will result in the construction and operation of a Class I trail. Construction of the Project will utilize local or regional workforces and will not require the development of worker housing. Maintenance of the trail will be conducted locally. The Project will not induce population growth either directly or indirectly.

Environmental Analysis: *No Impact.*

XIII.b Displace Substantial Numbers of Existing Housing

A significant impact would result if the proposed Project displaces substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

Housing or people will not be displaced by the Project as there are no existing residences on the Project site. Existing residences near the Project will remain. There will be no impact.

Environmental Analysis: *No Impact.*

XIII.c Displace Substantial Numbers of Existing People

A significant impact would result if the proposed Project displaces substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.

Impacts regarding the displacement of people have been discussed in Impact XIII-b. There will be no impact.

Environmental Analysis: *No Impact.*

XIV. Public Services

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			√	
Police protection?			√	
Schools?			√	
Parks?			√	
Other public facilities?			√	

Environmental Setting

The Project area is served by the Susanville Police Department, Susanville Fire Department, Lassen Municipal Utility District, Lassen County Sheriff's Office, and Susanville School District, Richmond Elementary School District, Johnstonville Elementary District, and Lassen Union High District.

The Susanville Police Department is located at 1801 Main Street in Susanville and has an authorized staff level of 18 employees, 16 of whom are sworn peace officers. The 16 peace officers include the Chief of Police, a lieutenant, three sergeants, a detective, a narcotics officer, and nine patrol officers. The non-sworn staff include the community service officer and administrative assistant (cityofsusanville.net 3/25/15). Lassen County is served by the Lassen County Sheriff's Office located at 1415 Sheriff Cady Lane in Susanville, north of the Project area.

The nearest fire station is the Susanville Fire Department located at 1505 Main Street, northwest of the project site, and the Lassen National Forest Fire and Aviation station southeast of the project site at 2550 Riverside Drive. The Susanville Fire Department is located at 1505 Main Street. Staff include the Fire Chief, three fire captains, and a volunteer fire captain. Response times range from three to five minutes from the time the emergency call is received (cityofsusanville.net 3/25/15).

The Lassen Municipal Utility District (LMUD) is located in Susanville and serves approximately 10,500 customers, with 425 miles of distribution lines and 80 miles of 60kV transmission lines. LMUD operates nine substations in the area. Currently transmission lines are located along the north side of Riverside Drive.

There are three community parks in Susanville, including Memorial Park, Riverside Park, and Skyline Park. Memorial and Riverside parks provide developed recreation resources such as baseball diamonds, playgrounds, picnic facilities, and other park amenities. Skyline Park offers passive recreation resources through walking trails and natural surroundings. Riverside Park is located at the western terminus of the trail, while the Susan River Trail is located at the eastern terminus of the trail.

The four school districts in Susanville provide a variety of learning opportunities for children in kindergarten through 12th grade. The Susanville School District includes Diamond View Middle School (grades 6 through 8), located within 0.25 miles of the Project site, Meadow View Elementary (grades 3 through 5), and McKinley School (grades Kindergarten through 2). The Richmond Elementary School District includes one school, Richmond Elementary, serving grades kindergarten through 8th grade. Johnstonville Elementary School District also includes one school, Johnstonville Elementary, serving grades kindergarten through 8th grade. Lassen Union High District operates Lassen High, Diamond Mountain Charter High School, and Credence Alternative Education High School.

XIV.a Substantial Adverse Physical Impacts Due to Maintaining Acceptable Service Levels

A significant impact would occur if the proposed Project requires construction of new public service facilities or expansion of such service facilities to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, and other public services. The Project will not rely on the addition or alteration of any public services.

The subject site is within a portion of the City of Susanville and a portion of unincorporated Lassen County and will utilize existing services provided by the City and County.

Fire Protection. The City of Susanville Fire Department will provide fire protection services to the alignment upon development. No buildings are proposed. The trail will comply with local regulations for fire safety. Since the trail will be paved, is bound at each end by an existing paved access point and is located adjacent to Riverside Drive, the trail will be accessible during emergency events. The Sierra Pacific Industries site has an existing PVC sprinkler system in place to fight wildfire events. Location of the trail at this site would not lead to an increase in fire event. The paved trail would serve as a fire break and firefighting access point. In addition, pedestrian and bicycle use of the trail would discourage campfire or trespass activity on the vacant mill site, which is an existing cause of fire event at this location. Higher foot traffic in the area discourages such activity. As discussed in Impact XIII-a, no residential construction is proposed for this Project that would affect service levels.

Environmental Analysis: *Less than Significant.*

Law Enforcement. The City of Susanville Police Department and Lassen County Sheriff's Office will provide law enforcement services to the Project site upon development. The trail is clearly visible from Riverside Drive and can be monitored through regular patrol duties. Since the trail will be paved, is bound at each end by an existing paved access point and is located adjacent to Riverside Drive, the trail will be accessible during emergency events. As discussed in Impact XIII-a, no residential construction is proposed for this Project. Trail lighting will be present along the length of the trail for security.

Environmental Analysis: *Less than Significant.*

Schools. The Project site is located within 0.37 miles of Lassen Unified High School. As discussed in Impact XIII-a, the Project will not include construction of residential structures, nor change the existing

land use designation. The Project will not result in an increase of population that would require additional school facilities.

Environmental Analysis: *Less than Significant Impact.*

Parks. The Project will not induce population growth, nor will the Project create a need for additional park or recreational services. The Project will have a beneficial impact on park facilities by improving pedestrian and bicycle access to Riverside Park and the Susan River Trail.

Environmental Analysis: *Less than Significant Impact.*

Other public facilities. The site will utilize electricity, but will not require natural gas service. An electrical connection will be made to the existing Lassen Municipal Utilities District facilities adjacent to the site. Electricity will be used for trail lighting. The quantity of electrical use will not be significant and will not result in the need to develop new electrical generation facilities or cause substantial change to the environment.

Environmental Analysis: *Less than Significant Impact.*

XV. Recreation

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	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?			√	
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?			√	

Environmental Setting

The City of Susanville currently has three community park facilities, which are Memorial Park, Riverside Park, and Skyline Park. Memorial Park is located on North Street and includes a community center, baseball diamonds, playground, picnic facilities, skate park, tennis courts, and other park facilities. Riverside Park is located on Riverside Drive and provides baseball diamonds, playground, picnic facilities, and other park amenities. Skyline park is a passive recreation area with walking trails overlooking the City. Riverside Park is located at the western terminus of the Project and the Susan River Trail is located at the eastern terminus of the Project.

Area schools provide additional recreational resources, such as playgrounds and sports fields that may be used during non-school hours.

XV.a Increase Use of Existing Recreational Facilities

A significant impact would occur if the proposed Project substantially increases the use of existing recreational facilities such that substantial physical deterioration would occur or be accelerated.

The Project will not increase the demand for recreational facilities nor will it place a strain on the existing recreational facilities as the Project will increase opportunities for recreation and will improve recreational access to existing recreational facilities. The Project meets an existing need for safe, non-motorized access along Riverside Drive. The Project implements Lassen County Circulation Element Goals C-1 and C-6 and policy CE-26, Open Space Element Goal O-4 and Policy OS11, and Goal O-5 and Policy OS-13, Natural Resources Element Goal N-19 and Policy NR67 and City of Susanville General Plan Community Health, Safety, and Conservation Element Goals 1, 2, and 3 and Policy v, Open Space, Parks, Recreation, and Child Care Element Goals 1 and 13, and Policies x, z, aa, ad, ae, Circulation Element Goals 8 and 13 and Policy q, and Community Character Element Goals 8 and 9, and Policy n, which strive to expand and improve the area trail system and non-motorized circulation routes, and maintain circulation safety. No population growth is associated with the Project or necessitated by the Project that will increase demand on existing park and recreational facilities.

Environmental Analysis: *Less than Significant Impact.*

XV.b Include or Require Construction or Expansion of Recreational Facilities

A significant impact would occur if the proposed Project includes recreational facilities or requires construction of such facilities that might have an adverse physical effect on the environment.

The Project includes the development of a pedestrian and bike trail along Riverside Drive that connects Riverside Park and the Susan River Trail, improving the overall trail and non-motorized circulation system. While the trail improves access to existing recreational facilities, it would not result in or require expansion of existing recreational facilities. The Project is proposed to meet a current need and demand for a safe, non-motorized access route. The Project would improve non-motorized circulation between existing residential, recreational, and commercial uses, but would not increase population or remove existing recreational facilities to create demand or cause an impact.

Environmental Analysis: *Less than Significant Impact.*

XVI. Transportation and Traffic

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures 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?			√	
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?			√	
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?				√
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			√	
e) Result in inadequate emergency access?			√	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			√	

Environmental Setting

The Project is located along Riverside Drive within the City of Susanville and Lassen County on industrial land and between residential areas, recreation uses, and a commercial center. Riverside Drive is a two-lane minor arterial roadway in Susanville that offers an alternative east-west route to Main Street.

Level of Service is used to describe the operating performance of an intersection or roadway segments, and is measured on a scale from A to F. The *Highway Capacity Manual (HCM) 2000* methodology

determines the level of service at unsignalized intersections by comparing the average control delay for each individual movement to the delay thresholds shown in Table 9. According to the Lassen County Final 2005/06 Final Regional Transportation Plan Update (Fehr & Peers, June 2006), Riverside Drive operates at an average daily LOS D, which exceeds the desired level LOS C or better.

Table 9

Intersection Level of Service Definitions

Level of Service	Description	Unsignalized Intersections (Average Control Delay)[1]
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	<10
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	>10 to 15
C	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	>15 to 25
D	Represents high-density, but stable flow.	>25 to 35
E	Represents operating conditions at or near the capacity level.	>35 to 50
F	Represents forced or breakdown flow.	>50

Sources: [1] *HCM 2000,* Chapter 17, Unsignalized Intersections. Values shown are in seconds/vehicle.

The Susan River Trail is an existing paved trail that runs in a northwest-southeast direction along the Susan River. Other trails in Susanville include the Susanville Ranch Park Trail, Skyline Park Trail, Skyline Extension, and the Bizz Johnson Trail; however, only the Susan River Trail would connect directly to the proposed Project.

Lassen Transit Service Agency provides transit service (Lassen Rural Bus) in Lassen County. There is no transit service offered on Riverside Drive within the Project area. Transit service is offered near the eastern terminus on Riverside Drive and within the residential area west of the trail alignment, but not along this segment of Riverside Drive. According to the 2011 Lassen County Bikeway Master Plan Update (Lassen County Transportation Commission, November 2011), a Class I trail along Riverside Drive is identified as a priority route.

XVI.a Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System

A significant impact would occur if the proposed Project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Additional vehicle trips on Riverside Drive would not be generated as a result of trail operations and no impact on the existing LOS level (LOS D) would occur. The Project addresses an existing need for pedestrian and bicycle access along the roadway and does not propose new homes or development that would attract additional vehicle trips on the roadway. It is possible that the development of the Class I trail may encourage non-vehicular circulation in the area and has the potential to reduce the number of vehicle trips along this roadway. In summary, the Project may have a beneficial impact on traffic by improving pedestrian and bicycle circulation and would not conflict with City plans, ordinances, or policies regarding the performance of the circulation system.

Environmental Analysis: *Less than Significant Impact.*

XVI.b Conflict with an Existing Congestion Management Plan

A significant impact would occur if the proposed Project conflicts with an applicable congestion management program.

There are no applicable congestion management plans for the roadways near the Project site. As shown in XVI.a, the LOS on Riverside Drive would remain at level D and would not cause a decrease in the LOS rating. No congestion would occur and no conflict with Congestion Management Plans for the Main Street area would be affected.

Environmental Analysis: *Less than Significant Impact.*

XVI.c Result in Change in Air Traffic Patterns

A significant impact would occur if the proposed Project results in a change in air traffic patterns.

The Project is located over four miles northwest of the Susanville Municipal Airport. The construction of a park will not cause an increase in air traffic levels or cause a change in air traffic location.

Environmental Analysis: *No Impact.*

XVI.d Increase Hazards due to Design Feature

A significant impact would occur if the proposed Project substantially increases hazards due to a design feature or incompatible uses.

New vehicle roadways are not proposed for this Project. The proposed Class I trail is designed to meet Caltrans Highway Design manual Chapter 1000 standards and guidelines and includes a 10-foot paved travel way with 2-foot decomposed granite shoulders on each side of the travelway. Cross slope of the travelway and shoulder have slopes no greater than 2%. The travel way would consist of 3-inch deep asphalt concrete over a 6-inch bed of Class II AB compacted to 95% relative compaction. Shoulders would consist of three inches of decomposed granite compacted to 95%. Within cut areas, the top 6 inches of subgrade would be compacted to 95% and within filled areas, structural fill would be compacted to 95%. Slopes greater than 5:1 would be bench filled with 6 inches of subgrade compacted to 90%. Excluding the bridge spans, the trail length for Alignment 1A is 1,685 LF and the trail length for the Alignment 1B is 1,843 LF. The majority of the trail would be located on an existing gravel maintenance road located on the top of the existing, but abandoned, sawmill pond levee; therefore, most of the alignment is already graded and relatively flat. The highpoint of the trail would be at the western terminus at the existing access roadway near Riverside Park, which has an elevation of approximately 4,185 feet. From that point, the trail elevation would decrease to 4,180 feet at a -3.26% slope (-3.48% for the Alignment 1B) and into a 200 foot vertical curve. The trail would follow the existing gravel maintenance road. Starting at approximately 1,350 feet, the grade would again decrease at a -3.33% slope until about 1,650 feet where the slope would begin to increase at approximately 1.14% to cross the Susan River. The finish grade of the end of the trail would match the grade of the existing road. Separation from Riverside Drive would be no less than 8 feet. The Project includes directional and traffic safety signage as described in the project description (2.4.5) and shown in the project figures. By removing bicycles and pedestrians from the shoulder of Riverside Drive, the Project improves roadway safety and eliminates hazards caused by a lack of pedestrian facilities in this location. The Project would have a beneficial impact.

Environmental Analysis: *Less than Significant Impact.*

XVI.e Result in Inadequate Emergency Access

A significant impact would occur if the proposed Project results in inadequate emergency access.

There will be no roadway closures required during construction or operation of the Project. Emergency vehicle routes will remain open and be unchanged as a result of the Project. The trail is designed to meet Caltrans Highway Design Manual Chapter 1000 standards and guidelines for bikeways and would be accessible during emergency events.

Environmental Analysis: *Less than Significant Impact.*

XVI.f Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit

A significant impact would occur if the proposed Project conflicts with adopted policies, plans, or programs regarding public transit.

Development of the Class I trail at this location would not interfere with existing or planned transit service or transit facilities.

Environmental Analysis: *Less than Significant Impact.*

XVII. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
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?				√
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				√
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?				√
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			√	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			√	

Environmental Setting

Water service in Susanville is provided by the City of Susanville, while wastewater service is provided by the Susanville Consolidated Sanitary District. Water sources include local springs (Cady Springs and Bagwell Springs) and three wells, totaling 1199.3 million gallons in annual use (Susanville Water Management Plan, 2010). Most of the water is provided through the springs (75%) according to the 2010 Water Management Plan. The Susanville Consolidated Sanitary District provides wastewater collection and tertiary treatment service within the City of Susanville. The District owns and maintains 61 miles of collection pipelines, a wastewater treatment plant, two polishing ponds and a wetland (http://susanvillesanitarydistrict.com/about_us.aspx, site accessed March 25, 2015).

C&S Waste Solutions currently provides trash and recycling services to the area through the Lassen Regional Solid Waste Management Authority (LRSWMA). The LRSWMA operates two municipal solid waste landfills (Westwood and Bass Hill landfills) and nine transfer stations in the County.

XVII.a Exceed Wastewater Treatment Requirements

A significant impact would occur if the proposed Project caused water treatment requirements to be exceeded.

The Project doe not include water use or wastewater generation as no restroom or drinking fountain facilities are proposed. Stormwater runoff would drain onsite. The Project also includes the development of a SWPPP and associated BMPs in compliance with the Lahontan RWQCB. Therefore, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

XVII.b Require the Construction of New Water or Wastewater Treatment Facilities or Expansion of Existing Facilities

A significant impact would occur if the proposed Project caused the construction of water or wastewater systems that could cause a significant effect on the environment.

As discussed in Impact IX-b and Impact XVII-a, Project operation will not generate wastewater, and will not require water for consumption or irrigation. No new water or wastewater service connections are proposed.

Environmental Analysis: *No Impact.*

XVII.c Construction or Expansion of Stormwater Drainage Facilities

A significant impact would occur if the proposed Project requires the construction or expansion of stormwater drainage systems that could cause a significant effect on the environment.

As discussed under Impacts IX.c, d, and e, the proposed project includes the creation of an impervious trail and construction of appropriate stormwater infiltration features close to the sources of runoff. Stormwater infiltration features would be designed to contain site drainage flows from 20-year runoff events such that downstream drainage systems are not impacted by the proposed development. No large-scale stormwater drainage facilities (such as concrete spillways or channels) are proposed.

Environmental Analysis: *Less than Significant Impact.*

XVII.d Sufficient Water Supplies Available

A significant impact would occur if the proposed Project impacts the water supply entitlements serving the project.
No water use is proposed for trail operation as there would be no restrooms, drinking fountains, or other water fixtures. No impact to water supply would occur. Water used during construction would be trucked onsite.

Environmental Analysis: *No Impact.*

XVII.e Adequate Wastewater Treatment Capacity

A significant impact would occur if the proposed Project results 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.

The project will not generate wastewater as no plumbing or restroom facilities are proposed.

Environmental Analysis: *No Impact.*

XVII.f Sufficient Landfill Capacity and Regulatory Compliance

A significant impact would occur if the proposed Project affects the ability of a landfill to accommodate project needs.

Operation of the Project will not generate solid waste. Trash receptacles are located at Riverside Park. Periodic maintenance of the trail will include litter removal by City maintenance. Construction debris that is not recycled will be received at the Bass Hill Landfill in Lassen County.

Environmental Analysis: *Less than Significant Impact.*

XVII.g Federal, State, and Local Statutes and Regulations Related to Solid Waste

A significant impact would occur if the proposed Project does not comply with federal, state, and local statutes and regulations relating to solid waste.

The Project will comply with federal, state, and local regulations as service would fall under City contract, which requires regulation compliance.

Environmental Analysis: *Less than Significant Impact.*

XVIII. Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	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?		√		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		√		
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		√		

XVIII.a Potential to Degrade the Quality of the Environment

The proposed Project includes developing 1,920 linear feet of paved Class I trail parallel to Riverside Drive. The environmental analysis for the Project does not identify any significant and unavoidable impacts. Due to timing restrictions, a field survey on the Project site for biological resources including state and federal listed plant and animal species, waters of the U.S., raptors and migratory birds, and sensitive natural communities occurred in December 2014, outside the preferable spring survey window. Therefore, the verification of such resources to exist onsite remains until spring surveys can be conducted. Appropriate mitigation measures are proposed that require surveys and additional mitigating actions should biological resources be found during the subsequent survey. As discussed in the preceding sections, potentially significant impacts can be mitigated to less than significant. The mitigation measures proposed by the Project both as part of the project and as mitigation will be implemented to ensure impacts are reduced to a less than significant level. Ground disturbance and the increase in impervious surface have the potential to result in erosion. In addition to the SWPPP included in the Project (see Regulatory Compliance Measure 2.6.4), implementation of a grading plan prior to construction and the use and implementation of permanent erosion control BMPs would ensure potential impacts are mitigated. Since the regulatory review for the 2014 CAP for the Sierra Pacific Industries site

has not yet been completed to confirm findings of no cancer hazard risk or need further evaluation, it is recommended that the City receive confirmation from Lahontan regarding this finding and/or conduct soil sampling beneath the trail alignment on the mill pond levee to confirm no hazard for construction workers or trail users. As discussed in the analysis under Impact V.a-b, field studies and test excavations are being conducted to verify absence of significant cultural resources within the study area; however, a mitigation measure is proposed if significant cultural resources are identified during these studies. Mitigation measures proposed for the Project are as follows and will reduce this impact to less than significant with implementation.

Required Mitigation:

BIO-1. Carson Wandering Skipper Incidental Take Permit (Section 10 ESA)
(See IV.a for the complete text of the mitigation measure)

BIO-2. Special Status Plant Species Avoidance and/or Mitigation ~~Protection~~
(See IV.a for the complete text of the mitigation measure)

BIO-3. Mitigation for Impacts to Sensitive Natural Communities
(See IV.b for the complete text of the mitigation measure)

BIO-4. Mitigation for Impacts to Section 404/401 Wetlands and Waters
(See IV.c for the complete text of the mitigation measure)

BIO-5. Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program
(See IV.d for the complete text of the mitigation measure)

CULTURAL-1. Data Recovery Excavation/Photo Documentation
(See V.a-b for the complete text of the mitigation measure)

HAZ-1. Lahontan Confirmation and Soil Sampling
(See VIII.a-b for the complete text of the mitigation measure)

HYDRO-1. Grading Plan
(See IX.a for the complete text of the mitigation measure)

HYDRO-2. Permanent BMPs
(See IX.a for the complete text of the mitigation measure)

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

XVIII.b Cumulative Impacts

As shown in the impact analysis, the Project will primarily result in no impact or less than significant impacts. The Project will result in some impacts that will be mitigated to less than significant; however these impacts are primarily site-related and would not contribute to a cumulative impact. By mitigating the impacts, the potential for a cumulative impact is also reduced. As discussed in the air quality and noise analyses, cumulative impacts would not occur. The Project does not require use of water or wastewater systems, induce population growth or result in additional housing. The Project design and compliance with applicable codes, ordinances, laws and other required regulations further ensure

construction activities and trail operations comply with area standards and would not result in significant cumulative impacts.

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

XVIII.c Adverse Effects on Human Beings

The Project will not result in substantial adverse effects on human beings, either directly or indirectly as impacts affecting people, such as air quality, noise, traffic, services, utilities, and others will be less than significant or in relation to cultural resources, mitigated to a less than significant level. Indirect impacts will not occur; however the Project will directly benefit the community by providing a new and safe pedestrian and bicycle access route where there is currently no access route causing a safety hazard between vehicles and pedestrians/bicycles on the roadway. The Project provides a much needed non-vehicle link between existing commercial, residential, and recreational uses.

Environmental Analysis: *Less than Significant Impact with Mitigation Incorporated.*

4.0 List of Preparers

4.1 Lead Agency:

City of Susanville
Dan Newton, City Engineer
Craig Sanders, City Planner
Erik Edholm, Air Quality Specialist
Daniel Gibbs, City Engineer

4.2 Environmental Consultants:

Hauge Brueck Associates

Anders Hauge – Project Manager
Garth Alling
Amy Parravanno
Christy Consolini
Jen DeMartino

PR Design & Engineering, Inc.

Andrew Ryan
Meghan Jewett
Jason Lynn

IERS

Kevin Drake

Peak Associates

Melinda Peak
Neal Neuenschwander

5.0 References

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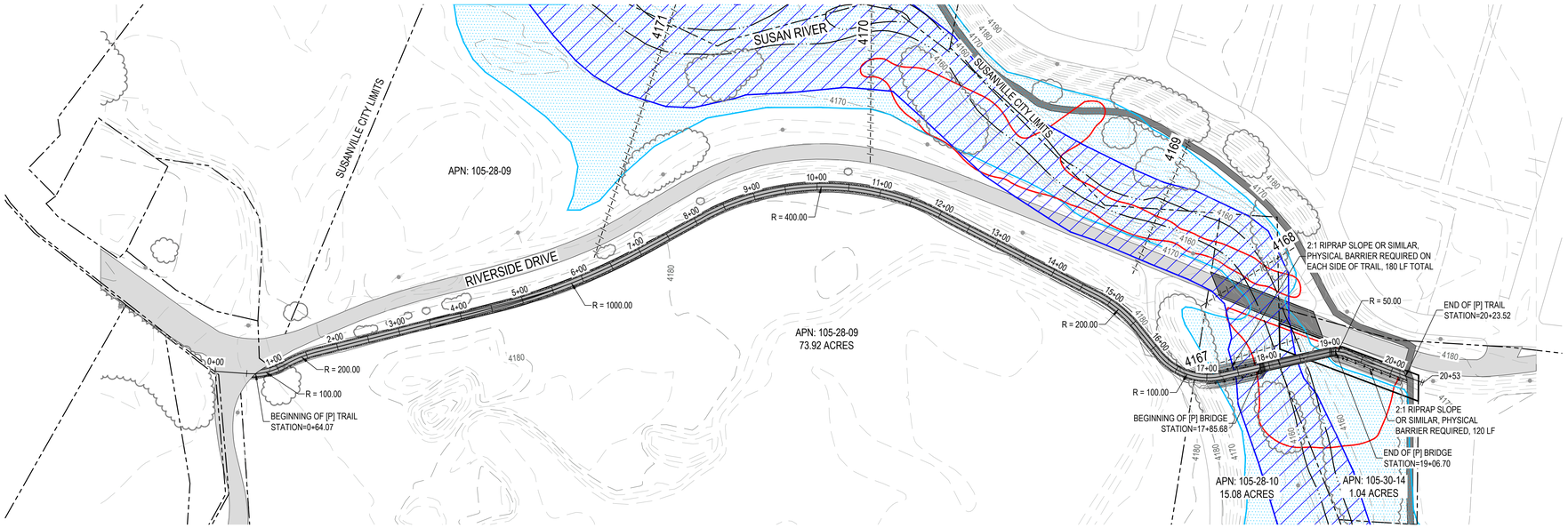
Appendix A

Initial Trail Routes Considered and Rejected



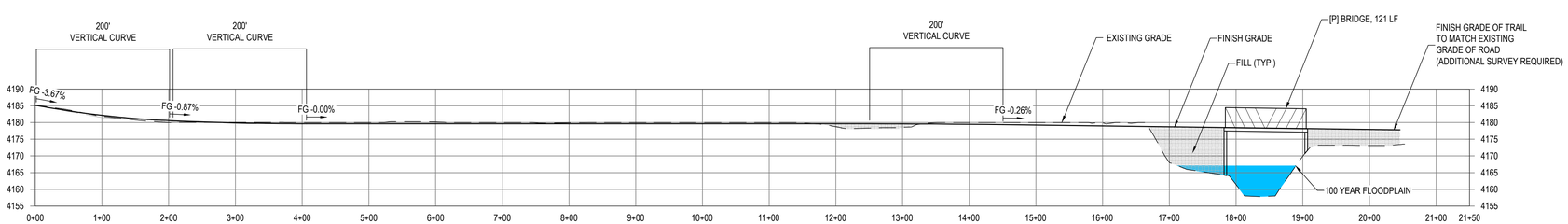
LEGEND

- PROPERTY LINE
- PROPOSED TRAIL
- PROPOSED PHYSICAL BARRIER
- EXISTING TRAIL
- FEMA FLOODWAY
- FEMA ZONE AE (100 YEAR)
- FEMA BASE FLOOD ELEVATION
- WETLAND (APPROX.)

N

SITE PLAN: ALIGNMENT 2

1 INCH = 100 FT



PROFILE: ALIGNMENT 2

H: 1"=100' / V: 1" = 20'

EARTHWORK

CUT	782 CY
FILL	1,579 CY
NET	797 CY

EARTHWORK VOLUMES DO NOT INCLUDE IMPORT OF ASPHALT, BASE, SHOULDER MATERIAL

DISTURBED FLOODPLAIN

DISTURBANCE	2,645 SF

DISTURBED WETLAND

DISTURBANCE	2,714 SF

QUANTITIES

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR
DRWN.: MAB / JRL
DATE: MARCH 2015
SCALE:
HORIZONTAL: AS NOTED
VERTICAL: AS NOTED
FILE: P:\SUSANVILLE BIKE TRAIL

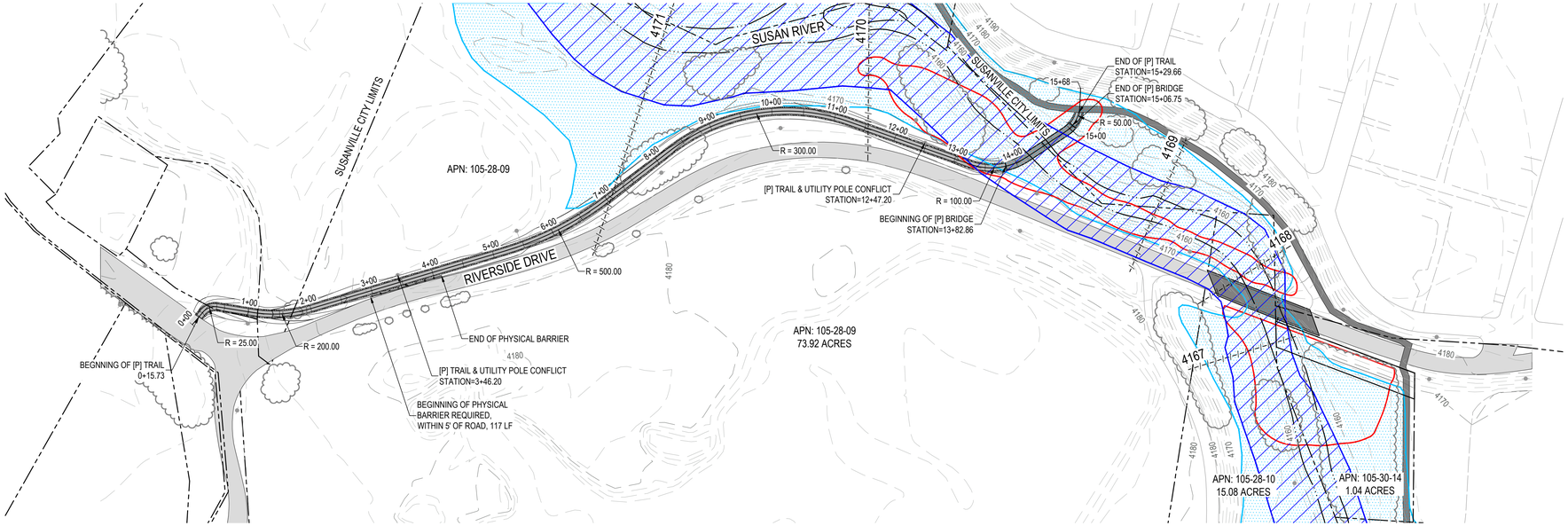
P&R DESIGN & ENGINEERING INC.
8931 North Lake Blvd, P.O. Box 1847
Kings Beach, California 96143-1847
Tel 530-546-4500 Fax 530-452-5074
www.pr-de.com

PRELIMINARY NOT FOR CONSTRUCTION

RIVERSIDE DRIVE TRAIL
TRAIL ALIGNMENT 2
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

2

PRELIMINARY DESIGN



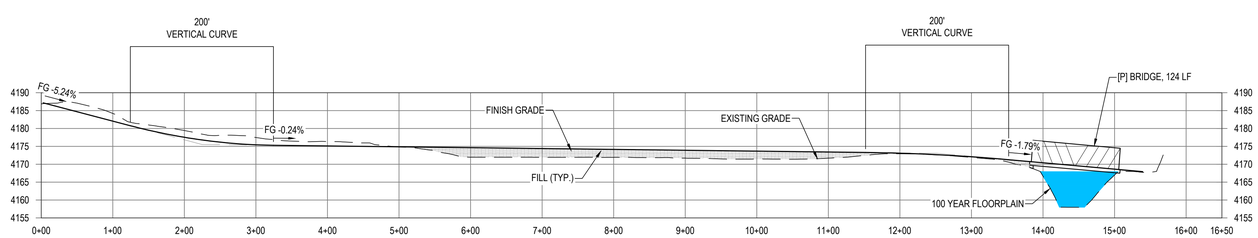
LEGEND

- PROPERTY LINE
- PROPOSED TRAIL
- PROPOSED PHYSICAL BARRIER
- EXISTING TRAIL
- FEMA FLOODWAY
- FEMA ZONE AE (100 YEAR)
- FEMA BASE FLOOD ELEVATION
- WETLAND (APPROX.)

N

SITE PLAN: ALIGNMENT 3

1 INCH = 100 FT



PROFILE: ALIGNMENT 3

H: 1"=100' / V: 1" = 20'

EARTHWORK

CUT	1,004 CY
FILL	821 CY
NET	184 CY

EARTHWORK VOLUMES DO NOT INCLUDE IMPORT OF ASPHALT, BASE, SHOULDER MATERIAL

DISTURBED FLOODPLAIN

DISTURBANCE	2,337 SF

DISTURBED WETLAND

DISTURBANCE	1,818 SF

QUANTITIES

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR
DRWN.: MAB / JRL
DATE: MARCH 2015
SCALE:
HORIZONTAL: AS NOTED
VERTICAL: AS NOTED
FILE: P:\SUSANVILLE BIKE TRAIL

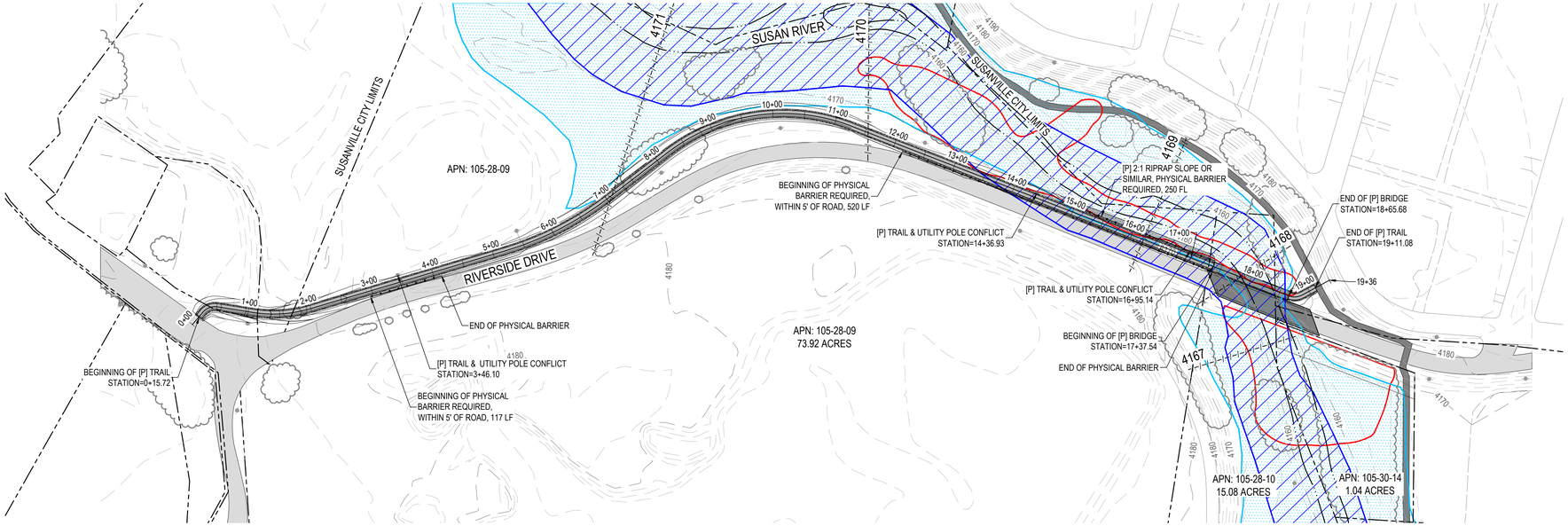
P&R DESIGN & ENGINEERING INC.
8931 North Lake Blvd, P.O. Box 1847
Kings Beach, California 96143-1847
Tel 530-546-4500 Fax 530-452-5074
www.pr-de.com

PRELIMINARY NOT FOR CONSTRUCTION

RIVERSIDE DRIVE TRAIL
TRAIL ALIGNMENT 3
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

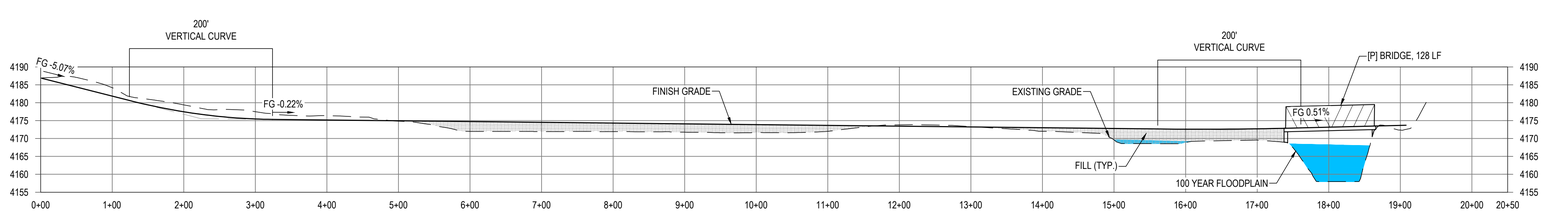
3

PRELIMINARY DESIGN



SITE PLAN: ALIGNMENT 4

1 INCH = 100 FT



PROFILE: ALIGNMENT 4

H: 1"=100' / V: 1" = 20'

EARTHWORK

CUT	1,075 CY
FILL	1,499 CY
NET	424 CY

EARTHWORK VOLUMES DO NOT INCLUDE IMPORT OF ASPHALT, BASE, SHOULDER MATERIAL

DISTURBED FLOODPLAIN

DISTURBANCE	5,348 SF

DISTURBED WETLAND

DISTURBANCE	3,562 SF

QUANTITIES

BAR IS ONE INCH AT FULL SCALE
0 1"
IF NOT ONE INCH SCALE ACCORDINGLY

REV.	DATE	DESCRIPTION	APPROVED	DATE

PRJ. ENG.: ATR
DRWN.: MAB / JRL
DATE: MARCH 2015
SCALE:
HORIZONTAL: AS NOTED
VERTICAL: AS NOTED
FILE: P:\SUSANVILLE BIKE TRAIL

P&R DESIGN & ENGINEERING INC.
8931 North Lake Blvd, P.O. Box 1847
Kings Beach, California 96143-1847
Tel 530-546-4500 Fax 530-452-5074
www.pr-de.com

PRELIMINARY NOT FOR CONSTRUCTION

RIVERSIDE DRIVE TRAIL
TRAIL ALIGNMENT 4
SUSANVILLE, CALIFORNIA
LASSEN COUNTY

4

PRELIMINARY DESIGN

Appendix B

Preliminary Hydraulic Analysis

The Preliminary Hydraulic Analysis (March 30, 2015) executive summary, analysis and conclusions are included in this appendix. The complete Preliminary Hydraulic Analysis (March 30, 2015) is available for review at the City Public Works office: 720 South Street, Susanville, CA 96130

P•R DESIGN & ENGINEERING INC.
Sustainable • Civil • Landscape
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Preliminary Hydraulic Analysis

Riverside Drive Pedestrian and Bike Trail Project

Susanville, CA

Lassen County & City of Susanville

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March 30, 2015

Executive Summary

The proposed Riverside Drive Pedestrian and Bike Trail Project seeks to improve pedestrian and bicycle access to the City of Susanville and unincorporated areas of Lassen County, California. The proposed 1/3 mile bike trail will improve health and safety by creating a designated Class I bike trail adjacent to Riverside Drive where narrow shoulders and a narrow bridge spanning the Susan River provide insufficient haven for pedestrians and cyclist.

The project will further improve access by including a designated pedestrian and bicycle bridge to span the Susan River. This report focuses on the preferred and optional Alignments and provides a general overview of the hydraulic impacts of each of the Alignments. Additional ground survey work and a complete structural bridge design will be required to completely analyze the impacts to the flood plain. Alignments 1A (preferred) and 1B (optional) may both be constructed with little or no impacts to the flood plain and no increase to the Base Flood Elevation of the Susan River is expected as a result of this project.

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Introduction

Background

Riverside Drive connects residential areas to commercial areas in and around the City of Susanville, CA. Due to the close proximity between residential areas west of the Susan River and commercial/retail uses east of the Susan River, pedestrian use of Riverside Drive has increased and has resulted in hazardous conditions along the roadway due to a lack of pedestrian and bicycle facilities. Currently, pedestrians and bicyclists walk along a narrow gravel shoulder that creates a potential for vehicle vs. pedestrian/bicycle accidents. Pedestrians and cyclists are at further risk when crossing the existing vehicular bridge that does not have sufficient room for pedestrians and cyclists. The Riverside Drive Pedestrian and Bike Trail Project was conceptualized several years ago to create a safer walking and bicycle path along Riverside Drive and includes a pedestrian and bicycle bridge adjacent to the existing vehicular bridge.

The intent of this report is to provide a preliminary hydraulic analysis of the preferred and optional Alignments as they cross the Susan River via a pedestrian and cyclist friendly bridge.

Project Location

The Project is located primarily located in the unincorporated area of Lassen County and partially within the City of Susanville City Limits (Fig. 1). The project area can be found on Susanville, CA United States Geological Survey (USGS) 7.5-minute quadrangle, and is further located in the central portion of Section 32 of Township 30 North, Range 12 East, M.D.B.&M. The route of the proposed bike trail is situated along Riverside Drive between Riverside Park and Riverside Trail.

Latitude: 40°24’43”N to 40°24’40”N

Longitude: 120°39’00”W to 120°38’37”W

The 2.3 acre project area is located on Lassen County Assessor’s Parcel Numbers 107-280-09, 107-280-10, 105-302-14, and 105-302-15 and Susanville Assessor Parcel Numbers 107-090-15 and 105-302-16.

Existing Floodplain Designation

The Susan River adjacent to Riverside Drive is mapped as a Zone AE Special Flood Hazard Area (SFHA). The extents of the SFHA subject to inundation by the 1% annual chance flood and Base Flood Elevations (BFE) are shown on the Lassen County FIRM Panel 1942D (Fig. 4). PR Design & Engineering Inc. delineated the SFHA using topographic survey data provided by the City of Susanville and the BFE’s shown on the FIRM panel. Vertical datum listed on the FIRM panel is NAVD88 which correlates to the vertical datum of the topographic survey provided by the City of Susanville.

This assessment is based on preliminary bridge design and the topographic information provided by the City of Susanville. The topographic and survey data on which this analysis is based may have been derived from sources of varying reliability. A detailed ground survey of the project area should be performed prior to any final design. The detailed ground survey and bridge design may necessitate revisions to the SFHA limits shown and the conclusions drawn as part of this analysis.

Existing Condition Hydraulic Considerations

The Susan River generally flows west to east across the project area, turning southward briefly where the existing vehicular bridge at Riverside Drive crosses the river. While the Susan River maintains a healthy and natural aesthetic, there have been several anthropogenic alterations to the river channel in the general vicinity of the project. The Lassen County Flood Insurance Study dated September 2, 2010 (FIS) (Fig. 3) includes references to several pedestrian and vehicular bridges upstream and downstream of the project area and a levee at a nearby high school.

The river channel has very little longitudinal fall at the project area. The FIS and topographic data provided by the City of Susanville depict a longitudinal river slope of approximately 0.01 ft/ft through the project area. Near the project area, the river channel consists primarily of stone and sediment material. The over-bank areas of the Susan River vary in characteristic and include wetland areas, larger rock formations and man-made structural material for road and bank stabilization. Much of the over-bank areas include dense vegetation that overhangs the primary river channel.

The existing vehicular bridge at Riverside Drive spans approximately 150 linear feet diagonal to the flow of the river and is supported by fill placed within the natural floodplain of the Susan River. Immediately upstream of the existing bridge, the channel spans approximately 160 linear feet. Constriction at the bridge reduces the river channel to approximately 70 linear feet in width at the top of bank, before it expands to 260 linear feet below the bridge. The FIRM panel and flood profile included in the FIS report show conveyance of the 1% annual chance storm event below the bridge. However, the effects of the channel constriction are seen in the FIS flood profile, where surcharging of runoff is depicted upstream of the existing bridge.

Proposed Condition Hydraulic Consideration

The location and functionality of the proposed bike trail necessitates the crossing of the Susan River as it parallels Riverside Drive. Each of the analyzed Alignments includes a bridge spanning the Susan River. Along with creating a safe and user-friendly experience, the goals of the proposed project include minimizing disturbance to the floodplain of the Susan River.

Alignments 1A and 1B (Fig. 2) follow the same alignment and parallel the existing vehicular bridge crossing the Susan River. By utilize the existing fill placed for support of the existing vehicular bridge, each of these Alignments reduce cost and minimize impact to the floodplain of the Susan River. The two selected Alignments differ in bridge construction.

Alignment 1A

Alignment 1A, the preferred Alignment, includes 300 linear feet of bridge structure supported by piers. Pier construction provides sound structural support for the bridge while minimizing impact to the surrounding area. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely (Fig. 5)

Alignment 1B

Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. Based on the mapped SFHA and topographic data provided by the City of Susanville, Alignment 1B can be constructed by widening the existing structural support for the vehicular bridge. The majority of these enhancements will occur

outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge (Fig. 5).

The degree to which the floodplain may be impacted will vary on final design and structural engineering; however, the impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not expected to increase the mapped Base Flood Elevations of the Susan River.

Conclusion & Recommendations

Based on the limits of the SFHA and the topographic data provided by the City of Susanville, Alignments 1A and 1B provide cost effective Alignments that minimize impacts to the 100-year floodplain of the Susan River. By remaining entirely outside of the mapped SFHA, Alignment 1A should ensure that there are no impacts to the floodplain. Based on this preliminary analysis, it is believed that Alignments 1A and 1B can be constructed to avoid increase to the BFE.

Prior to advancing a final design, a detailed survey of the project area should be performed. If, following a more detailed survey and final bridge design, it is determined that impacts to the SFHA are unavoidable, a detailed hydraulic analysis should be performed using US Army Corps of Engineers HEC-RAS software or alternate acceptable methods to analyze the hydraulic impacts of the project.

Appendix C

General Plan Consistency Table

General Plan Consistency:

Table 1 provides an analysis of the consistency of the Project with the applicable City of Susanville 1990 General Plan and 2000 Lassen County General Plan. The goals, policies, and action programs relevant to the Project are listed in Table 1, along with the consistency analysis related to each goal, policy, and action program. As shown in the table, the Project is consistent with most general plan goals, policies, and action programs. In some cases, consistency is achieved with the implementation of mitigation measures. These are in relation to biological resources, erosion control and water quality, and cultural resources. There are no instances where the Project is inconsistent with the General Plan and unmitigable. The Project directly supports the following statement on page 64 of the Susanville General Plan Circulation Element, *"Additional bikeways will be needed however, to serve the continued residential growth in northern Susanville. There are a limited number of east-west bicycle routes on Chestnut Street, North Street/Second Street, and Riverside Drive."*

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
City of Susanville General Plan (1990)	
Chapter 3 – Land Use	
Policy LU-1: The General Plan shall contain residential, commercial, mixed-use, industrial, open space, public and government land use categories which shall be implemented by the adoption of specific zone districts. Each category may require the adoption of several zone districts, the decision making body shall determine the number of zone districts required and specific uses permitted in each district which shall be found consistent with the General Plan by the decision making body.	Not applicable to the Project.
Goal 1: Maintain the present "quality of life."	Consistent. The Project supports this goal by providing the community with a needed and desired Class I trail to maintain pedestrian and bicycle safety along Riverside Drive and connect existing commercial, residential, and recreational areas for improved and safer access.
Policy a. Promote compatibility between land uses to protect, maintain and enhance the quality of life in the City. The City will promote compatibility between adjacent land uses by addressing traffic, noise, lighting, height/bulk differences, and other sources of incompatibility through the use of physical separation, buffering, screening, and other techniques.	Consistent. The Project supports this goal by providing the community with a needed and desired Class I trail to maintain pedestrian and bicycle safety along Riverside Drive and connect existing commercial, residential, and recreational areas for improved and safer access. The trail would be separated from but parallel to the roadway and located primarily on an abandoned maintenance road on the mill property.
Policy b. Adopt design and compatibility standards to ensure that all land uses become a long-term asset to the community.	Consistent. The Project is designed to meet Caltrans standards and guidelines for bikeways. The trail would not substantially alter the area visually as it would be located primarily on an existing maintenance road and would parallel Riverside Drive.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy c. Amend the General Plan and Zoning Map to allow higher density housing to be located throughout the community rather than concentrated in a few small areas.	Not applicable to the Project.
Goal 2: Keep Susanville relatively compact, surrounded by open space, agriculture, and forest.	Consistent. The Project provides a circulation feature to connect existing residential, commercial, and recreational development. The Project would not be located in an undeveloped area or induce sprawl.
Goal 3: Maintain well-defined boundaries at the edge of urban development.	Consistent. The Project provides a circulation feature to connect existing residential, commercial, and recreational development. The Project would not be located in an undeveloped area or induce sprawl.
Policy b. It is the policy of the City to discourage urban sprawl.	Consistent. The Project provides a circulation feature to connect existing residential, commercial, and recreational development. The Project would not be located in an undeveloped area or induce sprawl.
Policy c. As the City grows, every effort shall be made to keep a wide band of open space at its perimeter.	Consistent. The Project provides a circulation feature to connect existing residential, commercial, and recreational development. The Project would not be located in an undeveloped area or induce sprawl.
Policy d. Further development in the 100-year flood plain shall be discouraged.	Consistent. The Project is not located within the 100-year floodplain. Approximately 16 square feet of disturbance would occur within the overall floodplain (above the 100-year elevation) for the preferred alternative and 722 square feet for the optional bridge alignment, also above the 100-year elevation.
Action Program 2: A conditional use permit shall be required for any development in a flood plain.	Consistent. Project development will require the approval of the City and County, including necessary building and use permits.
Goal 4: Encourage but manage growth.	Consistent. The Project fulfills an existing demand and does not result in growth.
Goal 5: Plan and control the rate, location, and type of growth.	Consistent. The Project places the new park facility at the edge of existing development to serve current recreational need.
Goal 6: Promote the orderly and harmonious development of Susanville and its surroundings.	Consistent. The Project places new park facilities at the edge of existing development in an area that buffers residential land uses from industrial land uses.
Goal 7: All development shall take place within the City and its sphere of influence, under City standards.	Consistent. The Project is partially located within the southern city limit and primarily within the County; however this is linear pedestrian feature and must meet Caltrans standards as well as local standards.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Goal 8: Encourage annexation of lands within the City's sphere of influence that are proposed for urban development.	Not applicable as the Project would not require land annexation.
Policy e. The City will actively seek to annex lands within its sphere of influence that are contiguous to its city limits.	Not applicable as the Project would not require land annexation.
Policy f. The City shall seek to expand its sphere of influence southward and westward.	Not applicable as the Project would not require expansion of the City's sphere of influence.
Policy g. The City shall fully utilize its powers to extend or withhold utilities and services, and shall not extend municipal services to areas outside the city, except upon conformance to the City's General Plan and annexation to the City.	Not applicable as the Project is located within the City.
Policy h. The City shall work with Lassen County and the Susanville Consolidated Sanitary District to establish mutually reinforcing goals of city-centered development to prevent the conversion of rural, agricultural, forest, and open space lands to urban use inside Susanville's sphere of influence but outside its City limits.	Not applicable as the Project is located within the City.
Action program 9. Preservation of agricultural lands within and outside of the city limits shall be encouraged.	Consistent. The Project is not located on agricultural land and acts as a buffer between urban uses in the City and the ranchland within the County south of the Project site.
Policy i. The City shall ask the County to actively promote open space, forest, and agricultural uses on lands beyond city limits.	Not applicable as the Project is located within the City.
Policy j. The City shall encourage industrial expansion in designated areas in the city.	Consistent. The Project is located on land designated as Public and Government, adjacent to land designated as Industrial. Location of the park creates a buffer between existing residential and industrial uses to maintain a responsible mix of land uses.
Policy k. Establish neighborhood commercial centers in new residential areas.	Not applicable as the Project is not located in a new residential area, rather an existing residential area.
Policy l. The City shall educate the citizenry regarding planning procedures and the objectives, benefits, and costs of planning.	Consistent. The Project's City review process provides the citizenry information on the planning procedures, objectives, benefits, and costs.
Goal 9: Provide for orderly growth of the Susanville Municipal Airport.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy m. The City shall coordinate and work with the County, the Susanville Consolidated Sanitary District, LMUD, and other agencies to protect the viability and growth potential of the airport.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Goal 10: Safeguard the welfare and safety of the public in general, and those who live and work in or near the airport area.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy n. The Susanville General Plan supports the policies and guidelines of the Airport Land Use Plan (ALUP) adopted by the Lassen County Airport Land Use Commission (ALUC) including noise, airspace, safety, and referral area policies.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy o. The City shall coordinate and work with the County to assure that any future land uses in the airport area shall be compatible with airport use.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy p. Encourage public and private development of hangars according to City specifications.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy q. The City shall promote the expansion of the airport both internally and externally.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy r. The City shall pursue development of its airport property in a manner that enhances and utilizes airport facilities.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Chapter 4 – Circulation	
Goal 1: Establish a circulation system that will accommodate future growth.	Consistent. The Project does not include changes to the circulation system.
Policy a. The City shall adopt a street plan which designates primary and secondary routes.	Consistent. The Project does not include changes to the circulation system.
Action program 1. Figure 4-11, the Proposed Circulation Plan of the City of Susanville, is hereby adopted as part of the General Plan.	Consistent. The Project does not include changes to the circulation system.
Goal 2: Establish alternative routes to Main Street.	Not applicable to the Project.
Policy b. The City shall work with the County and Caltrans to identify one or more alternative routes to Main Street.	Not applicable to the Project.
Action program 2:I the connection of Cottage, South Weatherlow, Richmond, and Riverside Drive to serve as an alternative route to Main Street.	Consistent. This Project improves pedestrian and bicycle access to Main Street and the commercial areas east of the Susan River.
Goal 3: Provide a roadway system with adequate capacity to serve the City's future needs.	Consistent. The Project improves circulation on Riverside Drive by reducing hazards and providing a non-motorized west/east route. The project would not affect capacity on Riverside Drive.
Goal 4: Assure that needed street improvements are synchronized with growth and expansion.	Consistent. The purpose of the Project is to address existing pedestrian/bicycle hazards on Riverside Drive due to a lack of pedestrian facilities in this location. The trail improves access between residential and commercial areas.
Policy c. The City shall require traffic impact studies for all new developments, and shall urge the County to do the same.	Consistent. The Project does not propose new residential or commercial developments or other such development that would increase traffic volumes. The Project addresses an existing pedestrian hazard on Riverside Drive and improves non-motorized east-west access in the area.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Action program 5. Traffic impact studies will be made by the City. Their cost will be paid by developers commensurate with the size or nature of the development.	Consistent. The Project does not propose new residential or commercial developments or other such development that would increase traffic volumes. The Project addresses an existing pedestrian hazard on Riverside Drive and improves non-motorized east-west access in the area.
Policy d. The City shall require developers to make road improvements based on impacts generated by their developments and on capacity standards for new and existing streets, prior to development.	Consistent. Roadway improvements associated with the Project include improved roadway signage in regard to the existing Susan River Trail crossing and pedestrian crossing devices to improve safety.
Action program 6. Develop standards for acceptable levels of service on streets and roads.	Consistent. The Project would not increase traffic volumes.
Action program 8. Enact an ordinance requiring developers to pay their proportionate share of street improvements and traffic management systems, both on- and off-site.	Consistent. The Project is a City-project proposing to improve safety along Riverside Drive and provide an alternative transportation route.
Policy e. The City shall reserve rights-of-way for future roadway alignments, and shall ask the County to do the same.	Not applicable to the Project.
Goal 5: Direct traffic and noise away from residential areas and sensitive receptors.	Consistent. The purpose of the Project is to address existing pedestrian/bicycle hazards on Riverside Drive due to a lack of pedestrian facilities in this location. The trail improves non-motorized access between residential and commercial areas.
Goal 6: Make Main Street a comfortable street on which to drive.	Not applicable to the Project.
Policy f. It shall be City policy to improve the structure and maintenance of Main Street.	Not applicable to the Project.
Goal 7: Enhance pedestrian access to and use of Main Street.	Consistent. The Project provides a pedestrian/bicycle trail connection between residential areas and the Susan River Trail, which improves pedestrian access to Main Street.
Policy g. It shall be City policy to preserve existing trees and to plant street trees, install planted medians with left turn lanes, and maintain the landscaping on Main Street.	Not applicable to the Project.
Goal 8: Provide for the safety of pedestrians, bicyclists, motorists, and truckers.	Consistent. The primary objective of the Project is to improve safety on Riverside Drive by developing a Class I trail to separate bicycles and pedestrians from vehicle traffic.
Policy h. It shall be City policy to upgrade the safety of local intersections.	Consistent. The primary objective of the Project is to improve safety on Riverside Drive by developing a Class I trail to separate bicycles and pedestrians from vehicle traffic.
Goal 9: Assure easy vehicular access to Main Street and to Uptown businesses.	Not applicable to the Project.
Policy i. The City shall pursue the adoption of Main Street as a City-managed route over which it will have design control.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Goal 10: Provide alternative parallel roads to Route 36 for local access.	Consistent. The primary objective of the Project is to improve safety on Riverside Drive and provide additional east-west access on Riverside Drive by developing a Class I trail for bicycles and pedestrians that also links to existing non-motorized trails in the vicinity.
Policy j. Support the County's efforts to extend Skyline Road east to State Route 139 and south to Johnstonville Road.	Not applicable to the Project.
Policy k. Build a new east-west collector on the Paul Bunyan right-of-way south of Chestnut Street, and develop new north-south roads to connect Main Street to the northern (eat-west) arterials.	Not applicable to the Project.
Goal 11: Provide for the orderly growth of the airport.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy l. Upgrade access to the airport, including new and widened roads, public parking, and acceleration lanes from the airport to the highway.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy m. Protect the airport from neighboring land uses.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Goal 12: Safeguard the general welfare and safety of the public in the vicinity of the airport.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy n. Improve the level of passenger and cargo services provided.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy o. Upgrade the terminal.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Policy p. Ensure consistency between the General Plan and the Airport Master Plan.	Not applicable to the Project as the Project is not located near an airport/airstrip, would not affect air travel, and does not include air transport facilities.
Goal 13: Provide a practical bikeway system.	Consistent. The purpose of the Project is to provide a Class I trail along Riverside Drive to improve bicycle and pedestrian safety and connect to existing bikeways in the vicinity.
Policy q. The City shall develop an overall planned system of all-weather on-street bike lanes and off-street bike paths that can be used for commuting to and from work and which also will tie into a region-wide system of recreation trails.	Consistent. The purpose of the Project is to provide a Class I trail along Riverside Drive to improve bicycle and pedestrian safety and connect to existing bikeways in the vicinity. The trail will link residential, commercial, and recreation areas, thereby expanding the region-wide trail system.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Action program 21. Review, modify, and implement the City's current bikeway plan. Tie it into a trails master plan, and show both on an adopted map	Consistent. The Project proposes a Class I trail along Riverside Drive. Although the Trails map and resolution 96-2900 on page 137 of the General Plan indicate a Class II trail, the County Bikeway Master Plan indicates a Class I trail on Riverside Drive. The project would be consistent with planned effort to create pedestrian/bicycle circulation facilities along Riverside Drive and would address the existing safety hazard due to the current lack of such facilities.
Action program 22. Provide secure bike-racks and bike lockers in strategic locations (uptown, at government office complexes, at schools, and at trail heads).	Consistent. Although the Project does not include bike-racks or lockers, as the trail provides a linkage and is not a strategic location, the trail connects to strategic locations with bike-racks, including Riverside Park to the west and the commercial centers to the east.
Goal 14: Assure an adequate supply of parking in all commercial areas.	Not applicable to the Project.
Policy r. Determine parking ratio standards for future development in Uptown and other areas.	Not applicable to the Project.
Policy s. The City shall provide visible, well-striped, short-term, on-street parking	Not applicable to the Project.
Policy t. The City shall develop strategies to reduce long-term and employee parking demand Uptown.	Consistent. The Project provides a pedestrian and bike trail connection to existing trails along and near Riverside Drive that may reduce vehicle trips in the area.
Policy u. The City shall establish parking lot design standards to promote sage and easy ingress to, egress from, and circulation within off-street parking lots.	Not applicable to the Project.
Policy v. The City shall ensure that there will be adequate parking throughout the City.	Not applicable to the Project.
Policy w. Parking will be made available either through shared private parking facilities or municipal parking lots.	Not applicable to the Project.
Chapter 5 – Economic Development	
Goal 1: Demonstrate Susanville's readiness for growth.	Consistent. Development of the Class I trail improves roadway safety for pedestrians, bicycles, and vehicles on Riverside Drive and improves non-motorized access from residential areas to commercial centers.
Policy a. Susanville shall designate growth areas for "site marketing" locally and to outside investors.	Not applicable to the Project.
Policy b. Develop a cooperative and comprehensive economic development program.	Consistent. Development of the Class I trail improves roadway safety for pedestrians, bicycles, and vehicles on Riverside Drive and improves non-motorized access from residential areas to commercial centers.
Policy c. Centralize the dissemination of economic information.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy d. Pursue economic development grants and other sources of funds for economic development.	Consistent. The Project is funded by a grant.
Goal 2: Overcome Susanville's location off the main routes and its lack of direct access.	Not applicable to the Project.
Policy e. Encourage restoration of rail service.	Not applicable to the Project.
Policy f. The City shall recognize the importance of general aviation facilities and services as part of a comprehensive transportation solution to Susanville's isolation	Not applicable to the Project.
Policy g. Advertise and promote Susanville's location and accessibility	Not applicable to the Project.
Policy h. Encourage businesses that don't depend on access.	Not applicable to the Project.
Goal 3: Bring a variety of appropriate new business to Susanville.	Not applicable to the Project.
Policy i. Provide financial assistance to new or expanding businesses, or both.	Not applicable to the Project.
Policy j. Develop a business promotion package for Susanville.	Not applicable to the Project.
Policy k. Allow for "cottage industry" and/or "home occupations" in order to accommodate an expanded range of businesses.	Not applicable to the Project.
Goal 4: Keep local industries.	Not applicable to the Project.
Policy l. Help local mills; support the long-term productivity of the timber industry.	Not applicable to the Project.
Policy m. Maintain City policy supporting other existing Susanville-area employers, including the California Correctional Facility, geothermal operations, Lassen Community College and the hospital.	Not applicable to the Project.
Goal 5: Enhance and promote the skills and capabilities of the local labor force.	Not applicable to the Project.
Policy n. Susanville shall collaborate with educational institutions, employers, and agencies to strengthen the depth and range of local labor force capabilities.	Not applicable to the Project.
Policy o. Recognize the local labor force as one of Susanville's resources.	Not applicable to the Project.
Goal 6: Preserve and encourage retail in Uptown and on Main Street in general.	Not applicable to the Project.
Policy p. Provide incentives for Main Street retail.	Not applicable to the Project.
Policy q. Convince retailers to make an investment on Main Street.	Not applicable to the Project.
Goal 7: Draw visitors to Susanville	Not applicable to the Project.
Policy r. Susanville shall develop a tourism promotion program	Not applicable to the Project.
Goal 8: Explore ways to strengthen Susanville's tourism role.	Not applicable to the Project.
Policy s. Improve local understanding of Susanville's tourism base and potential.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Goal 9: Define an appealing, coherent image for Susanville.	Not applicable to the Project.
Policy t. Establish an over-arching theme for Susanville's tourism promotion efforts.	Not applicable to the Project.
Goal 10: Use visuals to draw attention to Susanville's features.	Not applicable to the Project.
Policy u. Identify opportunities to attract visitor attention to local character and attractions.	Not applicable to the Project.
Policy v. Encourage the installation of directional signs (to Main Street and other points of interest) along important through routes.	Not applicable to the Project.
Goal 11: Increase existing visitor offerings.	Not applicable to the Project.
Policy w. Improve and strengthen existing visitor activities.	Not applicable to the Project.
Policy x. Expand the number of visitor-serving activities and facilities.	Consistent. The development of the Class I trail will provide bicycle and pedestrian access through the area by connecting to existing trails and linking to Riverside Park and commercial centers.
Goal 12: Simplify and speed up the Permit Process.	Consistent. The Project will comply with the Susanville permitting process.
Policy y. The City shall take an active role in shepherding new development through the permit process.	Consistent. The Project will comply with the Susanville permitting process.
Policy z. The City shall increase resources available for permit processing as needed.	Not applicable to the Project.
Goal 13: Facilitate rapid permitting on suitable sites.	Not applicable to the Project.
Policy aa. Identify priority development areas.	Not applicable to the Project.
Goal 14: Assure logical and contiguous growth.	Consistent. The Project addresses a current need to improve safety along Riverside Drive and provides a trail linkage between residential, commercial, and recreational uses as well as to existing trails.
Policy ab. Encourage annexation of areas to the City prior to their development.	Not applicable to the Project
Goal 15: Protect Uptown as a viable business center.	Not applicable to the Project.
Policy ac. Prohibit development along any bypass corridor.	Not applicable to the Project.
Goal 16: Promote City control over the location and purpose of the bypass and use of adjoining land.	Not applicable to the Project.
Policy ad. Recognize that improving safety and removing through-traffic are separate issues; address each of these issues independently.	Consistent. Development of the Class I trail improves roadway safety for pedestrians, bicycles, and vehicles on Riverside Drive and improves non-motorized access from residential areas to commercial centers.
Policy ae. Establish a scenic corridor along the bypass route.	Not applicable to the Project as a bypass is not proposed.
Policy af. Any bypass shall be located within City limits.	Not applicable to the Project as a bypass is not proposed.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Chapter 6 – Community Character	
Goal 1: Maintain and enhance the quality of Susanville's visual environment.	Consistent. Development of the Class I trail would not affect views as the Project is a flat surface located on an existing maintenance road for much of its alignment. Views of the mill structures would not be affected or obstructed. The development of the pedestrian bridge over the Susan River would be parallel to and near a similar elevation as the existing auto bridge. The bridge would not substantially affect views of the river and would promote views of the river from the trail.
Goal 2: Preserve and enhance views of community-wide value.	Consistent. Development of the Class I trail would not affect views as the Project is a flat surface located on an existing maintenance road for much of its alignment. Views of the mill structures would not be affected or obstructed. The development of the pedestrian bridge over the Susan River would be parallel to and near a similar elevation as the existing auto bridge. The bridge would not substantially affect views of the river and would promote views of the river from the trail.
Policy a. Identify views to be preserved.	Consistent. Development of the Class I trail would not affect views as the Project is a flat surface located on an existing maintenance road for much of its alignment. Views of the mill structures would not be affected or obstructed. The development of the pedestrian bridge over the Susan River would be parallel to and near a similar elevation as the existing auto bridge. The bridge would not substantially affect views of the river and would promote views of the river from the trail.
Action program 1. Enact an ordinance to prohibit the removal of trees except by permit issued by the City.	Consistent. There are few trees within the Project footprint. Development of the Class I trail is not expected to result in the removal of trees. If the final design indicates tree removal is necessary, the Project would comply with appropriate permits prior to and during construction.
Goal 3: Preserve significant historic buildings and areas.	Consistent. While the trail would be located on the former mill property, it would not affect the mill structures as the alignment would be located on top of an existing maintenance road.
Policy b. The City will make an effort to educate the public regarding funding and ways to preserve historic buildings through the use of incentives.	Not applicable to the Project.
Goal 4: Strengthen the city's identity and distinctiveness.	Consistent. Development of the Class I trail would improve non-motorized access to the Susan River trail. Although the trail would be located on the former mill property, development of the trail on the existing maintenance road would not affect the mill structures or visibility of the mill structures.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy c. The City will identify and list historic sites and buildings to be protected and preserved.	Consistent. A cultural resources study is being prepared for the project, including records search, site visit, and test excavations. No buildings would be removed. Analysis of the Project's affect on the mill site can be found in Section V. of the IS/MND.
Policy d. It is City policy to buy or lease and to use, and to encourage other government agencies to buy/lease and use historic buildings for public purposes, including, but not limited to government offices and cultural facilities.	Not applicable as the Project does not utilize or remove historic buildings.
Policy e. It is City policy to discourage the demolition of existing buildings that still have a remaining useful life.	Not applicable as the Project would not demolish buildings.
Policy f. City policy is to encourage the adaptive reuse of existing buildings.	Not applicable as the Project would not use or eliminate buildings.
Policy g. Identify Susanville with its location and resources.	Consistent. Development of the Class I trail would improve non-motorized access to the Susan River Trail and Riverside Park. While the trail would be located on the former mill property, it would not affect the mill structures as the alignment would be located on top of an existing maintenance road.
Goal 5: Preserve and protect all bodies of water in their natural state as open space, resource, and habitat.	Consistent with Mitigation. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The preferred alignment (1A) would elevate the trail on piers to minimize alteration to potential wetlands and the floodplain. Although a formal wetland delineation has not been prepared, it is estimated that Alignment 1A would disturb 16 sf of floodplain and 1,896 sf of wetland. Alignment 1B would not utilize piers and would affect a larger area of riparian habitat and land on each side of the riverbank. Alignment 1B would result in 3,677 sf of wetland 1,214 sf of floodplain disturbance. Development of the trail would not reroute the river. Mitigation Measures BIO-3 and BIO-4 address impacts to riparian vegetation and wetlands associated with the Susan River. Implementation of mitigation will reduce potential impacts to less than significant.
Goal 6: Maintain the integrity, natural appearance, and qualities of all bodies of water.	Consistent with Mitigation. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The preferred alignment (1A) would elevate the trail on piers to minimize alteration to potential wetlands and the floodplain. Although a formal wetland delineation has not been prepared, it is estimated that Alignment 1A would disturb 16 sf of floodplain and 1,896 sf of wetland. Alignment 1B would not utilize piers and would affect a larger area of riparian habitat and land on each side of the riverbank. Alignment 1B would result in 3,677 sf of wetland 1,214 sf of floodplain

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	disturbance. Development of the trail would not reroute the river. Mitigation Measures BIO-3 and BIO-4 address impacts to riparian vegetation and wetlands associated with the Susan River. Implementation of mitigation will reduce potential impacts to less than significant.
Goal 7: Assure the appropriate use of riverside lands.	Consistent. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The trail also improves access to the Susan River Trail. The Project would not result in growth, land use, or development changes that would affect the use of the riverside.
Policy h. The City shall enhance the Susan River and its banks as a scenic resource.	Consistent. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The trail also improves access to the Susan River Trail. The Project would not result in growth, land use, or development changes that would affect the use of the riverside.
Policy i. The City shall pursue the cleanup and beautification of the Susan River, Piute Creek and their banks.	Consistent. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The trail also improves access to the Susan River Trail. The Project would not result in growth, land use, or development changes that would affect the use of the riverside.
Policy j. It is City policy to protect springs and sloughs.	Not applicable to the Project as the Susan River is the only waterbody in the Project area. There are no springs or sloughs in the Project area.
Policy k. The City shall encourage cooperation among those agencies that have jurisdiction over, or interest in, reviewing development along Piute Creek and the Susan River.	Consistent. The Project will be reviewed by the resource agencies through the CEQA process.
Action program 15: Request the BLM, State Lands Commission, CA DFW, the County, and any other agencies having jurisdiction over or interest in development along the Susan River and Piute Creek to review major building expansions (those over 3,000 square feet in gross area), redevelopment projects, or subdivisions of land along the river.	Consistent. The Project will be reviewed by the resource agencies through the CEQA process. The Project does not propose redevelopment or subdivision of land along the river, and does not propose major building expansion, rather the development of a trail crossing. The bridge decking would be 2,980 sf for Alignment 1A and 1,397 sf for Alignment 1B.
Goal 8: Insure safe and scenic public and handicap access to Piute Creek and the Susan River, along the full length of both streams where feasible.	Consistent. Development of the Class I trail would improve non-motorized access to and connection with the Susan River Trail and is designed to meet Caltrans standards for bikeways, which includes accessible design.
Policy l. As development and redevelopment occur, the City shall require public access to and along the Susan River from the nearest public streets and walks.	Consistent. Development of the Class I trail would improve non-motorized access to and connection with the Susan River Trail.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Goal 9: Open up views of the river to the public.	Consistent. Development of the Class I trail would improve non-motorized access to and connection with the Susan River Trail. Pedestrian views of the river would improve at the river crossing.
Policy m. The City will work through the Parks and Recreation Commission, the Chamber of Commerce, the school districts, and the County to open the river to public view and use.	Consistent. Development of the Class I trail would improve non-motorized access to and connection with the Susan River Trail. Pedestrian views of the river would improve at the river crossing.
Policy n. Paths along the river shall be designed to address the safety and security of pedestrians and bicyclists.	Consistent. Development of the Class I trail would improve non-motorized access to and connection with the Susan River Trail. The purpose of the Project is to address an existing safety hazard along the roadway, particularly at the river crossing, due to a lack of pedestrian and bicycle facilities along Riverside Drive. The Project is designed to meet Caltrans standards for bikeways, which includes accessible design and safety.
Action program 19: Develop public parks along and adjacent to the river and Piute Creek, and integrate bicycle and handicap paths into the park design.	Consistent. Although the Project does not propose a park, it improves bicycle and handicap accessibility to both Riverside Park and the recreation facilities north of the proposed trail along the Susan River Trail. The Project connects pedestrians and bicycles to existing trails and recreational facilities, thereby improving access.
Action program 21: Place pedestrian and bicycle bridges across the river and Piute Creek at critical points to connect to paths and sidewalks.	Consistent. Development of the Class I trail would cross the river at the Riverside Drive crossing and provide connection with the Susan River Trail, creating critical east-west non-motorized access and addressing an existing deficiency in the trail system.
Action program 22: When new vehicular bridges are built, provide pedestrian and bicycle paths across the river.	Consistent. Development of the Class I trail would provide a pedestrian and bicycle river crossing along Riverside Drive.
Action program 23: Design the paths along the river so that they can be observed from nearby streets and occupied properties.	Consistent. Development of the Class I trail would cross the river at the Riverside Drive crossing and would be visible from Riverside Drive and the surrounding existing uses.
Goal 10: Create a relationship between the Susan River and Main Street.	Not applicable as the Project is not located at Main Street.
Policy o. The City will designate and map specific areas along the river to be redeveloped for public enjoyment and use, and which will have pedestrian and handicap access from Main Street.	Not applicable as the Project is not located at Main Street.
Goal 11: Upgrade the quality of all development, existing and future, and assure that new development is attractive.	Consistent. Development of the trail meets Caltrans design guidelines and standards for bikeways. The trail would not visually detract from the area.
Policy p. The City shall exercise greater control over growth.	Consistent. The Project addresses an existing access safety issue and does not result in new demand or growth.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy q. The City shall promote better looking commercial and industrial developments, remodelings, and signs.	Not applicable to the Project.
Goal 12: Promote high quality growth in keeping with Susanville's heritage and environment.	Consistent. The Project addresses an existing access safety issue on Riverside Drive that would otherwise increase as the City grows.
Policy r. Educate property owners and developers to capitalize on Susanville's positive attributes.	Not applicable to the Project.
Goal 13: Require public sidewalks on all residential and commercial streets.	Consistent. Development of the Class I trail would provide safe pedestrian and bicycle access adjacent to Riverside Drive.
Policy s. The City will, by ordinance, require the construction of curb, gutter, and sidewalk – and handicapped ramps at corners – on all streets.	Consistent. Development of the Class I trail would provide safe pedestrian and bicycle access adjacent to Riverside Drive.
Policy t. The City will re-examine its policy as to whether street trees will be planted behind a sidewalk adjacent to a curb and gutter; or whether they shall be planted in a parkway strip between the sidewalk and the curb.	Not applicable to the Project.
Goal 14: Improve the appearance of all neighborhoods.	Consistent. Development of the Class I trail would not visually detract from appearance of the neighborhood.
Policy u. Educate the public regarding the planting, maintenance, and removal of trees.	Not applicable to the Project.
Policy v. The City shall promote educating homeowners about housing rehabilitation and maintenance opportunities.	Not applicable to the Project.
Goal 15: Improve governmental efforts to keep the community clean.	Not applicable to the Project.
Policy w. The City shall promote the cleaning, fixing, and painting of building exteriors, yards, and fences.	Not applicable to the Project.
Policy x. The City will enlist its employees and the public in a continuing effort to improve the city's cleanliness and appearance.	Consistent. The trail will be regularly maintained to promote cleanliness and appearance.
Goal 16: Improve the appearance of the community at its edges.	Consistent. The Project is located within the City and County. Development of the trail would serve as a gateway to community.
Policy y. It shall be City policy to create a harmonious juncture between residential and commercial and industrial development.	Consistent. The Project is located between existing residential and commercial developments on an industrial site, creating access between the land uses.
Policy z. The City shall soften the "edge" where the built environment meets the natural environment.	Consistent. Development of the trail would occur adjacent to Riverside Drive.
Goal 17: Control sign and billboard clutter while giving advertisers freedom to communicate their messages.	Not applicable to the Project.
Policy aa. Limit the number and size of signs per parcel.	Consistent. The proposed bikeway traffic signage is in accordance with Caltrans standards and guidelines for bikeways.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy ab. Reduce the number of overly-large, bright signs.	Consistent. The proposed bikeway traffic signage is in accordance with Caltrans standards and guidelines for bikeways.
Policy ac. Make signs more attractive and readable.	Consistent. The proposed bikeway traffic signage is in accordance with Caltrans standards and guidelines for bikeways.
Policy ad. Strive to improve the design quality of private development and the overall character of the city's streets.	Not applicable to the Project.
Goal 18: Involve each individual and their family in making the community cleaner and more beautiful.	Consistent. The Project creates opportunities for pedestrian and bicycle circulation, which improves safety, reduces air emissions, and improves access between residential, recreation, and commercial areas.
Policy ae. The City shall regulate the exterior storage of vehicles and trash.	Not applicable to the Project.
Goal 19: Add art in public places in Susanville.	Not applicable to the Project.
Policy af. The City will strive to place appropriate art and sculpture in parks and public places.	Not applicable to the Project.
Chapter 7 – Open Space, Parks, Recreation, and Child Care	
Goal 1: Preserve scenic areas, natural habitats, and open spaces for the use and enjoyment of residents and visitors.	Consistent. The Project locates the trail on the south side of Riverside Drive and provides connection to the Susan River Trail. Although some impact to habitat would occur at the bridge crossing the river, the proposed design limits this disturbance as much as possible and improves public access to the resources at the Susan River.
Policy a. The City shall involve itself in preserving and planning for scenic and open space facilities within the city and in areas peripheral to the city as well.	Not applicable to the Project.
Policy b. The City shall manage all waterways and their banks as a resource.	Consistent. The preferred alignment avoids impacts to river resources. Some impact will occur to a portion of the river bank where the bridge is located; however the bridge supports would not substantially reduce the function, access, or use of the river and riverbank. The bridge would span the river itself and would not affect the waters in the river.
Action program 3: The Parks and Recreation Commission, with the guidance of its staff and a City/County citizens' trails committee, will plan the location of a network of interconnected parks, trails, and visitor amenities.	Consistent. The Project proposes a new Class I trail along Riverside Drive that would connect existing residential, commercial, and recreational uses while improving safety along the roadway and improving non-vehicular circulation in the area. Development of the trail supports the Trail Map in the City's General Plan as well as the County's Bikeway Master Plan.
Goal 2: Provide a variety of leisure and recreation opportunities for residents and visitors.	Consistent. The Project proposes a new Class I trail along Riverside Drive that would connect existing residential, commercial, and recreational uses while

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	improving safety along the roadway and improving non-vehicular circulation in the area. Development of the trail supports the Trail Map in the City's General Plan as well as the County's Bikeway Master Plan.
Policy c. The City shall work with all public agencies to identify and evaluate all surplus public lands for potential park acquisition.	Not applicable to the Project as park facilities are not proposed.
Policy d. The Parks and Recreation Commission shall establish performance standards which include objectives and criteria for identifying park sites.	Not applicable to the Project as park facilities are not proposed.
Action program 9: Work with Sierra Pacific to lease or to donate to the City for park purposes the land it now owns between Riverside Drive and the Susan River.	Not applicable. The land between Riverside Drive and the Susan River is zoned as Open Space. The project would not be located on this property or affect its future use as a potential park site.
Goal 3: Provide parks and open spaces that are accessible, attractive, affordable, safe, and uncrowded.	Consistent. The Project proposes a new Class I trail along Riverside Drive that would connect existing residential, commercial, and recreational uses while improving safety along the roadway and improving non-vehicular circulation in the area. Development of the trail supports the Trail Map in the City's General Plan as well as the County's Bikeway Master Plan.
Policy e. The City shall promote the development of private sector recreational facilities as part of new residential developments.	Not applicable to the Project.
Goal 4: Provide new parks in areas of the city that are growing, consistent with the rate of residential development.	Consistent. The Project proposes a new Class I trail along Riverside Drive that would connect existing residential, commercial, and recreational uses while improving safety along the roadway and improving non-vehicular circulation in the area. Development of the trail supports the Trail Map in the City's General Plan as well as the County's Bikeway Master Plan.
Policy f. The City shall encourage joint public-private development of public recreational facilities.	Not applicable to the Project.
Policy g. The General Plan shall include quantitative and qualitative standards for parks (defined as including trails, paths, and all city-owned or leased lands for recreational purposes, whether or nor those lands are within the City Limits). Such standards shall differentiate between active and passive recreation and shall deal with the deficit in terms of the number and kids of facilities, appropriate levels of improvement and maintenance, and the distribution of such facilities throughout the city.	Consistent. The Project proposes a new Class I trail along Riverside Drive that would connect existing residential, commercial, and recreational uses while improving safety along the roadway and improving non-vehicular circulation in the area. Development of the trail supports the Trail Map in the City's General Plan as well as the County's Bikeway Master Plan. The trail is designed to meet Caltrans standards and guidelines for bikeways.
Goal 5: Increase the total area of City parks to the number of acres needed to meet the active and passive recreation demands of the community.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy h. Just as the City requires developers to pay for water lines to their subdivisions, the City shall require developers of housing to provide an adequate amount of neighborhood park land within or near their developments, based on the City's adopted standards.	Not applicable to the Project.
Policy i. Identify a maximum and place a cap on the percentage of development costs the developer must pay for park and recreation improvements.	Not applicable to the Project.
Goal 6: Promote recreational activities that meet the community's needs but which are also geared toward tourism.	Consistent. The Project proposed a Class I trail that provides pedestrian and bicycle access between existing residential, commercial, and recreational uses.
Policy j. he City shall support the development of an 18-hole golf course at Emerson Lake.	Not applicable to the Project.
Policy k. It shall be City policy to provide more and smaller neighborhood parks for current and future residents of Susanville.	Not applicable to the Project.
Goal 7: Attempt to meet the park location criteria identified herein.	Not applicable to the Project as no new parks are proposed.
Policy l. The City shall provide neighborhood park facilities for residents living within the residential areas of Susanville, where feasible.	Not applicable to the Project as no new parks are proposed.
Policy m. The City shall encourage residential subdivisions that are developed adjacent to parks or open spaces to provide direct access to such areas and also to utilize such areas to provide open space contiguous to such developments.	Consistent. Although the Project does not propose new residences or parks, the proposed trail would connect existing residential areas with existing recreational uses and parks.
Policy n. The City shall select park sites based on maximum accessibility, proper topography, and visibility from patrol cars (for the safety of park users).	Not applicable to the Project as no new parks are proposed.
Policy o. The City shall not locate neighborhood parks on arterial roads.	No applicable as the Project does not propose a neighborhood park.
Goal 8: Promote improved park design.	Consistent. The Project is designed connect Riverside Park with the Susan River Trail as well as with existing residential and commercial uses. The development of these connections will improve non-vehicular park and trail access.
Policy p. When planning new or redesigned parks, the City shall involve teens, senior, and other groups in developing recreational and cultural programs to meet the needs of specific user groups.	Not applicable as the Project does not propose a park with facilities and programs and only proposes a Class I trail that connects to existing parks.
Policy q. The City shall design parks and recreational facilities to serve the recreational and social needs of City residents of all ages, economic situations, and physical abilities.	Consistent. The Class I trail is designed for accessibility and meets Caltrans standards and guidelines for bikeways.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy r. The City shall design parks to enhance neighborhood identity and character as well as to serve recreational functions. Each park shall be given a unique identity through differentiated plantings, play structures, terrain, etc.	Not applicable to the Project as no new parks are proposed.
Policy s. The City shall give consideration to impacts of parks on wildlife; shall use native plant species best suited for providing wildlife cover and food sources; and shall comply with State law regarding the use of toxic chemicals in parks.	Not applicable to the Project as no new parks are proposed.
Goal 9: Upgrade existing parks and facilities.	Consistent. The Class I trail will provide non-motorized trail access and connection to Riverside Park and the Susan River Trail.
Policy t. The City shall provide a balance of recreational and cultural opportunities and facilities to serve the varied interests of the population.	Not applicable as the Project does not propose a park with facilities and programs and only proposes a Class I trail that connects to existing parks.
Goal 10: Effectively use public facilities to serve the greatest number of Susanville residents.	Consistent. The trail is proposed to address an existing safety and access issue for non-motorized access along Riverside Drive.
Policy u. The City shall maximize its investment in existing City facilities by promoting year-round and evening programs.	Not applicable to the Project.
Policy v. Work with the County to support and relocate the library to a more appropriate site.	Not applicable to the Project.
Goal 11: Add, upgrade, and maintain small park areas as entrances to – and beautification areas within – the city.	Not applicable to the Project.
Policy w. The City shall create a Human Services Commission to address arts, leisure, cultural, and social facilities. The Commission shall take into consideration the views of specific user and interest groups.	Not applicable to the Project.
Goal 12: Enlarge the opportunities for cultural activities in Susanville.	Not applicable to the Project.
Goal 13: Develop a comprehensive and city-wide trails and paths system.	Consistent. The Class I trail is designed for accessibility and meets Caltrans standards and guidelines for bikeways. The proposed trail connects to the existing Susan River Trail to improve trail accessibility.
Policy x. The City shall acquire land for and provide trails and paths to and through scenic areas, natural habitats and open spaces, as well as developed areas.	Consistent. The Project proposes a Class I trail on an existing gravel maintenance road to avoid impacts to the habitat area on the north side of Riverside Drive. The trail connects to the Susan River Trail and improves access to the open space area north of Riverside Drive.
Policy y. The City shall develop marketing handouts for visitors which locate and describe scenic and passive recreation areas.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy z. Floodways, and flood plains as needed, shall be reserved and/or acquired, in fee or by easement, for trails and passive recreation to accommodate the facilities shown on the adopted Trails and Paths Plan map in this General Plan.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards, which requires the trail to avoid floodways. A small portion of the alignment would affect the floodway near the Susan River crossing; however, it would not substantially affect flows as no disturbance would occur within the 100-year floodplain.
Policy aa. The City shall provide that bikeways, hiking trails, equestrian trails, rest areas, and picnicking accommodations be located within designated trail corridors, wherever feasible.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas.
Action program 39: Staff will assure that the Parks and Recreation Commission cross-checks with policies and programs in the Circulation Element regarding trails and paths.	This General Plan consistency evaluation addresses the policies and programs in the Circulation Element.
Action program 40: Planning for paths, trails, and parks will be comprehensive and unified, and will address the recreational aspects as well as the transportation aspects of bicycle travel.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder.
Policy ab. The City shall control land development along designated trails and pathway corridors in order to provide sufficient right-of-way for the trails and to ensure that adjacent new development does not detract from the scenic and aesthetic qualities of the corridor.	Consistent. The Project proposes to build a Class I trail, but does not propose other new development that would affect the trail.
Policy ac. When a designated trail or corridor is within a new development, the City shall require developers to install trails and to offer them for dedication to the City.	Not applicable as the Project area addresses an existing need for a trail along Riverside Drive, within an existing developed area.
Policy ad. The City shall require that the design, construction, and management of trails and pathways be carefully executed in order to reduce environmental disturbance.	Consistent with mitigation. As discussed in the Project History, the preferred and optional alignments were designed to minimize impacts and these alignments avoid the potential environmental disturbance identified for the preliminary routes. The Project represents the alignment with the greatest potential to avoid impacts. Locating the trail on an existing maintenance road reduces the amount of new disturbance that could occur. Pre-construction surveys will identify sensitive biological resources that must be avoided and appropriate avoidance mitigation is proposed in accordance with State and Federal laws.

Table 1	
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Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy ae. The City shall require that bridges and other public improvements within designated trail and pathway corridors be designed to provide sage and secure routes for trails, including grade separation between roadways and trails whenever feasible.	Consistent. The Class I trail is designed to meet Caltrans standards and guidelines for bikeways, including roadway separation. The Project proposes a pedestrian bridge crossing parallel to Riverside Drive since the existing bridge does not provide for or have the width to accommodate pedestrian access.
Policy af. The City shall promote cooperative inter-agency planning of paths, bikeways, and equestrian trails.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder. The Project supports the County's Bikeway Master Plan.
Policy ag. The City shall incorporate trails and pathways into corridors otherwise reserved for public and utility easements.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder. The Project supports the County's Bikeway Master Plan.
Action program 42: Construct trails and paths in accordance with the adopted Trails and Paths Master Plan through properties owned or leased by the City or County.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder. The Project supports the County's Bikeway Master Plan. The trail is not located on City-owned property as the land on both sides of the Riverside Drive is the former mill site.
Action program 43: Obtain easements to accommodate the facilities and construct trails and paths through floodway and flood plain areas as needed along the length of all waterways, as shown on the adopted Trails and Paths Plan map in this General Plan.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder. The Project supports the County's Bikeway Master Plan and trail facilities would be located above the 100-year flood elevation at the Susan River bridge crossing.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Action program 45: By ordinance, require dedications of trail and path rights-of-way for multiple use – including, but not limited to, pedestrians, cyclists, and equestrians – based on the Trails and paths Plan map in this General Plan.	Consistent. The Project proposes a Class I paved trail designed to Caltrans standards. The trail will connect to Riverside Park and the Susan River Trail, as well as to residential and commercial areas. The purpose of the Project is to address existing safety hazards on Riverside Drive as a result of pedestrian and bicycle use of the roadway and shoulder. The Project supports the County's Bikeway Master Plan as well as the Trails Map in the City's General Plan.
Goal 14: Promote a greater awareness of and sensitivity toward Susanville's archaeological heritage.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).
Policy ah. The City shall work with the County and cooperate with the CAI toward protection and preservation of artifacts in those areas already identified as containing archaeological remains.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).
Policy ai. The City shall cooperate with the CAI in the development of information which will allow the prediction of additional sites likely to contain archaeological remains.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).
Policy aj. The City shall take all possible precautions to insure that no action by the City or County results in the loss of the irreplaceable archaeological record present in the City's planning jurisdiction, and shall work with the County toward that end.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).
Action program 51. The City may permit land uses other than those designated on the General Plan land Use and Circulation map on sites with archaeological merit, providing that the use allowed will not result in the loss of any archaeological record.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Action program 52. Where an archaeological site is in proximity to a project under review, City staff in conjunction with CAI will determine the particular qualities to be preserved and the methods of preservation.	Consistent with mitigation. The Project includes an assessment of the potential for cultural resources onsite. If studies verify presence of resources, they will be documented per mitigation measure CULTURAL-1. During construction, discovered resources would be protected and managed in accordance with Federal, state and local law (Compliance Measure 2.6.7).
Goal 15. Provide for the community's daycare needs.	Not applicable to the Project.
Policy ak. Promote public and private responses to Susanville's daycare needs.	Not applicable to the Project.
Chapter 8 – Housing	
Housing Variety	
Goal 1: Provide a range of housing types.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Goal 2: Preserve and increase the exiting supply of rental apartments.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Goal 3: Preserve existing mobile home park spaces and provide opportunities for new mobile home parks.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Policies 1.1 through 1.8	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Housing Opportunity	
Goal 1: Provide housing opportunities and promote the development of safe, sanitary, and desirable housing for persons of all economic levels.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Goal 2: Insure a choice of housing types and locations to all persons regardless of race, sex, cultural origin, age, marital status, or physical disability.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Goal 3: Provide the City's fair share of temporary emergency shelter for the homeless and those in need of transitional housing.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Goal 4: Provide a choice of affordable housing by location, type, price, and tenure.	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Policies 2.1 through 2.7	Not applicable as the Project does not include new housing, population growth, or the elimination of existing housing.
Housing Quality	
Goal 1: Improve the condition of the City's existing housing.	Although the Project does not include new housing or housing improvements, it would locate a Class I trail between existing residential, recreation, and commercial uses to improve non-motorized circulation and access, and provide an amenity to the existing residential areas.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Goal 2: Enhance the residential quality and character of Susanville.	Although the Project does not include new housing or housing improvements, it would locate a Class I trail between existing residential, recreation, and commercial uses to improve non-motorized circulation and access, and provide an amenity to the existing residential areas.
Policies 3.1 through 3.6	Although the Project does not include new housing or housing improvements, it would locate a Class I trail between existing residential, recreation, and commercial uses to improve non-motorized circulation and access, and provide an amenity to the existing residential areas.
Chapter 9 – Community Health, Safety, and Conservation	
Goal 1: Protect and improve the well-being of the Susanville community including its residents and visitors.	Consistent. The Project improves bicycle, pedestrian, and vehicle safety along Riverside Drive by providing a separated, Class I trail for safe pedestrian and bicycle access that also connects to existing trails and uses.
Goal 2: Maintain the health and safety of the community.	Consistent. The Project improves bicycle, pedestrian, and vehicle safety along Riverside Drive by providing a separated, Class I trail for safe pedestrian and bicycle access that also connects to existing trails and uses.
Goal 3: Strive to prevent loss of life and property due to fire, crime, natural hazards, and exposure to hazardous materials.	Consistent. The Project improves bicycle, pedestrian, and vehicle safety along Riverside Drive by providing a separated, Class I trail for safe pedestrian and bicycle access that also connects to existing trails and uses.
Goal 4: Provide a consistent supply of high quality water, adequate to meet Susanville's needs.	Not applicable to the Project.
Goal 5: Minimize the amount of noise that future development creates and the amount of noise to which the community is exposed.	Consistent. Development of a Class I trail that connects residential, recreation, and commercial uses together and that connects to existing trails may reduce vehicle traffic on Riverside Drive, which would reduce traffic noise levels. No additional noise is associated with use of the proposed trail as the trail would meet an existing demand by pedestrians and bicycles using the roadway and roadway shoulders for access.
Waste Generation and Disposal	
Policy a. The City shall require pick-up of trash and waste and will encourage the County to do the same in urban areas under County jurisdiction.	Not applicable to the Project.
Policy b. The City shall attempt to reduce the generation of trash and will encourage private enterprise to do the same.	Not applicable to the Project.
Policy c. The City supports cogeneration for the purpose of supplying energy to private businesses.	Not applicable to the Project.
Policy d. The City shall encourage innovative and non-traditional approaches to using or disposing of	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
garbage.	
Air Quality	
Policy e. Adhere to federal or State Air Quality Standards, whichever are more stringent.	Consistent. Analysis of Project impact on air quality during construction and operation reveals that the potential emissions are so low, particularly with implementation of fugitive dust control measures as part of the Project, as to have no potential to substantially contribute to air emissions.
Policy f. Susanville's air quality shall not diminish beyond its current level during winter.	Consistent. The Project does not propose winter construction and no air emissions are associated with trail operation.
Policy g. The City shall consider the maintenance and improvement of air quality as part of development review for new construction and/or expansion of existing uses or structures.	Consistent. Analysis of Project impact on air quality during construction and operation reveals that the potential emissions are so low, particularly with implementation of fugitive dust control measures as part of the Project, as to have no potential to substantially contribute to air emissions. Project components that maintain air quality include reduced equipment idling, stockpile cover and maintenance, and other construction-related actions. Furthermore, development of the trail would encourage non-motorized circulation through the area and may reduce vehicle trips.
Policy h. The City shall undertake practices to improve Susanville's air quality, including reducing the emission of particulate matter from wood fires in stoves and fireplaces.	Not applicable to the Project.
Social and Health Care	
Policies i through n.	Not applicable to the Project.
Safety – Fire	
Policy o. The City shall maintain a professional approach and commitment to fire and life safety, property conservation, fire suppression, and community education.	Not applicable to the Project.
Policy p. All construction throughout Susanville shall be designed and built to resist fire. New development shall be designed and constructed in a manner that is conducive to protecting lives and property from fire.	Consistent. The Project facilities will consist of a paved trail, bridge, signage, and trail lighting. No structures or other facilities are proposed. The trail may act as a fire break, as well as an access point for fighting fires.
Policy q. Work towards protecting fire and life safety in Susanville through Fire Department review and approval of building permits and other cooperative efforts between the Building and Fire Departments. (conformance with UBC and National Fire Protection Agency Code).	Consistent. The trail will be constructed in accordance with trail standards. The Fire Department has the opportunity to review and comment on the Project and their concerns will be addressed through the CEQA process.
Policy r. The Fire Department shall continue and expand its education, inspection, and abatement programs. (Commercial structure inspections)	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy s. The City shall respond to police, fire, or other emergencies solely within the City limits. Out-of-city response shall be allowed only if compensated on a fee basis or if the City Council waives compensation for mutual aid calls.	Not applicable to the Project.
Action Program 32: All new construction and development shall have two access routes, except those projects that are determined by the planning commission to be consistent with the goals of this chapter without having two access routes.	Consistent. The Project is an access route.
Safety – Police	
Policy t. The City shall maintain a professional approach and commitment to police protection, investigation, community relations and education, crime reduction, animal control, and administration.	Consistent. The Project would not interfere with implementation.
Policy u. The City shall maintain the ability to respond to emergencies in a timely and efficient manner.	Consistent. The Project would not interfere with emergency response routes.
Policy v. The City's street system shall be designed and upgraded to enhance vehicle and pedestrian safety and to assist the police in traffic enforcement.	Consistent. The primary purpose of the Project is to improve bicycle, pedestrian, and vehicle safety on Riverside Drive by providing a separated Class I trail for bicycles and pedestrians that currently use the roadway or the roadway shoulder. Installation of the trail will enhance safety to assist police in traffic enforcement.
Safety - Hazards	
Policy w. The City shall increase public awareness of seismic and other natural hazards, and of methods to avoid or mitigate their effects.	Not applicable to the Project.
Policy x. The City shall maintain an updated Disaster Response Plan, which shall identify essential emergency facilities and make provisions for them to function in the event of a disaster.	Consistent. The Project would not interfere with the Disaster Response Plan. Operation of the trail would expand accessibility.
Policy y. The City shall strive to educate the community about environmental hazards, measures which can be taken to protect lives and property, and methods for responding to various disasters.	Not applicable to the Project.
Policy z. In areas prone to natural hazards, the City shall only allow land uses that provide appropriate mitigation.	Consistent. The Project would be located near an area prone to flooding and would cross a small segment of a high wildfire risk area perpendicular to Riverside Drive; however, the Project is appropriate to such an area as trails are identified as appropriate use in such areas under General Plan Open Space Element Policy z, and the trail may act as a fire break and firefighting access point during wildfire events.
Policy aa. The City shall avoid land uses that threaten public safety and/or that may result in property damage	Consistent. The Class I trail would not threaten public safety or result in property damage, but would improve public safety along Riverside Drive.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy ab. The City will monitor development in accordance with the provisions of existing ordinances and will institute fines for activities that are not in conformance.	Consistent. The Project is designed to meet Caltrans standards and guidelines for bikeways.
Policy ac. The City shall promote the maintenance and rehabilitation of its built environment through code enforcement.	Consistent. The trail will be maintained periodically to ensure the trail surface is maintained and debris is removed.
Safety - Flooding	
Policy ad. The City shall preclude new developments from compounding or impacting the potential for flooding.	Consistent. The Project locates the bridge and bridge supports outside the 100-year flood elevation. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely. Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. The majority of these enhancements will occur outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge. The impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not expected to increase the mapped Base Flood Elevations of the Susan River. Although some disturbance to the floodplain would occur, the Project would not increase the potential for flooding.
Policy ae. The City shall reduce the potential for flooding along the Susan River and along its tributaries.	Consistent. The Project locates the bridge and bridge supports outside the 100-year flood elevation. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely. Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. The majority of these enhancements will occur outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge. The impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not expected to increase the mapped Base Flood Elevations of the Susan River. Although some disturbance to the floodplain would occur, the Project would not increase the potential for flooding.
Policy af. The City shall maintain an updated flood control plan.	Not applicable to the Project.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy ag. The City shall regulate land uses in floodplain areas and allow development in those areas only with appropriate mitigation.	Consistent. The Project would be located near an area prone to flooding; however, the Project is appropriate to such an area as trails are identified as appropriate use in such areas under General Plan Open Space Element Policy z. The trail is designed to reduce disturbance within the floodplain as much as possible and would be located above the 100-year flood elevation.
Policy ah. The City shall promote community awareness regarding the severity and extent of potential local flooding.	Not applicable to the Project.
Policy ai. The City shall cooperate with Lassen County to establish a management plan and program for the Susan River Watershed and Drainage Basin.	Not applicable to the Project.
Policy aj. The City shall establish impact fees, standards, and other measures to mitigate down-stream impacts associated with new development.	Not applicable to the Project.
Policy ak. The City shall require a hydrologic analysis of runoff and drainage from new development. (Ordinances to control soil erosion during construction should be strictly enforced)	Consistent with Mitigation. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
Action Program 58. Establish and enforce measures to minimize soil erosion and volume and velocity of surface runoff both during and after construction.	Consistent with Mitigation. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation

Table 1	
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Relevant Goals, Policies, & Programs	**Consistency Analysis**
	measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
Action Program 60. Protect drainage channels and keep them clear of silt and debris.	Consistent with Mitigation. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
Safety – Seismic Activity	
Policy al. The City shall be consistent with the UBC in adopting acceptable seismic safety standards for buildings and shall require all (except historic) buildings to be brought up to the same standard.	Consistent. The Project does not propose habitable structures. The Class I bike trail and bridge are designed to meet Caltrans standards and requirements and engineered for seismic safety.
Policy am. The City shall not allow placement of critical facilities and high-occupancy structures directly upon known fault lines or unstable slopes prone to ground failure during an earthquake.	Consistent. The Project does not propose structures beyond the Class I bike trail, which also would not be located on a fault line.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
Conservation – Water Supply and Quality	
Policy an. It is City policy to encourage and cooperate with the conservation efforts of organizations, agencies, and jurisdictions which help implement the open space, agriculture, and conservation goals of the Susanville General Plan.	Not applicable to the Project.
Policy ao. The City shall maintain an updated water service plan.	Not applicable as the Project does not propose the use of water or new water facilities.
Policy ap. The City shall ensure safe drinking water for all residents.	Not applicable as the Project does not propose the use of water or new water facilities.
Policy aq. The City shall protect areas which are critical to the maintenance of water quality, including critical groundwater recharge areas.	Not applicable as the Project does not propose the use of water or new water facilities.
Policy ar. The City shall seek to preserve public and private watershed lands as permanent open space.	Not applicable to the Project.
Policy as. The City shall seek controls to protect potential groundwater recharge areas and streamsides from urban encroachment.	Consistent. The Project would cross the Susan River with a bridge span designed to have the least impact on the streambank. The project would not substantially affect groundwater recharge.
Policy at. Preserve for utility purposes the right-of-way of the Paul Bunyan logging road to Eagle Lake Road.	Not applicable to the Project.
Policy au. The City shall decrease the loss of topsoil and the deterioration of water quality which results from erosion and sedimentation.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy av. The City shall preserve adequate vegetative cover and prevent development which increases erosion and sedimentation potential along rivers and streams or in unstable soil areas.	Consistent. The project does not propose to alter the main drainage patterns or topography of the site. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. Localized erosion during construction is possible, though it would be unlikely to reach waterways or result in siltation off-site due to implementation of extensive erosion and sediment control BMPs required by State and local permits (Regulatory Compliance Measure 2.6.4).
Policy aw. The City shall reduce run-off induced flooding, erosion, sedimentation, and pollution resulting from new development.	Consistent. The project does not propose to alter the main drainage patterns or topography of the site. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. Creation of additional impervious surfaces along the proposed trail alignment may result in greater surface runoff rates and peak volumes, though net surface runoff volumes leaving the site are unlikely to change substantially as a result of installing stormwater infiltration features. No downstream flooding potential is anticipated.
Policy ax. The City shall seek State aid and other resources to monitor groundwater and surface water quality.	Not applicable to the Project.
Policy ay. The City shall adopt an ordinance to protect and enhance waterways within Susanville.	Not applicable to the Project.
Policy az. Urge the County to adopt a waterway ordinance that would be applied to the entire Susanville Planning Area as an overlay zone.	Not applicable to the Project.
Policy ba. It is City policy that waterways be kept in their natural state where technically feasible, rather than be concrete-lined, riprapped or placed underground.	Consistent. The Project proposes to span the river with a bridge and does not reroute, line, or underground the river. Riprap is proposed to support the infill under the bridge at, but above the river bed. Riprap would not be placed within the river itself.
Policy bb. Streams and streamsides shall be used to provide natural open space or recreation or activity areas for adjacent development.	Consistent. The Project would not prevent access to the Susan River and the open space area around the river would remain intact.
Policy bc. The City acknowledges the importance of geothermal resources as a source of energy and desires to preserve the potential for developing them.	Not applicable to the Project.
Conservation – Soils and Slopes	
Policy bd. Identify existing erosion problems on public and private lands, and prepare and implement an erosion control program to remedy those problems.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
	implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
Policy be. Developers shall provide adequate drainage and erosion control during construction.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.

Table 1	
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Policy bf. Off-road motor vehicles shall be prohibited in areas where destruction of topsoil or of valuable habitat could result.	Not applicable to the Project as off-road motor vehicle use is not proposed. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP.
Policy bg. The City shall require soil and geologic investigations in areas prone to slope instability – or to mass movements associated with seismic activity-prior to development. Both on-site and off-site hazardous impacts should be considered by the city in its development review process. All development in hillside areas with slopes greater than 30% must provide geologic data on both the site and surrounding areas.	Not applicable as the site does not contain areas prone to slope instability. Riprap is proposed in areas where fill is required to maintain integrity.
Policy bh. The City shall require soil analysis and erosion mitigation prior to issuance of use permits for all development proposed on sites prone to erosion.	Consistent. The Project is located primarily on an existing gravel maintenance road. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP.
Policy bi. The City shall not permit development – including any land alteration, grading for roads, and structural development – in areas designated as having development constraints because of slope instability or other geologic concerns, until mitigating measures are taken to limit potential damage to levels of acceptable risk.	Not applicable as the project is not located in an area designated as having development constraints due to slope instability or other geologic concerns.
Policy bj. The city shall require mitigation to avoid slope instability following development.	Consistent. The Project is located primarily on an existing gravel maintenance road. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Riprap is proposed in areas where fill is required to maintain integrity.
Action program 93. Refer all applications for development in Susanville where grading is necessary or where the potential for soil erosion exists, to the Soil Conservation Service for comment.	Consistent. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP.
Action program 94. Develop a 'grading and erosion control" ordinance and institute fines for violations thereof.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2

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	Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
Action program 96. Create development standards for stabilizing slopes following development. Include replanting of vegetation following development on slopes prone to instability.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation Mitigation measure HYDRO-2 Permanent BMPs, which includes post-construction revegetation.
Noise	
Policy bk. The City shall require landscaped sound buffers, open space, or other mitigation between residential areas and facilities or areas that produce higher noise levels, such as freeways, commercial sites, and industrial developments.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise. Regulatory Compliance Measure 2.6.3 Construction Equipment Muffling and 2.6.2 Time of Day Construction Restrictions are project components that ensure construction noise level standards established for this area in the City's General Plan are maintained.
Policy bl. It shall be City policy to minimize the volume of traffic that passes residences.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. The location of the trail and its connection to other area trails and commercial centers may encourage use of the trail as an alternative to vehicle travel and thereby reduce vehicle traffic in the neighborhoods near the trail.
Policy bm. The City shall limit the introduction or expansion of noise sources that exceed the desired noise levels established in the Susanville General Plan.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise.
Policy bn. The City shall establish local noise standards and enforce them. (See General Plan Figure 9-7).	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and

Table 1	
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Relevant Goals, Policies, & Programs	**Consistency Analysis**
	bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise. Regulatory Compliance Measure 2.6.3 Construction Equipment Muffling and 2.6.2 Time of Day Construction Restrictions are project components that ensure construction noise level standards established for this area in the City's General Plan are maintained.
Policy bo. The City shall require new commercial and industrial development to contribute financially to sound buffers where required.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise. No sound barriers are warranted.
Policy bp. Adopt the State of California noise compatibility standards for various land uses as shown in Figure 9-7.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise.
Policy bq. Require acoustical studies for any new development in areas having an Ldn greater than acceptable for the land use proposed.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise.
Policy br. Require acoustical studies for new residential development within a 60 Ldn contour.	Not applicable to the Project as no residential development is proposed.
Policy bs. Stipulate use of the current standard A-weighted sound levels for measuring noise.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise.
Policy bt. Require setbacks, walls, or other mitigation between noise-generating and noise-sensitive land uses.	Consistent. The Project proposes the construction and operation of a Class I trail adjacent to an existing roadway to address current pedestrian and bicycle use of the roadway and roadway shoulders. Operation of the trail would not produce additional noise.
Policy bu. Allow construction activities at normal activity levels, but limit them to times of the day or week when the number of persons occupying the potential noise impact zone is lowest.	Consistent. The Project components include limitations on construction to ensure construction does not occur when residential occupancy is at its peak. Construction would be limited to daytime hours, five days a week.
Policy bv. Utilize the natural shielding effects offered by topography to determine the phasing of construction.	Consistent. The topography of the site is relatively flat and would not affect construction phasing.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
Policy bw. Require use of mufflers and require muffler maintenance on construction vehicles to meet EPA standard established under the Federal Noise Control Act of 1972 for new equipment.	Consistent. The Project components include the requirement that construction equipment use appropriate mufflers and other sound reducing devices.
Policy bx. Require the placement of stationary construction equipment, such as compressors, as far as possible from developed areas, and require that acoustic shielding be used with such equipment.	Consistent. The Project components include the requirement that stationary construction equipment be located away from the residences as feasible.
Policy by. Require that new residences be located outside of zones affected by roadway-and air-traffic noise above 65 dBA.	Not applicable to the Project as no residential development is proposed.
Policy bz. Plan road networks that use cul-de-sac and loop streets to reduce the amount of traffic passing residences.	Not applicable to the Project as no residential development is proposed.
Polcy ca. Require construction of berms or walls between arterials and new dwelling units to deflect noise from outdoor living areas to produce a 60 Ldn level or lower.	Not applicable to the Project as no residential development is proposed.
Policy cb. Require placement of fixed equipment, such as air conditioning units and condensers, inside new buildings or on the rooftops of central units, in order to reduce noise impacts on surrounding units.	Not applicable to the Project as no residential development or buildings are proposed.
Policy cc. Enact a noise ordinance or add noise standards to the City's Zoning Ordinance to cover industrial and commercial operations.	Not applicable to the Project as no commercial or industrial development is proposed.
Policy cd. Establish appropriate noise-emission standards to be used in connection with the purchase, use, and maintenance of City vehicles and equipment.	Consistent. The Project components include the requirement that construction equipment use appropriate mufflers and other sound reducing devices.
Policy ce. Limit the noise impact and duration of grading operations.	Consistent. The Project components include limitations on construction to ensure construction would be limited to daytime hours, five days a week.
Policy cf. Restrict noise-producing maintenance activities by the City in parks during peak-use hours, nighttime, and early morning.	Consistent. Project maintenance would be limited to daytime hours during normal park operations periods.
Policy cg. Establish maximum and average levels for electronic-sound devices, such as radios and tape players.	Not applicable to the Project.
Lassen County General Plan 2000	
Land Use Element	
GOAL L-1: To maintain a system of land use designations which sets forth the County's policies pertaining to the general distribution and intensity of land uses, and which strives to ensure compatibility between land use types by providing for efficient and complimentary 'patterns and mixtures of land uses.	Consistent. Development of a Class I trail within right-of-way that connects existing residential, commercial, and recreational uses supports the existing land use pattern.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU-1 POLICY: This Land Use Element includes the enclosed "Land Use Map" which provides a graphic representation of the land use designations described in this Element and which are referred to in other elements of the General Plan. Special consideration, as described below, shall be given to land located within designated planning areas as described in adopted area plans. Descriptions of the land use designations used on this map and as are used in the County's area plans are included in Section Three of this Element.	Consistent. Development of a Class I trail within right-of-way adjacent to Riverside Drive is consistent with the land uses (Industrial and Open Space) on the General Plan Land Use Map.
GOAL L-2: Recognition and clarification of the applicability of area plans as operative components of the General Plan and clarification of their relationship to the General Plan Land Use Element.	Not applicable to the Project.
LU-2 POLICY: Adopted area plans contain general plan policies which apply, as relevant, to lands within particular planning areas. Because of the greater level of detail achieved in area plans, their land use designations, policies and related provisions are more specific than set forth in the Land Use Element and other elements of the General Plan. Wherever a goal, objective, policy, land use designation, and/or implementation measure of an area plan may be more specific or detailed than a corresponding provision of the General Plan, including any within the Land Use Element, such a provision of the area plan shall be deemed to be a refinement of the General Plan pertaining to the particular planning area.	Not applicable to the Project.
LU-3 POLICY: In the event that area plans are adopted as general plan amendments for areas of the County which are not indicated in this Element as having an adopted area plan, the newly adopted area plan will void and supersede those land use designations of this Land Use Element which are overlapped by the area plan with more specific designations and policies.	Not applicable to the Project.
GOAL L-3: Correlation and consistency of the Land Use Element and its implementation with related elements and policies of the General Plan.	Not applicable to the Project.
LU-4 POLICY: The County shall consider relevant policies of the Natural Resources Element, the Open Space Element, the Agriculture Element, the Wildlife Element, the Energy Element, and other applicable general plan elements in making land use decisions which may affect open space and natural resources.	Consistent. Refer to the other sections of the consistency evaluation, which evaluates consistency between the Project and the other elements of the General Plan.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU-5 POLICY: The Circulation Element has been developed in concert and correlation with the Land Use Element. The County shall consider relevant policies of the Circulation Element as may be applicable to particular land use issues.	Consistent. Refer to the circulation section of the consistency evaluation, which evaluates consistency between the Project and the Circulation Element of the General Plan.
GOAL L-4: Compatibility between land use types by providing for complementary mixtures and patterns of land uses.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses.
LU-6 POLICY: The County recognizes general plan land use designations and consistent zoning as the appropriate and primary tools for attempting to achieve and maintain compatibility of land uses within the context of the County's land use authority and local control.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses.
LU-7 POLICY: The County shall consider the land use compatibility implications of proposed changes in land use, including proposed general plan amendments and rezoning, to determine the significance and acceptability of the extent to which proposed changes may affect the pattern and well-being of neighboring land uses.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. Land use designations and zoning would not be changed or amended as a result of the Project.
GOAL L-5: Orderly, contiguous growth and appropriate land-conserving densities as an alternative to sprawl and "leap-frog" development.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between existing residential, commercial, and recreation uses.
LU-8 POLICY: Future residential development should consist of the expansion of, or be located adjacent to, existing communities, designated residential centers, and established residential areas. An increasing number of small, isolated housing tracts in outlying areas shall be discouraged since they are difficult to provide with urban services and they tend to disrupt the surrounding rural and productive activity of ranches, forests and farms.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between existing residential, commercial, and recreation uses.
LU-9 POLICY: County zoning and subdivision regulations shall protect agricultural and open space lands, including grazing lands and wildlife habitat, by not allowing land divisions intended for residential use to be developed in areas which are not specifically designated in the General Plan or an area plan for community development land use (e.g., rural residential or agricultural residential) and zoned accordingly.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. Land use designations and zoning would not be changed or amended as a result of the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU10 POLICY: Subdivision map applications proposing to create parcels primarily for residential development shall not be approved in areas outside of fire protection districts (with limited exceptions, supported with special findings, through processes such as Segregation of Homesites, etc.).	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. No new residences are proposed.
LU11 POLICY: In the process of approving use permits for certain land uses which are allowed pursuant to the provisions of particular zoning districts, the County may approve the creation of specific parcels which will be smaller than the minimum parcel size otherwise stipulated for the zoning district if the reduced size of the parcels are necessary for the development and operation of the use being approved. Creation of such parcels shall comply with all relevant subdivision requirements and may further be subject to specified conditions of approval.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. No new residences or parcels are proposed.
LU12 POLICY: In approving proposed modification or reconstruction of qualified non-conforming uses which were legally established prior to adoption of related policies in the General Plan, the County may recognize and find that modification, replacement or expansion of the non-conforming use is not subject to full consistency with policies adopted subsequent to the legal establishment of the use in question.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses.
LU 13 POLICY: The County may approve applications for lot line adjustments which will result in a parcel or parcels the size of which are smaller than the minimum parcel size otherwise stipulated in the applicable general plan land use designation and/or zoning district.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. New parcels would not be created.
LU14 POLICY: The County may approve building permits and uses otherwise permitted on parcels which are smaller than the minimum parcel size otherwise stipulated in the applicable general plan land use designation and/or zoning district, provided that such parcels are otherwise adequate in size for the proposed use.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. New parcels would not be created.
LU 15 POLICY: In order to provide open space and buffer areas within development areas to protect important resources, the County will encourage the use of conservation and clustering subdivisions designed to dedicate and maintain open space areas where they will be most effective.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. No new subdivisions are proposed.
GOAL L-6: Prevention of development which may constrain the future use and expansion of existing and future publicly-owned airports.	Consistent. The Project would not constrain airport use.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU 16 POLICY: The County discourages and, when within its jurisdiction, shall prevent incompatible development in the vicinity of publicly-owned airfields and airports which may present significant public safety issues and/or which could constrain the continued operation and expansion of those facilities.	Consistent. The Project is consistent with and would not constrain airport use.
GOAL L-7: Consistent with the Housing Element, maintain an adequate amount of housing and diverse residential opportunities and land uses which are located in consideration of the availability of support services and infrastructure, avoidance of conflicting land uses, and the minimization of development impacts. Policies LU 17 through LU 20 regarding housing.	Not applicable to the Project as no new housing is proposed and development of the trail would not prevent future housing in the area, nor would it conflict with the housing element.
GOAL L-8: Neighborhoods which offer safe and pleasant living environments for the residents of Lassen County.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses.
LU21 POLICY: The County supports the need to maintain safe and pleasant living environments and, in consideration of related land use decisions, shall require mitigation of impacts which significantly threaten such qualities.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The Project would provide safety benefits through trail creation.
GOAL L-9: Protection of the open, rural character of the county.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. Development of a trail adjacent to an exiting roadway within an urbanized area would not alter the rural character.
LU22 POLICY: The County shall encourage expansion of existing residential areas and discourage sprawl and scattered development.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. No new residences are proposed.
GOAL L-10: Reasonable development and design review standards which protect communities from poorly designed development which detracts from the overall quality of the area.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail would be designed to Caltrans standards and would not visually detract from the area.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU23 POLICY: The County will continue to utilize design review districts in selected areas in order to ensure that buildings and other substantial developments are designed and constructed so as not to be of unsightly, undesirable or obnoxious appearance to the extent that they will hinder the orderly and harmonious development· and appearance of the neighborhood.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail would be designed to Caltrans standards and would not visually detract from the area. No buildings are proposed.
GOAL L-11: Transportation systems which compliment and support the County's land use patterns.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail would be designed to Caltrans standards and would be adjacent to Riverside Drive.
LU24 POLICY: The Regional Transportation Plan and related proposals for and prioritization of capital improvements for roads, highways and other transportation facilities need to be consistent with and supportive of the County's General Plan policies.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail would be designed to Caltrans standards and would be adjacent to Riverside Drive. This is also consistent with and supports the County Bikeway Master Plan.
LU25 POLICY: The County shall continue to review and, when warranted, formulate improved standards for the necessary improvement and maintenance of roads serving new development, including standards for the incremental improvement or development of public roads.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail would be designed to Caltrans standards and would be adjacent to Riverside Drive. This is also consistent with and supports the County Bikeway Master Plan. The trail will address an existing safety hazard from pedestrians and bicycles utilizing the roadway and roadway shoulders for access between the residential and commercial areas along Riverside Drive.
LU26 POLICY: When proposed projects will generate a substantial number of large trucks carrying heavy loads, the County shall require special mitigation measures to insure that those projects do not cause significant deterioration of County roads, or will otherwise mitigate such damage with adequate repair.	Consistent. Project construction would not generate substantial numbers of trucks carrying heavy loads. The Project is designed to balance cut and fill to the extent feasible; however the preferred alignment will result in 433 cubic yards of excess material that will need to be hauled offsite and the optional alignment would require 310 cubic yards of additional fill. These truck trips, along with other construction material trips are not anticipated to cause significant roadway deterioration. Operation of the trail would not generate heavy truck traffic.
LU27 POLICY: The County shall refer to the Circulation Element for additional policies and implementation measures which relate to land use issues.	Consistent. Please refer to the consistency analysis under the Circulation Element.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
GOAL L-12: Increase community wealth and the provision of needed commercial services through economic growth and diversification by sustaining and facilitating the expansion of existing commercial operations and by encouraging new commercial ventures.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail will improve non-motorized access to commercial centers.
LU28 POLICY: The County shall provide adequate amounts of land in Town Centers which will be designated and zoned to allow and support commercial development.	Not applicable as the Project does not propose changes to Town Centers and does not propose new commercial development.
LU29 POLICY: The County supports the economic viability of existing communities and will minimize the development of scattered commercial uses by directing commercial uses to existing town centers and commercial areas or the orderly expansion of such areas, with limited exceptions including home occupations, agricultural-related sales, and specially-considered local convenience and highway commercial sites.	Consistent. The Project proposes the development and operation of a Class I trail located on right-of-way that would provide pedestrian and bicycle circulation access between residential, commercial, and recreation uses. The trail will improve non-motorized access to commercial centers.
LU30 POLICY: The County shall consider, on a case-by-case basis, the need and appropriateness of specially-zoned "local convenience" and "highway commercial" sites at carefully selected points where such commercial development may be warranted, subject to the consideration and approval of an appropriate commercial land use designation and corresponding zoning district requirements. Such proposals shall demonstrate why the related local convenience or highway commercial need cannot be adequately satisfied in or adjacent to existing town centers or locations which are already zoned for commercial land uses.	Not applicable as the Project does not propose changes to Town Centers and does not propose new commercial development.
LU31 POLICY: The County supports home occupations as an accessory use to residential uses, provided such uses are consistent with the definition of home occupations as set forth in the County Zoning Code and the uses will not be objectionable or detrimental to the surrounding neighborhood.	Not applicable as the Project does not propose commercial development.
GOAL L-13: Improvement, expansion and diversification of the County's industrial base and generation of related employment opportunities.	Not applicable as the Project does not propose industrial development.
LU32 POLICY: The County encourages and will facilitate the development of new, environmentally responsible industrial projects for the economic benefit of the County.	Not applicable as the Project does not propose industrial development.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU33 POLICY: In considering proposals for new industrial sites, including amendments of the County General Plan and related rezoning, the County will address the compatibility of the site with established land use patterns, the adequacy of infrastructure and services, and the consistency of new sites with policies related to the protection of natural resources as addressed in relevant sections of the General Plan.	Not applicable as the Project does not propose industrial development.
LU34 POLICY: The County supports the development of industrial land uses primarily in or adjacent to areas which have been designated and developed for such uses and which have or can develop the necessary infrastructure to serve such uses, while recognizing that some types of resource-related industrial uses and processing plants may require or otherwise warrant relatively remote sites which are removed from standard industrial areas.	Consistent. The Project is proposed on Industrial land. The trail would be located within a right-of-way adjacent to Riverside Drive. Placement of the trail within the area once utilized for saw mill enterprises would not preclude future use of the site outside the right-of-way.
LU35 POLICY: Subject to case-by-case review (including review for compatibility with surrounding agricultural uses), and in compliance with relevant area plan, zoning, permitting and environmental review requirements, the development and operation of the following land uses will typically be deemed to be consistent with the Extensive and Intensive Agriculture land use designations and will not require zoning to an "Industrial" zoning district, nor will they be interpreted by the County to constitute an "agricultural conversion" pursuant to this General Plan:	Not applicable as the Project does not propose industrial development and is not located within an agricultural use area.
GOAL L-14: A rate and the location of community growth which does not result in a significant burden to existing levels of public services and facilities, including schools, fire protection, and community sewer and water facilities.	Consistent. The Project proposes a Class I trail to improve pedestrian and bicycle safety along Riverside Drive and address an existing safety need. The development and use of the trail would not burden public facilities and services.
LU36 POLICY: Public facilities and services should be based upon a projection of reasonably expected population increase and economic growth, and should recognize the limits of the County's human, financial, and natural resources.	Consistent. The Project proposes a Class I trail to improve pedestrian and bicycle safety along Riverside Drive and address an existing safety need. The development and use of the trail would not burden public facilities and services.
LU37 POLICY: The County shall periodically evaluate the impacts of general development trends on public services and, within its authority and in consultation with public service providers, encourage and facilitate mitigation of significant adverse cumulative impacts.	Consistent. The Project proposes a Class I trail to improve pedestrian and bicycle safety along Riverside Drive and address an existing safety need. The development and use of the trail would not burden public facilities and services. The Project supports the County Bikeway Master Plan.
LU38 POLICY: The County supports the provision of community facilities and services to provide for the orderly development of existing communities.	Consistent. The Project proposes a Class I trail to improve pedestrian and bicycle safety along Riverside Drive and address an existing safety need. The development and use of the trail would not

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	burden public facilities and services. The Project supports the County Bikeway Master Plan.
GOAL L-15: School facilities which support high-quality education.	Not applicable to the Project as no new school facilities or demand for school facilities are proposed.
LU39 POLICY: The County supports the provision of adequate school facilities, the selection of sites for school facilities which will be compatible with existing and future land uses in the vicinity, and the use by school districts of capital improvement plans to anticipate and prepare for future growth.	Not applicable to the Project as no new school facilities or demand for school facilities are proposed.
GOAL L-16: Conservation of productive agricultural lands and lands having substantial physical potential for productive agricultural use, and the protection of such lands from unwarranted intrusion of incompatible land uses and conversion to uses which may significantly obstruct or constrain agricultural use and value.	Not applicable as the Project is not located on agricultural lands and would not affect use of other agricultural land in the County.
LU40 POLICY: The County recognizes and has generally assigned General Plan land use designations for lands having high agricultural resource value as "Intensive Agriculture" or "Crop Land and Prime Grazing Land". It also recognizes the potentially important agricultural values of some of the areas designated "Extensive Agriculture" or "Grazing and Sagebrush Environment" for rangeland grazing and other agricultural purposes.	Not applicable as the Project is not located on agricultural lands and would not affect use of other agricultural land in the County.
GOAL L-17: The protection and appropriate management of open space lands and related natural resources.	Consistent. The Project would be located on Industrial designated land and would not be located within open space. Placement of the trail near the existing open space and area trails would improve access to and management of the open space area north of Riverside Drive.
GOAL L-18: Healthy forest environments which will continue to provide resources for multiple uses and timber production in sustainable quantities which will benefit the local economy.	Not applicable as the Project is not located within and would not affect forest resources.
LU41 POLICY: It is recognized by the County that the timber industry has historically been and continues to be a major economic and social component of Lassen County and therefore represents a vital factor in the fundamental culture and customs of the community.	Consistent. Although the Old Mill site is located within the project area, the development and operation of the trail would not affect current timber operations as the mill is longer in operation.
LU42 POLICY: The County supports the conservation and management of timber production areas for the production of timber and other multiple uses compatible with timber production and shall, within the County's authority, protect these areas from land uses (e.g., residential development) and factors which would significantly restrict their capacity for production.	Not applicable as the Project is not located within and would not affect forest resources.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU43 POLICY: The County supports the balancing of policies for the conservation of natural resources including abundant, diverse, and sustainable wildlife populations in forested areas with the need to produce timber products at abundant, sustainable levels as an economic resource.	Not applicable as the Project is not located within and would not affect forest resources.
GOAL L-19: Multiple use of public lands in ways which provide for the effective management and protection of natural resources for the public while optimizing the continuing contribution and support of public land resources to the economy, lifestyle, and traditions of County residents.	Consistent. The Project proposes a Class I trail to improve pedestrian and bicycle safety along Riverside Drive and address an existing safety need. The development and use of the trail would not burden public facilities and services. The Project supports the County Bikeway Master Plan.
GOAL L-20: Productive future use of Sierra Army Depot lands, facilities and resources after realignment of military missions. Policies LU44 and LU45.	Not applicable as the Project is not located on Sierra Army Depot lands.
GOAL L-21: Minimize damage caused to and by development within areas which are subject to flooding.	Consistent. The Project locates the bridge and bridge supports outside the 100-year flood elevation. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely. Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. The majority of these enhancements will occur outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge. The impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not expected to increase the mapped Base Flood Elevations of the Susan River. Although some disturbance to the floodplain would occur, the Project would not increase the potential for flooding.
LU46 POLICY: The County shall continue to discourage inappropriate development in areas subject to flooding as indicated in the most recent and effective Flood Insurance Rate Maps adopted by the Federal Emergency Management Agency; said maps being hereby incorporated by reference into this Land Use Element.	Consistent. The Project locates the bridge and bridge supports outside the 100-year flood elevation. Based on the mapped SFHA and the topographic survey provided by the City of Susanville, Alignment 1A can be constructed to avoid impacts to the SFHA entirely. Alignment 1B includes approximately 150 linear feet of bridge structure supported by structural fill material placed adjacent to the existing roadway and vehicular bridge. The majority of these enhancements will occur outside the mapped SFHA, some additional material may be required within the floodplain to provide structural support for the bridge. The impact to the floodplain with Alignment 1B is expected to be minimal. Alignment 1B is not

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	expected to increase the mapped Base Flood Elevations of the Susan River. Although some disturbance to the floodplain would occur, the Project would not increase the potential for flooding.
LU47 POLICY: Land within identified 100-year flood hazard areas should be zoned for agricultural uses or other relatively low-intensity land uses.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding. To provide effective east-west pedestrian access and eliminate the existing roadway hazard, a bridge must cross the Susan River. The preliminary alignments for the Project identified various crossings and the proposed crossing results in the least flood hazard and minimizes disturbance to the floodplain to the greatest extent.
LU48 POLICY: In consideration of proposed development within areas subject to flooding, the County shall encourage the use of sites outside of flood prone areas when such alternatives exist and options are feasible.	Consistent. The Project locates the bridge and bridge supports outside the 100-year flood elevation. Although some disturbance to the floodplain would occur, the Project would not increase the potential for flooding along the river. The preferred project results in the least disturbance to the floodplain (16 square feet) and the optional alignment 1B would disturb 722 square feet of the floodplain; however both designs result in significantly less disturbance than the preliminary designs in an effort to minimize disturbance in the area around the Susan River. A bridge crossing of the Susan River is necessary to provide safe pedestrian access along Riverside Drive and address an existing safety hazard due to the lack of pedestrian facilities. The trail must be located along Riverside Drive and cannot be effectively located elsewhere.
GOAL L-22: Protection and enhancement of important wildlife habitats to support healthy, abundant and diverse wildlife populations.	Consistent with Mitigation. The Class I trail has been designed to cross the Susan River with the least possible disturbance. The preferred alignment (1A) would elevate the trail on piers to minimize alteration to potential wetlands. Although a formal wetland delineation has not been prepared, it is estimated that Alignment 1A would disturb 1,896 sf of wetland. Alignment 1B would not utilize piers and would affect a larger area of riparian habitat and land on each side of the riverbank. Alignment 1B would result in 3,677 sf of wetland disturbance. Mitigation Measures BIO-3 and BIO-4 address impacts to riparian vegetation and wetlands. Implementation of mitigation will reduce potential impacts to less than significant.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
LU49 POLICY: The County supports the management of wildlife resources in ways that enhance the health and abundance of wildlife populations and the diversity of species and their habitats and which, at the same time, balance management policies and program objectives with the range of social and economic needs for which the County is also responsible.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential occurrence of biological impacts.
LU50 POLICY: To support and protect the value and viability of areas having significant wildlife habitat resources, including migration corridors, such areas should remain in relatively large parcel units. County zoning and subdivision regulations should protect these resources by not allowing isolated subdivisions intended primarily for residential development (except in limited circumstances pursuant to the County's zoning ordinance, e.g., segregation of homesites, parcels created in association with approved use permits, etc.) to be developed in areas which are not specifically designated in the General Plan or an area plan for a community development land use (e.g., rural residential) and zoned accordingly.	Consistent with Mitigation. The Project would not create an obstruction within a migration corridor and would not create isolated pockets of development. The trail is located in an industrial zone, parallel to an existing roadway lacking pedestrian access and the proposed trail would be primarily located on an existing maintenance road. Although a formal wetland delineation has not been prepared, it is estimated that Alignment 1A would disturb 1,896 sf of wetland. Alignment 1B would not utilize piers and would affect a larger area of riparian habitat and land on each side of the riverbank. Alignment 1B would result in 3,677 sf of wetland disturbance. Mitigation Measures BIO-3 and BIO-4 address impacts to riparian vegetation and wetlands.
GOAL L-23: Safe and efficient solid waste treatment and disposal facilities sited and developed so as to protect the public health and minimize environmental impacts and conflicts with surrounding land uses.	Consistent. The Project proposes a new Class I trail that connects existing residential, commercial, and recreational uses. The Project does not propose or demand solid waste treatment and disposal facilities.
Natural Resources Element	
GOAL N-1: Productive cooperation with and from Federal and state agencies which manage natural resources in Lassen County and improved consistency in resource management objectives, policies and programs.	Consistent. The Project will be reviewed by the resource agencies through the CEQA, NEPA and permitting processes.
NR-1 POLICY: Federal and state agencies shall be requested and expected to coordinate and cooperate with the County when considering resource management issues in Lassen County, and to recognize the County's General Plan and resource management policies pursuant to the National Environmental Policy Act and the Federal Land Policy and Management Act.	Consistent. The Project will be reviewed by the resource agencies through the CEQA, NEPA and permitting processes.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR-2 POLICY: The County shall consider related polices of this element and the General Plan when reviewing and responding to interagency resource management issues.	Not applicable.
NR-3 POLICY: The County supports partnerships of private resource users with public agencies to provide for continued progressive management and conservation of public and private resources within the context of productive stewardship.	Not applicable.
NR-4 POLICY: Proposed changes in Federal resource management policies and related environmental evaluations need to consider and mitigate potential economic, social and cultural impacts to Lassen County citizens and communities, and impacts to related private lands in Lassen County.	Consistent. The Project will be reviewed by the resource agencies through the CEQA, NEPA and permitting processes.
NR-5 POLICY: Proposed acquisitions of land for State wildlife areas will be reviewed on a case-by-case basis by a standing committee representing agriculture, sportsmen, recreation, the environment, and the general public. The County will consider the findings and recommendations of this committee and shall support acquisitions that are found to meet the following criteria:	Not applicable as the Project does not propose land acquisition for wildlife areas.
NR-6 POLICY: The County supports agricultural uses in state wildlife areas and private wildlife management areas (PLM's) which are compatible with and complimentary to the management objectives of the area.	Not applicable as the Project does not propose agricultural uses in wildlife areas.
NR-7 POLICY: Prior to the release of public lands to private ownership, the managing public agency shall coordinate with the County to determine and establish the proper General Plan land use designations and precise zoning which shall apply to such lands following release.	Not applicable as the Project does not propose the release of public lands to private ownership.
GOAL N-2: To protect and maximize the present and future productive, economic and environmental values of the County's soil resources.	Consistent. The Project is located primarily on an existing gravel maintenance road. The soils in the footprint of the trail are not of high value and the site is within an industrial zone.
NR-8 POLICY: The County recognizes the need to protect and conserve areas where soils have high resource values, especially in terms of potential agricultural productivity.	Consistent. The Project is located primarily on an existing gravel maintenance road. The soils in the footprint of the trail are not of high value and the site is within an industrial zone.
NR-9 POLICY: The County discourages the development of land having soils of significant agricultural value for purposes other than agriculture or land uses directly related to agriculture.	Consistent. The Project is located primarily on an existing gravel maintenance road. The soils in the footprint of the trail are not of high value and the site is within an industrial zone.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR10 POLICY: The County shall exercise an appropriate degree of regulation designed to minimize soil erosion, including the administration of standards for grading and site clearance related to development projects.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
NR11 POLICY: The County encourages state and Federal programs and projects designed to reduce soil erosion and to repair areas damaged by erosion.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage.
NR12 POLICY: The County encourages sound soil management and erosion prevention and control programs and projects, including the use of windbreaks, minimum tillage practices, grazing management, and riparian area rehabilitation.	Consistent with Mitigation. The proposed trail alignment is located on an area with bare, compacted soil that has already been used as an ad-hoc road for vehicles. The Project includes implementation of a SWPPP as a component of the project. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP. Hydrologic analysis indicates construction ground disturbance has the potential to cause sedimentation and erosion that will be addressed through the SWPPP and Mitigation measures HYDRO-1 Grading Plan and HYDRO-2 Permanent BMPs. New impervious surfaces can increase runoff rates. The only area where runoff or erosion would be likely to reach a surface water is the fill placement area for the pedestrian bridge over the Susan River. In the long-term, this is a potentially significant impact; however implementation of Mitigation Measures HYDRO-1 and -2 and the Regulatory Compliance Measures included as Project components fully address this impact. Specific grading plans, the SWPPP, and permanent BMPs will be established and finalized during final design of the trail alignment to ensure appropriate use and placement to most effectively address runoff and drainage. In addition, Mitigation Measure BIO-3 will address rehabilitation of affected riparian habitat affected by construction.
GOAL N-3: Water supplies of sufficient quality and quantity to serve the needs of Lassen County, now and in the future.	Consistent. The Project does not affect water supplies or demand.
NR 13 POLICY: The County recognizes the critical importance and future value of its water resources and shall support the conservation of water supplies and protection of water quality.	Consistent. The Project does not affect water supplies or demand. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP to protect the water quality of the Susan River.
NR14 POLICY: The County supports efforts by state and Federal agencies, including the California Department of Water Resources, to monitor the quantity and quality of the County's water supplies and to protect the water resources of the County when such efforts are demonstrated to be based on sound, scientific assessment of potentially adverse impacts to those resources.	Consistent. The Project does not affect water supplies or demand. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP to protect the water quality of the Susan River.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR15 POLICY: The County advocates the cooperation of state and Federal agencies, including the State Water Resources Control Board and its regional boards, in considering programs and actions to protect the quality of ground water and surface water resources.	Consistent. The Project does not affect water supplies or demand. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP to protect the water quality of the Susan River.
NR16 POLICY: The County supports the continued use of appropriated and adjudicated surface water rights.	Not applicable to the Project.
NR 17 POLICY: The County supports measures to protect and insure the integrity of water supplies and is opposed to proposals for the exportation of ground water and surface waters from ground water basins and aquifers located in Lassen County (in whole or part) to areas outside those basins.	Not applicable to the Project.
NR 18 POLICY: The County may adopt specific resource policies and development restrictions to protect specified water resources (e.g., Eagle Lake, Honey Lake, special recharge areas, etc.) to· support the protection of those resources from development or other damage which may diminish or destroy their resource value.	Not applicable to the Project.
NR19 POLICY: The County supports control of water resources at the local level, including the formation of local ground water management districts to appropriately manage and protect the long-term viability of ground water resources in the interest of County residents and the County's resources.	Not applicable to the Project.
GOAL N-4: Maintain a sensible appropriation and utilization of water for agricultural use in the county.	Not applicable to the Project.
NR20 POLICY: In order to insure adequate supplies of irrigation water to areas having the highest potential for agricultural productivity, the County supports analysis and, when warranted, development of water impoundments and aqueducts to transport water resources to areas within the County which have the foremost agricultural soils.	Not applicable to the Project.
GOAL N-5: The development of new, well-planned reservoirs and other facilities and projects for water supply and/or flood control purposes which will benefit related resources and provide opportunities for multiple public benefits.	Not applicable to the Project.
NR21 POLICY: The County encourages feasibility studies for and, when appropriate, the development of new, well-planned reservoirs and the conservation and replenishment of water resources through means such as infiltration basins and reinjection when feasible.	Not applicable to the Project.

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General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR22 POLICY: Plans for reservoirs, flood control facilities and other water supply and flood control programs and projects shall regard the related impacts and cost-benefit relationships to other resource values and land uses which may be affected, and shall consider opportunities and design elements to achieve multiple public benefits including recreation and enhancement of wildlife and fishery resources.	Not applicable to the Project.
GOAL N-6: Eliminate the threat of flood events which may result in the loss of lives and major damage to property and resources.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding. To provide effective east-west pedestrian access and eliminate the existing roadway hazard, a bridge must cross the Susan River. The preliminary alignments for the Project identified various crossings and the proposed crossing results in the least flood hazard and minimizes disturbance to the floodplain to the greatest extent.
NR23 POLICY: The County supports interagency cooperation in developing programs and considering projects to protect people, property and resources from the threat of and damages from flood events.	Not applicable to the Project.
NR24 POLICY: The County encourages feasibility studies, planning projects and, when appropriate, the development of new, well-planned reservoirs, flood channels and other facilities and programs which can serve to control flooding and help reduce flood-related damage.	Not applicable to the Project.
GOAL N-7: To maintain diverse and healthy vegetation communities in order to sustain natural and economic benefits, including watershed, soil stabilization, wildlife, fisheries, timberland, grazing and scenic values.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4, and Regulatory Compliance Measure 2.6.4 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures and SWPPP project component will address the potential impacts. The Project would not affect scenic values, fisheries, timberland or grazing as the site is primarily an industrial maintenance road.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR25 POLICY: The County recognizes that there are vegetation communities that warrant special consideration and protection, and that these areas may be regarded as important or significant vegetation communities or areas of special biological importance. These areas include, but are not limited to, bitterbrush plant communities, wetlands and riparian areas.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4, address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential impacts.
NR26 POLICY: In order to avoid or reduce the extent of potential adverse impact to important vegetation communities which may result from projects and land use decisions within its jurisdiction, the County shall consider the potential extent of such impacts in the course of project review.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4, address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential impacts.
NR27 POLICY: Projects subject to County approval which will result in significant disturbance of a site's vegetative cover shall be required to prepare and implement an effective plan to revegetate disturbed, undeveloped areas of the site.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4, and Regulatory Compliance Measure 2.6.4 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures and SWPPP project component will address the potential impacts.
GOAL N-8: Protection of rare and endangered plant species balanced with the need to sustain productive, multiple land uses when possible.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
	hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
NR28 POLICY: The County recognizes the need to identify and provide reasonable measures for the protection of rare and endangered plant species in the consideration of projects and land use decisions.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4, address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential impacts.
GOAL N-9: Control invasive weeds and plant species.	Consistent. Regulatory Compliance Measure 2.6.4 is a project component that addresses erosion and track out. BMPs included in the SWPPP address the spread of invasive weeds on construction equipment and in site revegetation plans. Revegetation plans under the SWPPP and Mitigation Measure HYDRO-2 would include a list of appropriate species for revegetation practices. No invasive species would be permitted in the revegetation plans.
NR29 POLICY: The County supports strong measures to eliminate or prevent the spread of invasive and noxious weeds and plant species including, but not limited to, medusahead, yellow starthistle, and perennial pepperweed (whitetop), and to control the adverse effects from the excessive spreading of such species as juniper and cheatgrass.	Consistent. Regulatory Compliance Measure 2.6.4 is a project component that addresses erosion and track out. BMPs included in the SWPPP address the spread of invasive weeds on construction equipment and in site revegetation plans. Revegetation plans under the SWPPP and Mitigation Measure HYDRO-2 would include a list of appropriate species for revegetation practices. No invasive species would be permitted in the revegetation plans.
GOAL N-10: Manage wildfire for the protection of life, property and natural resources.	Not applicable to the Project.
NR30 POLICY: The County supports programs for vegetation management to reduce the probability and potential severity of wildfires, provided that due consideration is given to related site-specific resource issues including protection of wildlife habitat and visual impacts in highway corridors.	Not applicable to the Project.
GOAL N-11: Healthy forest environments which will continue to provide resources for multiple uses and timber production in sustainable quantities which will benefit the local economy. Policies NR 31 through NR 38	Not applicable to the Project as the proposed Class I trail is not located in a forest or timber harvest area.

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General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
GOAL N-12: To manage the resources of rangeland areas within Lassen County by maintaining healthy, diverse ecosystems while encouraging and providing for multiple use of resources which contribute to the economic stability of the County's citizens. Policies NR 39 through NR 45	Not applicable to the Project as the proposed Class I trail is not located on rangeland.
GOAL N-13: To improve and diversify the County's industrial base by encouraging development of mineral resources in ways which avoid or minimize unacceptable levels of land use conflict and significant environmental damage. Policies NR 46 through NR 48	Not applicable to the Project as the proposed Class I trail is not located in an mineral resource or extraction area, does not propose extraction of mineral resources, and does not interfere with existing or future mineral extraction.
GOAL N-14: To encourage exploration for developable mineral resources in ways which minimize environmental and land use impacts. Policies NR 49 through NR 52	Not applicable to the Project as the proposed Class I trail is not located in an mineral resource or extraction area, does not propose extraction of mineral resources, and does not interfere with existing or future mineral extraction.
GOAL N-15: To encourage the development and management of mineral resources by coordinating efficient internal and interagency project review. Policies NR 53 through NR 56	Not applicable to the Project as the proposed Class I trail is not located in an mineral resource or extraction area, does not propose extraction of mineral resources, and does not interfere with existing or future mineral extraction.
GOAL N-16: To prevent significant long-term environmental damage and damage of other natural resource values in areas which have been or which may be disturbed by mineral extraction. Policies NR 57 through NR 60	Not applicable to the Project as the proposed Class I trail is not located in an mineral resource or extraction area, does not propose extraction of mineral resources, and does not interfere with existing or future mineral extraction.
GOAL N-17: Conservative management of Lassen County's energy resources so that those resources can be developed and utilized for the benefit of County residents with a high degree of efficiency and productivity.	Not applicable as the Project would not construct or operate new energy projects.
NR61 POLICY: The County advocates, and encourages Federal and state agencies to conduct or help fund resource assessments and other studies to evaluate the availability of energy resources, and to facilitate efficient and well-designed projects which can capitalize on those resources with acceptable levels of environmental impact and compatibility with other land uses and resource values.	Not applicable as the Project would not construct or operate new energy projects.
NR62 POLICY: In the course of adopting policies pertaining to energy resources in other County planning elements and area plans, the County may consider additional and more specific policies and measures to manage those resources.	Not applicable as the Project would not construct or operate new energy projects.

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General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR63 POLICY: The Energy Element of the Lassen County General Plan shall provide specific policies and measures pertaining to the conservation and management of energy resources, as well as the siting and development standards of projects proposing to utilize those resources.	Not applicable as this policy addresses the contents of the Energy Element. The Project would not construct or operate new energy projects.
GOAL N-18: An expanded range of outdoor recreation resources, facilities and opportunities.	Consistent. Although the Project is primarily a circulation route to improve pedestrian and bicycle safety along Riverside Drive, it also serves as a recreational resource as it connects to the Susan River Trail and Riverside Park.
NR64 POLICY: The County encourages the development of commercial recreation facilities for the public's use, subject to the determination of the appropriateness and adequacy of specific sites and the mitigation of major land use conflicts and/or significant environmental impacts.	Not applicable as the Project proposes a public-use trail and does not include commercial recreation facilities.
NR65 POLICY: The County encourages the development of public recreation facilities, subject to the determination of the appropriateness and adequacy of specific sites and the mitigation of major land use conflicts and/or significant environmental impacts.	Consistent with Mitigation. Although the Project is primarily a circulation route to improve pedestrian and bicycle safety along Riverside Drive, it also serves as a recreational resource as it connects to the Susan River Trail and Riverside Park. Regulatory Compliance Measures (Project components) and mitigation measures address potential environmental impacts
GOAL N-19: Improved access to recreation opportunities on public lands.	Consistent. The Project is a Class I trail to improve pedestrian and bicycle safety along Riverside Drive. The trail would connect to the Susan River Trail and Riverside Park.
NR66 POLICY: The County supports cooperative efforts between private landowners and the public to maintain historic access to public lands and, where new subdivisions are proposed adjacent to public lands, the County supports dedication of easements for public access to the public lands.	Consistent. The Project is a Class I trail to improve pedestrian and bicycle safety along Riverside Drive within a trail right-of-way. The trail would connect to the Susan River Trail and Riverside Park. No new subdivisions are proposed.
NR67 POLICY: The County supports utilization trails within public right-of-ways where those right-of-ways can serve as part of interconnected trail systems (e.g., public highway corridors and abandoned railroad grades.	Consistent. The Project is a Class I trail to improve pedestrian and bicycle safety along Riverside Drive. The trail would connect to the Susan River Trail and Riverside Park through a paved access within the trail right-of-way along Riverside Drive.
NR68 POLICY: The County supports promoting the discovery of resource diversity on public lands within Lassen County through the use of roads and trails on public lands for discovery experiences that introduce visitors to the County's rich diversity of natural, historic and cultural resources.	Consistent. The Project is a Class I trail to improve pedestrian and bicycle safety along Riverside Drive within a trail right-of-way. The trail would connect to the Susan River Trail and Riverside Park.
NR69 POLICY: The County supports interpretation of natural, historic and cultural resources as part of promoting visitor use of public lands.	Consistent. The Project proposes to locate a Class I bike trail on an existing maintenance road on the abandoned mill pond levee. The development and use of the trail would not prohibit future interpretation of resources at the mill site or along

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
	the Susan River. The Project is not located on public lands.
GOAL N-20: Enhanced recreation and economic opportunities and benefits related to the County's wildlife resources.	Consistent. The Project would improve public access to open space areas by connecting to existing area trails and improving east-west pedestrian facilities.
NR70 POLICY: The County supports the management of wildlife game species for continued recreational and consumptive use as a matter of economic importance and as an expression of the cultural heritage of the activity.	Not applicable to the Project.
NR71 POLICY: The County supports protection and maintenance of, and improvements for, local public access to wildlife resources on public lands for hunting and fishing as well as for recreational and scientific wildlife observation opportunities.	Not applicable as the Project is not located on public lands. The Project would improve public access to open space areas by connecting to existing area trails and improving east-west pedestrian facilities.
GOAL N-21: Continued use and enhancement of the county's fishery resources.	Not applicable to the Project.
NR72 POLICY: The County supports the continued availability of the Eagle Lake trout for sport and recreational fishing, supports improvement of Eagle Lake trout habitat, and opposes proposals for the listing of the species as a threatened or endangered species.	Not applicable as the Project would not affect species listing status.
NR73 POLICY: The County supports provisions to reintroduce and improve natural spawning of the Eagle Lake trout in Pine Creek as a component of the population produced under natural selection.	Not applicable to the Project as no impact on Pine Creek would occur.
GOAL N-22: Air quality of high standards to safeguard public health, visual quality, and the reputation of Lassen County as an area of exceptional air quality.	Consistent. The Project would improve air quality by providing a safe, non-motorized trail access along Riverside Drive to connect existing residential, commercial, and recreational uses, which may reduce vehicle emissions.
NR74 POLICY: The Board of Supervisors will continue to consider, adopt and enforce feasible air quality standards which protect the quality of the County's air resources.	Consistent. The Project is consistent with current air quality standards and would employ technologies to reduce emissions during construction.
NR75 POLICY: The County shall consider the appropriateness and feasibility of air pollution control requirements for individual projects and may grant variances to specific requirements pursuant to established procedural guidelines.	Consistent. The Project is consistent with current air quality standards and would employ technologies to reduce emissions during construction.
NR76 POLICY: Federal and state agencies shall be encouraged to assist the County in protecting the quality of its air resources.	Consistent. The Project would improve air quality by providing a safe, non-motorized trail access along Riverside Drive to connect existing residential, commercial, and recreational uses, which may reduce vehicle emissions.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
NR77 POLICY: In the course of adopting policies pertaining to air resources in other County planning elements and area plans, the County may consider additional and more particular policies and measures to protect the quality of air resources.	Not applicable as this policy pertains to County actions in regard to considering and adopting policies.
GOAL N-23: Scenic resources of high quality which will continue to be enjoyed by residents and visitors and which will continue to be an asset to the reputation and economic resources of Lassen County.	Consistent. The Project consists of a paved trail at ground level on top of an existing gravel maintenance road, and a pedestrian bridge crossing of the Susan River at an elevation similar to and parallel to the existing auto bridge. The trail and bridge would not obstruct views of the mill structures to the south, nor the open space to the north. Views of the river would not be substantially obstructed by the pedestrian bridge and location of the trail along Riverside Drive and over the river would improve public access to scenic views.
NR78 POLICY: The County has identified areas of scenic importance and sensitivity along state highways and major County roads and has designated those areas as "Scenic Corridors". (Refer to the General Plan land use map and related designations in various area plans, which may also be regarded as "scenic highway corridors".) The County will develop and enforce policies and regulations to protect areas designated as scenic corridors from unjustified levels of visual deterioration.	Consistent. The Project consists of a paved trail at ground level on top of an existing gravel maintenance road, and a pedestrian bridge crossing of the Susan River at an elevation similar to and parallel to the existing auto bridge. The trail and bridge would not obstruct views of the mill structures to the south, nor the open space to the north. Views of the river would not be substantially obstructed by the pedestrian bridge and location of the trail along Riverside Drive and over the river would improve public access to scenic views.
NR79 POLICY: The County shall continue to use "Design Review Combining Districts" to review the visual impacts of development in designated areas to minimize significant adverse impacts.	Consistent. The Project consists of a paved trail at ground level on top of an existing gravel maintenance road, and a pedestrian bridge crossing of the Susan River at an elevation similar to and parallel to the existing auto bridge. The trail and bridge would not obstruct views of the mill structures to the south, nor the open space to the north. Views of the river would not be substantially obstructed by the pedestrian bridge and location of the trail along Riverside Drive and over the river would improve public access to scenic views.
NR80 POLICY: In the course of adopting policies pertaining to scenic resources in other general plan elements and area plans, the County may consider additional and more particular policies and measures to protect scenic resources and prevent or reduce he adverse visual impacts of development in visually sensitive areas.	Consistent. The Project consists of a paved trail at ground level on top of an existing gravel maintenance road, and a pedestrian bridge crossing of the Susan River at an elevation similar to and parallel to the existing auto bridge. The trail and bridge would not obstruct views of the mill structures to the south, nor the open space to the north. Views of the river would not be substantially obstructed by the pedestrian bridge and location of the trail along Riverside Drive and over the river would improve public access to scenic views.

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Relevant Goals, Policies, & Programs	**Consistency Analysis**
GOAL N-24: Protection of the scenic qualities of the county's night sky.	Consistent. The Project would include the installation and operation of 11 or 12 trail lights. The lights would be shielded downward to illuminate the trail, but not the surrounding area. Project lighting is designed in accordance with City lighting standards and Caltrans design standards, and is directional with baffles/shielding to reduce light splay and offsite lighting and glare disturbance.
NR81 POLICY: The County shall maintain and enforce policies, development standards and mitigation measures to control lighting generated by development and to minimize the unnecessary adverse impacts of such lighting in the vicinity of the development and on the general scenic qualities of the night sky in the area.	Consistent. The Project would include the installation and operation of 11 or 12 trail lights. The lights would be shielded downward to illuminate the trail, but not the surrounding area. Project lighting is designed in accordance with City lighting standards and Caltrans design standards, and is directional with baffles/shielding to reduce light splay and offsite lighting and glare disturbance.
NR82 POLICY: The County will encourage projects within Lassen County but outside the County's jurisdictional authority to include provisions to minimize the adverse intrusion of lighting on the surrounding area and the night sky in general.	Consistent. The Project would include the installation and operation of 11 or 12 trail lights. The lights would be shielded downward to illuminate the trail, but not the surrounding area. Project lighting is designed in accordance with City lighting standards and Caltrans design standards, and is directional with baffles/shielding to reduce light splay and offsite lighting and glare disturbance.
Agriculture Element	
GOAL A-1: Conservation of productive agricultural lands and lands having substantial physical potential for productive agricultural use, and the protection of such lands from unwarranted intrusion of incompatible land uses and conversion to uses which may obstruct or constrain agricultural use and value. Policies AG-1 through AG-5.	Consistent. The Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities; however the land of the former mill site is identified by the NRCS websoil survey as being prime farmland if irrigated and if protected from flooding. Development of the trail would utilize a portion of this land, but would be located adjacent to Riverside Drive and would not prevent future use of the remainder of the site for agricultural purposes. Land between Riverside Drive and the Susan River is open space.
GOAL A-2: Maintain area plan policies and related land use and resource management decisions which support the agricultural policies of the Agriculture Element. Policy AG-6.	Not applicable to the Project as the Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities.

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GOAL A-3: Maintain an orderly process and review criteria for the consideration of project proposals which may result in the conversion of agricultural lands to uses which are not primarily agricultural or directly related to agriculture, consistent with related policies of the General Plan which are intended to protect agricultural resources and land uses. Policies AG-7 through AG-13	Consistent. The Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities; however the land of the former mill site is identified by the NRCS websoil survey as being prime farmland if irrigated and if protected from flooding. Development of the trail would utilize a portion of this land, but would be located adjacent to Riverside Drive and would not prevent future use of the remainder of the site for agricultural purposes. Land between Riverside Drive and the Susan River is open space. The Project would not convert agricultural land as the site is not designated or used for agricultural purposes.
GOAL A-4: Support for the economic viability and continuation of agricultural operations and the protection of agricultural resource lands. Policies AG-14 through AG-16.	Not applicable to the Project as the Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities. The Project would also not abut agricultural land.
GOAL A-5: Productive cooperation with and from Federal and state agencies which manage natural resources in Lassen County and improved consistency in resource management objectives, policies and programs. Policies AG-17 through AG-19.	Not applicable to the Project as the Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities. Grazing does not occur on the land affected by the Project.
GOAL A-6: To protect and maximize the present and future productive, economic and environmental values of the County's soil resources. Policies AG-20 through AG-21.	Consistent. The Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities; however the land of the former mill site is identified by the NRCS websoil survey as being prime farmland if irrigated and if protected from flooding. All the land in the Project Area is rated 1–Excellent on the Storie Index. The California Department of Conservation does not map important farmland in Lassen County. Development of the trail may utilize an existing levee on this site located adjacent to Riverside Drive and would not prevent future use of the remainder of the site for agricultural purposes. Land between Riverside Drive and the Susan River is open space.
GOAL A-7: Protection of agricultural lands and lands having substantial potential for productive agricultural use from the intrusion of incompatible neighboring uses and factors which threaten to constrain or reduce agricultural productivity. Policies AG-22 through AG-23	Consistent. The Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities; however the land of the former mill site is identified by the NRCS websoil survey as being prime farmland if irrigated and if protected from flooding. Development of the trail may utilize an existing levee on this site located adjacent to Riverside Drive and would not prevent future use of the remainder of the site for agricultural purposes. Land between Riverside Drive and the Susan River

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	is open space.
AG24 POLICY: The County supports strong measures to eliminate or prevent the spread of invasive weeds and plant species including, but not limited to, medusahead, yellow starthistle, and perennial pepperweed (whitetop), and to control the adverse effects from the excessive spreading of such species as juniper and cheatgrass.	Consistent. Regulatory Compliance Measure 2.6.4 is a project component that addresses erosion and track out. BMPs included in the SWPPP address the spread of invasive weeds on construction equipment and in site revegetation plans. Revegetation plans under the SWPPP and Mitigation Measure HYDRO-2 would include a list of appropriate species for revegetation practices. No invasive species would be permitted in the revegetation plans.
GOAL A-8: Administrative relief in limited circumstances when the creation of a parcel is needed for a homesite or other special need related to an agricultural operation when the resulting parcel would be smaller than otherwise required in the agricultural area. Policy AG-25.	Not applicable to the Project as the Project would not be located on designated or zoned agricultural land and does not interfere with agricultural-related activities.
GOAL A-9: Maintain a good regional reputation for locally-produced agricultural products. Policy AG-26.	Not applicable to the Project as the Project would not be located on designated or zoned agricultural land and does not propose agricultural or agricultural-related activities. The Project does not affect the agricultural reputation of the County.
GOAL A-1 0: Maintain a sensible appropriation and utilization of water for agricultural use in the county. Policy AG-27.	Not applicable to the Project as the Project would not include water facilities or result in a demand for water. Construction of the trail would not interfere with water supplies or agricultural irrigation.
Wildlife Element	
GOAL W-1: To protect and enhance the overall health of wildlife habitats and special resource areas to maintain healthy, abundant and diverse wildlife populations.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE-1 POLICY: The County supports the management of wildlife resources in ways that enhance the health and abundance of wildlife populations and the diversity of species and their habitats and which, at the same time, balance management policies and program objectives with the range of social and economic needs for which the County is also responsible.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing

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	maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE-2 POLICY: The County supports the cooperative identification of "areas of significant wildlife value" or similar designations for areas where it is demonstrated by sound biological science that the habitat values are of significant importance to the health and/or survival of one or more species of wildlife. The County may apply a special designation to these areas, and/or agree to support specific resource management objectives, policies and voluntary programs to protect wildlife resources within these areas.	Consistent. The Project is located on the former Sierra Pacific Industries mill site. This industrial site is not designated for wildlife value.
WE-3 POLICY: To support and protect the value and viability of areas having significant wildlife habitat resources, including migration corridors, such areas should remain in relatively large parcel units. County zoning and subdivision regulations should protect these resources by not allowing isolated subdivisions intended primarily for residential use to be developed in areas which are not specifically designated in the General Plan or an area plan for a community development land use (e.g., rural residential) and zoned accordingly.	Consistent. The Project would not create an obstruction within a migration corridor and would not create isolated pockets of development. The trail is located in an industrial zone, primarily on an existing maintenance road.
WE-4 POLICY: The County recognizes that some areas which are designated and zoned for development, including but not limited to rural residential lands and areas indicated for planned development, may also have wildlife resource and open space values which need to be addressed and considered for protection. The County will address the need for protection of wildlife resources and open space values in areas which are zoned for development during the review of development proposals.	Consistent. The Project would not create an obstruction within a migration corridor and would not create isolated pockets of development. The trail is located in an industrial zone, primarily on an existing maintenance road.
WE-5 POLICY: Prior to the imposition of substantial wildlife-related mitigation measures by the County, the County shall review evidence demonstrating that the proposed action or project could otherwise have potentially significant adverse impacts to wildlife and that the proposed measures will, in fact, help accomplish practical and necessary mitigation objectives.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian

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	hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE-6 POLICY: Funding for wildlife habitat programs (e.g., wildlife mitigation funds), should be directed to protect and enhance wildlife resources in the county, especially when funds are generated in Lassen County.	Not applicable to the Project.
WE-7 POLICY: The County shall encourage the Department of Fish and Game, in consultation with the County Fish and Game Commission, to provide opportunities for the productive investment of funds from non-profit wildlife organizations (including but not limited to Ducks Unlimited, the California Waterfowl Association, Pheasants Forever, the National Wild Turkey Federation, the Mule Deer Foundation, the Rocky Mountain Elk Foundation, etc.) to be directed towards habitat improvements within Lassen County. This will be especially true for funds generated by the local chapters of such organizations.	Not applicable to the Project.
WE-8 POLICY: Proposed acquisitions of land for State wildlife areas will be reviewed on a case-by-case basis by a standing committee representing agriculture, sportsmen, recreation, the environment, and the general public.	Not applicable to the Project as no land acquisition for wildlife areas is proposed.
WE-9 POLICY: The County supports cooperation between the California Department of Fish and Game and the Nevada Department of Wildlife in the management of interstate deer herds.	Not applicable to the Project.
GOAL W-2: Protection of rare, threatened, and endangered wildlife species with an ecosystem approach to habitat management which also supports multiple land uses.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.

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WE 10 POLICY: Through local coordination, the County encourages programs and actions to remove and avoid the listing of additional wildlife species as threatened or endangered by the state or Federal government. When listings are proposed, sound biology needs to be applied to the preparation of habitat management plans and/or recovery plans, and the related social and economic impacts of such plans and related measures need to be considered and mitigated.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper and sensitive plant populations. Mitigation Measures BIO-1 and -2 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE 11 POLICY: The County supports proactive predator management by state and federal agencies.	Not applicable to the Project.
GOAL W-3: Enhanced opportunities for consumptive and non-consumptive uses of wildlife resources recognizing the economic, educational, recreational and aesthetic benefits these uses bring to the County.	Not applicable to the Project.
WE12. POLICY: The County supports the management of wildlife game species for continued recreational and consumptive use as a matter of economic significance and with respect to hunting activity as a feature of local cultural heritage.	Not applicable to the Project.
WE13 POLICY: The County supports enhanced public access to wildlife resources for hunting and fishing, as well as for recreational and scientific wildlife observation, while respecting private property rights.	Consistent. The Project improves pedestrian and bicycle access to the Susan River and Susan River Trail and surrounding open space.
WE 14 POLICY: The Department of Fish and Game shall annually provide results of wildlife counts and related data (e.g., herd counts, buck-doe ratios, etc.) to the County Fish and Game Commission and the public in a timely manner so that the Commission and the public can review and comment on the data and on proposed state regulations and management policies related to this information (e.g., hunting season specifications, bag limits, etc.) prior to adoption.	Not applicable to the Project.
WE 15 POLICY: The County encourages improvements to wildlife habitat, including the continued use, maintenance, and further development of guzzlers to augment natural water sources and to provide dependable new water sources for wildlife.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian

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	hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
GOAL W-4: Protect and enhance the wildlife habitat of riparian areas and wetlands.	Consistent with Mitigation. The Project has the potential to affect riparian habitat and wetlands. Mitigation Measures BIO-3 and -4 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE16 POLICY: The County supports interagency efforts to protect and restore the wildlife habitat values of lakes, riverine and riparian areas and wetlands.	Consistent with Mitigation. The Project has the potential to affect riparian habitat and wetlands. Mitigation Measures BIO-3 and -4 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
GOAL W-5: Protect and enhance important upland habitat areas which include bitterbrush, mountain mahogany and aspen.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper habitat and sensitive plant populations. Mitigation Measures BIO-1 and -2 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
WE17 POLICY: The County supports cooperative efforts to protect and enhance the wildlife habitat values of upland vegetation communities of bitterbrush, mountain mahogany and aspen.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper habitat and sensitive plant populations. Mitigation Measures BIO-1 and -2 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of

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	pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
GOAL W-6: Maintain, restore and enhance fishery resources and habitat within the county.	Not applicable to the Project.
WE18 POLICY: The County supports the protection and improvement of the County's fishery resources, including fish stocking of local waters, in concert with related land use and resource management objectives.	Not applicable to the Project.
WE19 POLICY: The County supports the continued availability of the Eagle Lake trout for sport and recreational fishing, and will support efforts to improve habitat, reestablish and improve natural spawning in the Pine Creek watershed, and other steps which will improve the long-term health of the species and avoid listing as a threatened or endangered species.	Not applicable to the Project.
WE20 POLICY: The County encourages the management of water releases to and from of the Susan River and other perennial streams, within the context of adjudicated water rights, to help support productive recreational fisheries.	Not applicable to the Project.
WE21 POLICY: The County encourages feasibility studies for and, when appropriate, the development of new, well-planned reservoirs which may be used, along with other objectives, to expand the County's fishery, wildlife and related recreation resources.	Not applicable to the Project.
Open Space Element	
GOAL O-1: To establish balanced policies to recognize, manage and, where warranted, preserve Lassen County's open space resources.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
OS-1 POLICY: The County recognizes the need to effectively manage open space for the protection of open space values and the productive management of natural resources.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
OS-2 POLICY: The County recognizes the following General Plan and area plan land use designations as predominately natural resource management designations having "open space" values which need to be considered in regard to land use and resource management decisions: [Open Space]	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.

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OS-3 POLICY: The County shall consider the open space values of an area when considering proposed changes in general plan land use designations, zoning, minimum parcel sizes, and development standards, and shall weigh the need to protect those open space values with the need or desire for development which would diminish those values.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
OS-4 POLICY: The County may, in addition.to and consistent with the policies of the Open Space Element, adopt more specific policies relating to open space resources, including policies adopted as part of an area plan or special resource management plan.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
GOAL O-2: To manage and help the people of Lassen County prosper from the wealth and diversity of Lassen County's open space resources which are available for responsible productive use and development.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
OS-5 POLICY: Agriculture and livestock management, and related activities consistent with the zoning regulations established by the County, are considered by the County to be compatible activities in areas identified as "open space". Exceptions to this policy may be made in cases where the Board of Supervisors or the Planning Commission determines, in consideration of specific resource issues and management objectives in specified areas, that certain agricultural activities are not compatible and should be excluded. The recognition and consideration of the open space character and values of agricultural and rangeland areas shall not be construed to be contrary to resource production and management practices (including agriculture and livestock grazing) which may be allowed by the County subject to the adopted zoning of those areas and the lawful exercise of the County's land use authority.	Not applicable to the Project.
OS-6 POLICY: When open space is needed for residential or other forms of development for mitigation or enhancement purposes, such open space shall be dedicated and provided within the development area by techniques such as conservation subdivisions and clustering, and neighboring lands shall not be expected to provide the needed open space.	Consistent. The trail is located on industrially zoned land on an exiting maintenance road. It would connect with the Susan River Trail to improve access to the open space north of Riverside Drive, but the trail itself would not be located within the open space area.
GOAL O-3: To protect vital natural habitats and special natural resource areas.	Consistent with Mitigation. The Project has the potential to affect sensitive plant populations, riparian habitat, and wetlands. Mitigation Measures BIO-2, -3, and -4 address these potential impacts. The Project is designed to reduce impacts to the

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	extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
OS-7 POLICY: The Board of Supervisors, in consideration of the documented need to protect the value of certain natural resources and resource areas, may designate defined areas as special open space areas or natural habitats, and thereafter establish or agree to support specified resource management objectives, policies and regulations to preserve special resources in those areas.	Not applicable as the Project is not within a County designated special open space or habitat area.
OS-8 POLICY: The County recognizes that some areas which are designated and zoned for development, including but not limited to rural residential lands and areas indicated for planned development, have natural resource and open space values which need to be addressed in the consideration of land use and development decisions and proposed development projects.	Consistent with Mitigation. The Project has the potential to affect Carson Wandering Skipper, sensitive plant populations, riparian habitat, wetlands and migratory bird nest sites or wildlife nursery sites. Mitigation Measures BIO-1, -2, -3, -4, and -5 address these potential impacts. The Project is designed to reduce impacts to the extent feasible by locating the trail on an existing maintenance road and minimizing disturbance to the Susan River; however, the Project is limited in location in order to address the existing pedestrian hazard along Riverside Drive due to a lack of pedestrian and bicycle facilities. Implementation of the mitigation measures will address the potential biological impacts.
OS-9 POLICY: The County will consider proposals for new wilderness areas on a case-by-case basis to evaluate potential impacts on related resource management practices and economics.	Not applicable as the Project does not propose a new wilderness area.
GOAL O-4: To encourage the establishment and maintenance of open space areas for outdoor recreation, including recreational trails, and, when appropriate, the development of related recreational facilities.	Consistent. The trail is proposed to address an existing pedestrian and bicycle hazard on Riverside Drive due to a lack of pedestrian facilities; however the Project would also connect to existing area trails such as the Susan River Trail and the recreation areas at the Susan River and Riverside Park to improve accessibility to these resources.
OS10 POLICY: The County encourages the development of suitable public and commercial campgrounds and recreation areas, subject to the determination of the appropriateness and adequacy of the specific sites and the mitigation of land use conflicts and significant environmental impacts.	Not applicable as the Project does not propose campgrounds or recreational areas. The Class I trail will provide pedestrian and bicycle circulation in accordance with Caltrans standards and will connect to existing area trails to provide continuous pedestrian access in the area.

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OS 11 POLICY: The County supports the development of trails and bicycle routes and the integration of those trails and routes into regional and state systems provided that such uses are planned and developed with the cooperation and agreement of adjacent land owners and affected agencies, utilize public right-of-ways and negotiated easements, satisfactorily mitigate potential trespass and liability issues to the satisfaction of affected private property owners, resolve potential resource management conflicts with affected agricultural and timber production land uses, and must have resolved the legal question as to who has the reversionary interest in the property.	Consistent. The Project proposes a 1,983 linear foot Class I trail along Riverside Drive designed to meet Caltrans standards and guidelines for bikeways. The trail would be located on the abandoned mill property on the existing maintenance road located on the abandoned mill pond levee. Riverside Drive is a public road under prescriptive easement rights. The roadway travel way is 25 feet and total impacted right-of-way is 50 feet. Approximately 2.05 acres of land would need to be acquired for trail development.
GOAL O-5: Improved access to recreation opportunities on public lands.	Consistent. The trail Project would connect to existing area trails such as the Susan River Trail and the recreation areas at the Susan River and Riverside Park to improve accessibility to these resources.
OS 12 POLICY: The County supports cooperative efforts between private landowners and the public to maintain historic access to public lands and, where new subdivisions are proposed adjacent to public lands, the County supports dedication of easements for public access to the public lands.	Consistent. The trail Project would connect to existing area trails such as the Susan River Trail and the recreation areas at the Susan River and Riverside Park to improve accessibility to these resources.
OS13 POLICY: The County supports utilization trails within public right-of-ways where those right-of-ways can serve as part of interconnected trail systems (e.g., public highway corridors and abandoned railroad grades.)	Consistent. The Project proposes a 1,983 linear foot Class I trail along Riverside Drive designed to meet Caltrans standards and guidelines for bikeways. The trail would be located on the abandoned mill property on the existing maintenance road located on the abandoned mill pond levee. Riverside Drive is a public road under prescriptive easement rights. The roadway travel way is 25 feet and total impacted right-of-way is 50 feet. Approximately 2.05 acres of land would need to be acquired for trail development.
OS14 POLICY: The County supports promoting the discovery of resource diversity on public lands within Lassen County through the use of roads and trails on public lands for discovery experiences that introduce visitors to the County's rich diversity of natural, historic and cultural resources.	Not applicable as the project is not located on public land.
OS 15 POLICY: The County does not favor the acquisition or taking of private property for public access across private lands for public recreational purposes unless development of the access is approved by and acceptable to the property owner.	Consistent. The Project proposes a 1,983 linear foot Class I trail along Riverside Drive designed to meet Caltrans standards and guidelines for bikeways. It would serve as a transportation corridor and not just a recreational trail. The trail would be located on the abandoned mill property on the existing maintenance road located on the abandoned mill pond levee. Riverside Drive is a public road under prescriptive easement rights. The roadway travel

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	way is 25 feet and total impacted right-of-way is 50 feet. Approximately 2.05 acres of land would need to be acquired for trail development.
OS16 POLICY: The County shall continue to define requirements for open space areas which shall serve as parks and recreational areas in conjunction with residential and community development, and shall consider appropriate provisions for the establishment and maintenance of such areas by developers, homeowner associations and service districts.	Not applicable as the project is not located on Open Space land.
OS17 POLICY: The County shall allow limited recreational uses in designated floodplains, provided that the recreational uses do not interfere with the flood capacity of the area and all facilities comply with established zoning and building permit provisions for land use and construction in floodplains.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding. To provide effective east-west pedestrian access and eliminate the existing roadway hazard, a bridge must cross the Susan River. The preliminary alignments for the Project identified various crossings and the proposed crossing results in the least flood hazard and minimizes disturbance to the floodplain to the greatest extent.
OS18 POLICY: The County supports diversified recreation use in Federal Wilderness areas, including fishing, hunting, packing, and passive uses.	Not applicable to the Project.
GOAL O-6: To support the protection of the public from natural hazards and from threats to health and safety which could result from damage to or contamination of public resources.	Consistent. The Project proposes a trail and does not include the development of habitable structures or new population. It is not located in an area of greater earthquake risk. The Project would cross a small segment of a high wildfire risk area perpendicular to Riverside Drive; however, trails are identified as appropriate use in such areas under the General Plan. The preferred and optional alignments are located above the 100-year floodplain elevation and are designed to avoid disturbance to the floodplain to the extent feasible.
OS19 POLICY: The County shall consider documented evidence of geologic hazards, including but not limited to Alquist-Priolo Earthquake Fault Zones, in review of proposed development projects or proposed land use designations and zoning which would facilitate residential and community development, and shall determine how the safety of the public may be advanced by the use of open space provisions relative to those hazards.	Consistent. The Project is not located in an area of increased risk relative to the surrounding land uses and does not propose habitable structures. The trail and bridge are engineered to Caltrans specifications and considerations such as geology and earthquake risk are factored into the design.

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OS20 POLICY: The County shall continue to make protection from fire hazards a consideration in planning, land use and zoning decisions, environmental review, and project review with special concern for areas of "high" and "extreme" fire hazard.	Consistent. The Project would cross a small segment of a high wildfire risk area perpendicular to Riverside Drive; however, the Project is appropriate to such an area as trails are identified as appropriate use under the General Plan. The trail may act as a fire break and firefighting access point during wildfire events. No habitable structures are proposed that would increase populations within the fire hazard area.
OS21 POLICY: Proposals for residential subdivisions in areas of "high" or "extreme" fire hazard shall not be approved without mitigation measures to reduce fire hazards to structures, residents and firefighters.	Not applicable to the Project.
OS22 POLICY: The County shall discourage development in areas subject to flooding as indicated in the most recent and effective Flood Insurance Rate Maps adopted by the Federal Emergency Management Agency; said maps being hereby incorporated by reference into this Land Use Element.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding. To provide effective east-west pedestrian access and eliminate the existing roadway hazard, a bridge must cross the Susan River. The preliminary alignments for the Project identified various crossings and the proposed crossing results in the least flood hazard and minimizes disturbance to the floodplain to the greatest extent.
OS23 POLICY: Land within the 100-year flood hazard areas should be zoned for agricultural use or other low intensity uses including recreational uses that can sustain periodic flooding.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding.
OS24 POLICY: In consideration of proposed development within areas subject to flooding, the County shall encourage the use of sites outside of the flood prone areas when such alternatives exist and options are feasible.	Consistent. The Project is located at elevations above the 100-year flood hazard elevation. Some disturbance to the floodplain would occur at the bridge crossing of the Susan River, but this would not impede flows or subject the trail to flooding. To provide effective east-west pedestrian access and eliminate the existing roadway hazard, a bridge must cross the Susan River. The preliminary alignments for the Project identified various crossings and the proposed crossing results in the least flood hazard and minimizes disturbance to the floodplain to the greatest extent.
OS25 POLICY: The County supports interagency cooperation in developing programs and considering projects to protect people, property and resources from the threat of and damages from flood events.	Not applicable to the Project.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
OS26 POLICY: The County encourages feasibility studies, planning projects and, when appropriate, the development of new, well-planned reservoirs and other facilities and programs which can serve to control flooding and help reduce flood-related damage.	Not applicable to the Project.
OS27 POLICY: The County recognizes that its surface and ground water resources are especially valuable resources which deserve and are in need of appropriate measures to protect their quality and quantity.	Consistent. The Project does not affect water supplies or demand. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP to protect the water quality of the Susan River.
OS28 POLICY: The County shall, in conjunction with the Water Quality Control Board, adopt specific resource policies and development restrictions to protect specified water resources (e.g., Eagle Lake, Honey Lake, special recharge areas, etc.) to support the protection of those resources from development or other damage which may diminish or destroy their resource value.	Consistent. The Project will comply with local and state requirements including the preparation and implementation of an erosion and sediment control plan and SWPPP to protect the water quality of the Susan River.
Circulation Element	
Goal C-1: A comprehensive, efficient and safe transportation system to serve the needs of County residents and to stimulate the economic progress of the County.	Consistent. The Project proposes a trail along Riverside Drive to link existing residential, commercial, and recreational development together for improved non-motorized access within the developed area and to reduce an existing pedestrian and bicycle safety issue along and on the roadway. The trail also links to other existing trails to further improve non-motorized circulation and safety.
CE-1 POLICY: Designated major circulation routes are indicated on the enclosed Lassen County Circulation Map. This map has been prepared after consideration of and in correlation with the Land Use Element of the General Plan. Local roads are not indicated in this element.	Not applicable as this policy refers to the designation of major circulation routes, which would not be affected by the Project.
CE-2 POLICY: The County shall pursue receipt of funds from the California Transportation Commission and the local transportation planning agency to help maintain the County Road System.	Not applicable to the Project.
CE-3 Policy: Encourage city, state, and Federal agencies to consult with the County in the planning of major road projects, and to adequately maintain their road systems to serve recreationists and people and businesses who rely upon the use of resources on or near public lands in Lassen County.	Consistent. The Project consists of the development and operation of a Class I trail built to Caltrans specifications to improve safety along Riverside Drive by providing a separate bicycle and pedestrian access in this location. The trail would connect residential, commercial, and recreational uses to improve non-motorized access.
CE-4 POLICY: The County shall continue to support and work with the Lassen County Transportation Commission as the local transportation planning agency in the preparation of the Regional Transportation Plan.	Not applicable as this policy refers to the coordination efforts between the County and local transportation planning agency in the preparation of the RTP.

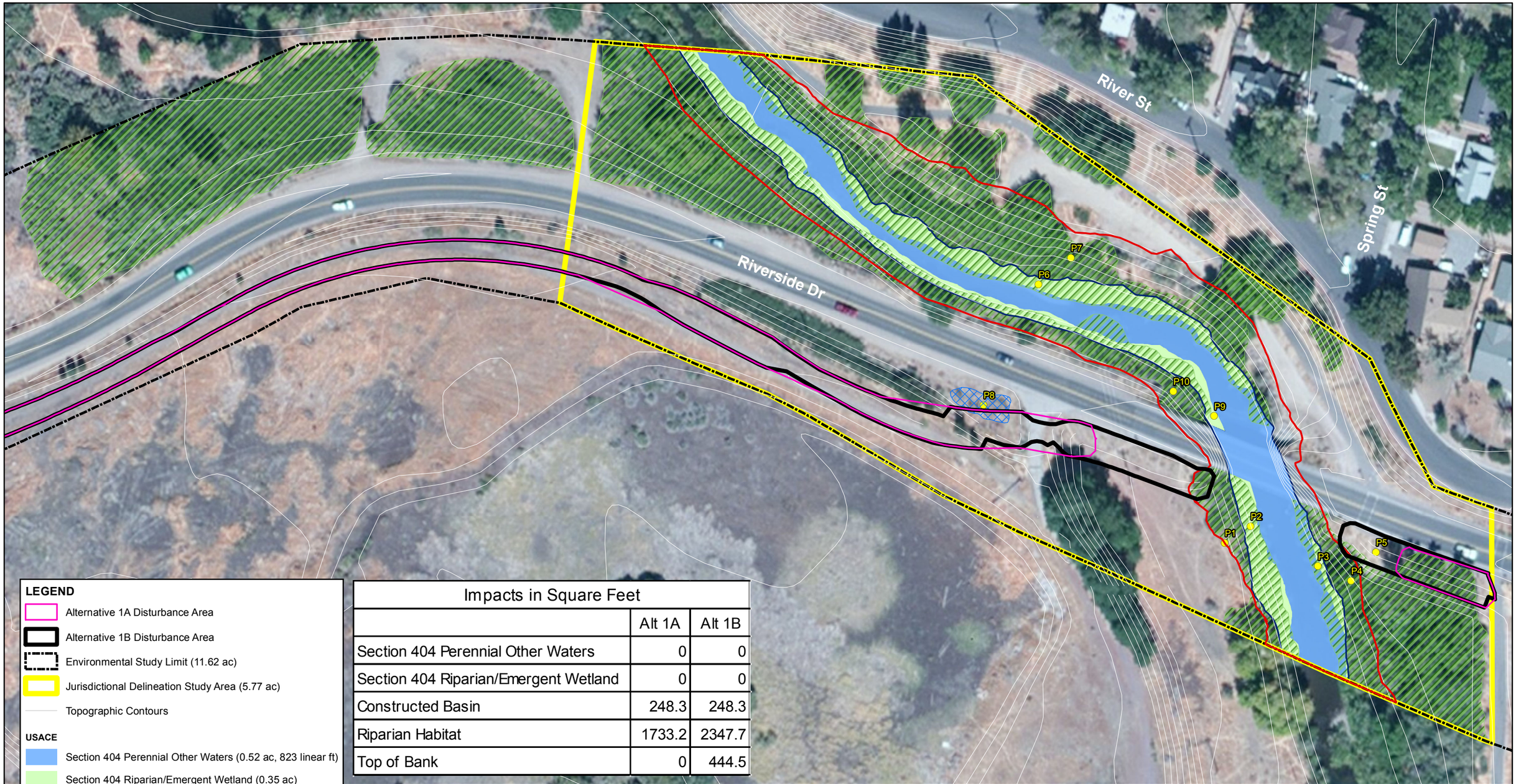
Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
CE-5 POLICY: The Regional Transportation Plan and related proposals for and prioritization of capital improvements for roads, highways and other transportation facilities need to be consistent with and supportive of the County's General Plan policies.	Not applicable as this policy refers to the consistency between the RTP and County General Plan.
CE-6 Policy: The County shall continue to review and, when warranted, formulate improved standards for the necessary improvement and maintenance of roads serving new development, including standards for the incremental improvement or development of public roads.	Consistent. The Project consists of the development and operation of a Class I trail built to Caltrans specifications to improve safety along Riverside Drive by providing a separate bicycle and pedestrian access in this location.
CE-7 POLICY: In order to promote higher standards of access and road maintenance to residential areas, the County will encourage that access roads serving residential development be built to County standards and offered for acceptance into the County maintained system. Unless the County accepts the roads into its maintained system, new residential development projects shall be required to provide for the future maintenance of their roads through assessment districts or other practical and effective methods.	Consistent. New roads are not proposed and the Class I trail would be built to Caltrans standards and dedicated for public use.
CE-8 POLICY: No new roads should be accepted into the County road system unless those roads have been constructed to a paved standard appropriate for the classification of the road being offered for dedication for public use.	Consistent. New roads are not proposed and the Class I trail would be built to Caltrans standards and dedicated for public use.
CE-9 POLICY: The County should encourage and assist homeowner associations and other non-public entities to develop funding mechanisms (e.g., assessment districts, etc.) to insure that private roads within their organizational responsibility will be adequately maintained.	Not applicable to the Project.
CE-10 Policy: In consideration of proposed projects which would generate a substantial number of large trucks carrying heavy loads, the County shall require special mitigation measures to insure that those projects do not cause, or will adequately mitigate, significant deterioration of County roads.	Consistent. Large truck traffic would be limited to the construction period and is not anticipated to cause roadway deterioration.
CE11 POLICY: The County shall request the allocation of funding for County roads which serve as connectors between State Highways and which are used substantially by through traffic (e.g., A2, Susanville Road; A3, Standish-Buntingville Road; A21, Mooney Road; County Road 513, Termo-Grasshopper Road; A25, North Herlong Access Road; and A26, South Herlong Access Road), especially when the state encourages the use of such County roads as connectors with signage and/or turn lanes.	Not applicable to the Project as the Project is not located along the named roadways and does not propose roadway improvements.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
CE-12 Policy. No public highway or roadway should be allowed to fall to or exist for a substantial amount of time at or below a Level of Service rating of "E".	Consistent. The Project does not propose an increase in traffic volumes that would impact delays of LOS rating on Riverside Drive. Temporary construction delays may occur, but would not affect the long-term operational LOS rating. Development of the trail would improve non-motorized circulation in the area, which may reduce vehicle trips.
Policies CE13 through CE18.	Not applicable to the Project as the Project is not located along the named roadways or highways and does not propose roadway widening.
GOAL C-2: Adequate, cost-effective public transit services, especially to accommodate the needs of the elderly and handicapped. Policy CE19.	Not applicable to the Project as the Project does not propose or affect public transit.
GOAL C-3: An adequate number of safe, efficient publicly-owned airports and airfields. Policy CE20 and CE21.	Not applicable to the Project as the Project is not located in the vicinity of an airport or airfield and would not affect operations of an airport or airfield.
GOAL C-4: Progressive expansion of economical, efficient air services. Policies CE22 and CE23	Not applicable to the Project as the Project is not located in the vicinity of an airport or airfield and would not affect operations of an airport or airfield.
GOAL C-5: Continued use of railroad lines in Lassen County for transportation of goods and compatible alternative uses, including the reintroduction of passenger travel. Policies CE24 and CE25	Not applicable to the Project as the Project would not affect existing rail lines or their future use and operation.
Goal C-6: Expanded development and use of bicycle paths and pedestrian ways to reduce dependence on automobiles.	Consistent. The Project proposes a trail along Riverside Drive to link existing residential, commercial, and recreational development together for improved non-motorized access within the developed area and to reduce an existing pedestrian and bicycle safety issue along and on the roadway. The trail also links to other existing trails to further improve non-motorized circulation and safety.
CE-26 Policy. The County supports development and maintenance of safe and efficient alternative transportation routes that promote non-motorized forms of transportation for residents of more densely populated areas of the county to travel between home, work, businesses and schools through the planning, acquisition, development and management of trails in public right-of-ways.	Consistent. The Project proposes a trail along Riverside Drive to link existing residential, commercial, and recreational development together for improved non-motorized access within the developed area. The trail also links to other existing trails to further improve non-motorized circulation and safety.
CE27 POLICY: When projects are planned, and where a direct nexus between growth and development and the need for trails and pathways is determined, developers should be required as a condition of project approval to contribute to the development of previously identified public trail projects.	Consistent. Although the Project does not propose development or growth, the Project proposes a trail along Riverside Drive to link existing residential, commercial, and recreational development together for improved non-motorized access within the developed area. The trail also links to other existing trails to further improve non-motorized circulation and safety.

Table 1	
General Plan Consistency	
Relevant Goals, Policies, & Programs	**Consistency Analysis**
CE28 POLICY: If railroad lines are proposed for abandonment, the County supports placing the route in a railroad bank and/or the conversion of the route to a publicly accessible rail trail. (Note: The County, however, primarily supports the continued operation of all active railroad lines in the county for railroad purposes.) .	Not applicable to the Project as no changes or impacts to rail lines are proposed.
GOAL C-7: Utility transporting and transmitting systems which provide the people of Lassen County with reliable and affordable services.	Not applicable to the Project as no new energy projects or facilities are proposed.
CE29 POLICY: The County recognizes and shall refer to the Energy Element of the General Plan for policies pertaining to energy-related utility issues.	Not applicable to the Project as no new energy projects or facilities are proposed.
CE30 POLICY: The County shall, as appropriate, refer to other pertinent General Plan elements, including the Natural Resources Element, regarding the development of new utility transmission and distribution lines.	Not applicable to the Project as no new transmission or distribution lines are proposed.
Energy Element	
Goals 1 through 6 and Policies 4.3.1 through 4.3.4.2.	Not applicable to the Project as no new energy projects or facilities are proposed.

Appendix D

Wetlands Map



LEGEND

- Alternative 1A Disturbance Area
- Alternative 1B Disturbance Area
- Environmental Study Limit (11.62 ac)
- Jurisdictional Delineation Study Area (5.77 ac)
- Topographic Contours

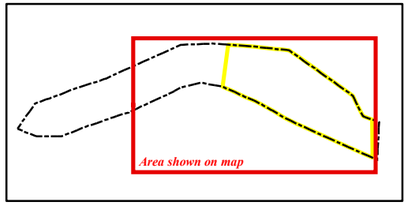
USACE

- Section 404 Perennial Other Waters (0.52 ac, 823 linear ft)
- Section 404 Riparian/Emergent Wetland (0.35 ac)
- Constructed Basin: non-jurisdictional (1,015.6 sq ft)
- Ordinary High Water Mark (OHWM)
- Sample Points

CDFW

- Riparian Habitat (3.31 ac)
- Top of Bank (TOB) (1.87 ac, 823 linear ft)

Impacts in Square Feet		
	Alt 1A	Alt 1B
Section 404 Perennial Other Waters	0	0
Section 404 Riparian/Emergent Wetland	0	0
Constructed Basin	248.3	248.3
Riparian Habitat	1733.2	2347.7
Top of Bank	0	444.5



N

0 50 100

Feet

1:1,000

1 inch = 83 feet

This map is intended to be used for project planning purposes only. The location and extent of jurisdictional features has not yet been verified by the applicable federal and state agencies.

RIVERSIDE DRIVE TRAIL PROJECT

Map of Impacts to Potential Federal and State Jurisdictional Wetland and Water Features

HAUGE BRUECK ASSOCIATES

Data sources: ArcGIS Online World Imagery. Map date: June 4, 2015.

Appendix E

Comment Letters and Responses to Comments

Letter 1 – Dale Payne, Lahontan RWQCB, 5/27/15

From: "Payne, Dale@Waterboards" <dale.payne@waterboards.ca.gov>
Date: 05/27/2015 3:39 PM (GMT-08:00)
To: Dan Newton <dnewton@cityofsusanville.org>
Subject: Comments Regarding Riverside Drive Trail Initial Study/Mitigated Negative Declaration

Hi Dan,
Thanks for getting back to me today.
Please see the following comments in regard to the Initial Study/Mitigated Negative Declaration for the proposed Riverside Drive Trail project.

1. If the project proposes to create an acre or greater of soil disturbance, you will be required to be enrolled under a Statewide Stormwater Construction General Permit. Please see the following link for further information on this permit: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml

2. If the project proposes to impact wetlands or waters of the U.S., a 404 permit from the U.S. Army Corps of Engineers will be required, followed by a 401 Certification Order from the Water Board. Application materials and additional information regarding the 401 Certification Order can be found at this link: http://www.waterboards.ca.gov/lahontan/water_issues/programs/clean_water_act_401/index.shtml

3. Additionally, with any disturbance to surface waters, the California Department of Fish and Wildlife will need to be contacted in regard to a streambed alteration agreement or other potential authorization. Please contact your closest CDFW office for further direction.

We are now a paperless office. Please submit applicable project information to our main office at Lahontan@waterboards.ca.gov.

If you have questions please contact me at 530-542-5464, or at dale.payne@waterboards.ca.gov.

Thank you,
Dale Payne

Response to Comment Letter 1

Thank you for your review of the document and associated comments. As listed in Section 1.10, the project will apply for necessary permits prior to construction.

Appendix F

Mitigation Monitoring and Reporting Plan

CEQA Guidelines Section 15097 requires the adoption of a program by a public agency for monitoring or reporting on the project revisions or measures it has imposed to mitigate or avoid significant impacts of a project. The plan implementation and impact mitigation measures that are incorporated into the Project are contained in the Riverside Drive Pedestrian and Bike Trail Project Initial Study. Detailed descriptions of each measure are included below.

The following mitigation measures are those measures that are required for construction and operation of the Riverside Drive Pedestrian and Bike Trail. Each of the mitigation measures includes a description of the measure that is required to be completed, the impacts that are mitigated, and the lead, implementing, and the monitoring agency. Also included is the timing associated with the implementation of the mitigation measure.

BIO-1. Carson Wandering Skipper Incidental Take Permit (Section 10 ESA)

Description

Confirmation - To confirm if the Project will cause environmental impacts to the Carson Wandering Skipper (*Pseudocopaeodes eunus obscurus*) the City of Susanville shall perform a Habitat Component Survey prior to construction to determine the existence of habitat components necessary to support CWS by a qualified Lepidoptera biologist familiar with the species.

Absence of Necessary Habitat Components - If it is determined the Project site does not contain the necessary habitat components to support CWS and if no individuals are observed during the survey no further mitigation is required.

Presence of Necessary Habitat Components - If individuals are observed and if the habitat is suitable for CWS, the City will consult with Fish and Wildlife to establish the appropriate mitigation measures to protect the CWS. Appropriate mitigation measures may include:

- Application for an incidental take permit under the Endangered Species Act (16 U.S.C. 1531-1544, 87 Stat. 884) Section 10(a)(1)(B) with the US Fish and Wildlife Service.
- Habitat conservation plan in accordance with the Endangered Species Act (ESA) Section 10(a)(1)(B). The HCP would be developed and meet the requirements of ESA Section 10(a)(2)(A). If the HCP meets the requirements set forth in Section 10(a)(2) of the ESA, the Secretary of the Interior may issue a permit for incidental take of the species.

Impacts Mitigated Potential loss of habitat and incidental take of Carson Wandering Skipper.

Mitigation Level Protection of Carson Wandering Skipper.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency U.S. Fish and Wildlife Service

Timing

Start: Prior to construction activities

Complete: Prior to construction activities

BIO-2. Special Status Plant Species Avoidance and/or Mitigation

Description Confirmation – To confirm if the Project will avoid environmental impacts to endangered plants a A second rare plant survey shall be conducted during July prior to construction in order to observe the following five (5) potentially present species during their peak blooming periods: Grass alisma (*Alisma gramineum*), upswept moonwort (*Botrychium ascendens*), scalloped moonwort (*Botrychium crenulatum*), mingan moonwort (*Botrychium minganense*), and Aleppo avens (*Geum aleppicum*).

Absence of Special-Status Plants - If no special-status plants are encountered on the Project site after the second focused survey, no further mitigation is required.

Presence of Special–Status Plants - If the second focused survey concludes there are one or more special status plant species, the City shall implement measures to allow for avoidance and protection of the onsite sensitive population(s) or individuals, provide permanent protection of an existing on- or off-site population of the species in the region, or transplant the individuals (or, if annuals, collect and store seeds) to permanent preserved habitat on- or off-site in accordance with the CNPS, CDFW, and/or USFWS (as appropriate).

Impacts Mitigated Potential loss of unique, rare or endangered plant species.

Mitigation Level Protection of special status plant species.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency California Native Plant Society
California Department of Fish and Wildlife
U.S. Fish and Wildlife Service

Timing

Start: Prior to construction activities

Complete: Following initial construction activities

BIO-3. Mitigation for Impacts to Sensitive Natural Communities

Description The City of Susanville shall avoid the removal of CDFW regulated riparian vegetation within the Project area. If the regulated vegetation cannot be avoided, the City of Susanville shall replace the loss of CDFW-regulated riparian vegetation through the submittal of a Lake or Streambed Alteration Notification Package to the CDFW. Provided the project is authorized by the CDFW through

issuance of a 1602 Lake or Streambed Alteration Agreement, the City shall be required to comply with CDFW permit provisions, which may include replacement and re-establishment of riparian vegetation in order to compensate for loss of riparian habitat.

Impacts Mitigated Potential loss of sensitive natural communities.

Mitigation Level Protection of sensitive natural communities.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency California Department of Fish and Wildlife

Timing

Start: Prior to construction activities

Complete: Following initial construction activities

BIO-4. Mitigation for Impacts to Section 404/401 Wetlands and Waters

Description The City of Susanville shall avoid direct and indirect impacts to wetlands and waters subject to Section 404 regulation. The preliminary jurisdictional determination report will be submitted to the USACE to solicit formal verification of Section 404 jurisdiction on the project site. As previously described, the constructed basin along Riverside Drive is not likely to be regulated by the USACE. If the USACE determines that this feature is not subject to regulation under CWA Section 404, Section 401 water quality certification is not required. However, the Lahontan Regional Water Quality Control Board may regulate this feature and impose waste discharge requirements (WDRs) if fill material is placed into waters of the state. The State Water Quality Control Board (Lahontan Region) may issue Waste Discharge Requirements for this feature and require compensatory mitigation that is equivalent or superior to the quality and extent of the constructed basin feature.

As part of the proposed project (Regulatory Compliance Measure 2.6.4), the applicant shall implement construction and storm water BMPs to contain and minimize surface runoff originating from the development, thereby avoiding and/or reducing adverse indirect impacts to nearby federally regulated wetlands and other waters as described in Section IX (Hydrology and Water Quality). Runoff produced during and after construction is subject to National Pollution Discharge Elimination System Regulations (NPDES) and local water quality and runoff standards.

Impacts Mitigated Potential adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means.

Mitigation Level Protection of delineated wetland areas and waters of the U.S.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency U.S. Army Corps of Engineers
State Water Quality Control Board Lahontan Region

Timing

Start: Following adoption and approval of the Project

Complete: Construction completion

BIO-5. Active Raptor and Migratory Bird Nest Site and Wildlife Nursery Site Protection Program

Description Confirmation - Pre-construction surveys shall be conducted during the nesting/breeding season immediately prior to initial Project construction (e.g., excavation, grading and tree removal), to identify active raptor or migratory bird nest sites and wildlife nursery sites within the project area that may not have been identified previously.

Absence of raptor or migratory bird sites - If no raptor or migratory bird nest or wildlife nursery sites are located within the project are or in adjacent areas where impacts will occur, no further mitigation is required.

Presence of raptor or migratory bird sites - If active raptor or migratory bird nests or wildlife nursery sites are identified, the City shall protect the active bird nests and/or nursery sites to be impacted by Project construction activities in a program approved by US Fish and Wildlife Service and/or California Department of Fish and Wildlife (as appropriate). The Program may include an Active Raptor and Migratory Bird and Wildlife Nursery site protection program (Program) to meet these needs. The Program shall include surveys, consultation, and protective actions. During initial construction activities (tree removal and excavation for the construction), a qualified biological monitor shall be present to evaluate whether any raptors or migratory birds are occupying trees or whether any wildlife den/nursery sties are within the project area. The biological monitor shall have the authority to stop construction near occupied trees or nursery sites if it appears to be having a negative impact on nursery sites, nesting raptors, or migratory birds or their young observed within the construction zone. If construction must be stopped, the monitor shall consult with CDFW or USFWS (if applicable) staff within 24 hours to determine appropriate actions to restart construction while reducing impacts to identified nursery sites, raptors or migratory bird nests.

Impacts Mitigated Interference with native or migratory wildlife species nursery sites.

Mitigation Level Protection of wildlife nest sites and habitat.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency California Department of Fish and Wildlife
U.S. Fish and Wildlife Service

Timing

Start: Prior to construction activities

Complete: Following initial construction activities

CULTURAL-1. Data Recovery Excavation/Photo Documentation

Description If a significant prehistoric period deposit that cannot be avoided is identified during subsurface testing, a data recovery excavation will be completed to mitigate the adverse damages. If a significant historic period resource is identified and cannot be avoided, either data recovery excavation and/or photo documentation would occur to mitigate the adverse damage.

Impacts Mitigated Potential disturbance to cultural resource deposits.

Mitigation Level Protection of cultural resource deposits.

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency Caltrans
State Historic Preservation Office

Timing

Start: Prior to construction activities

Complete: Construction completion

HAZ-1. Lahontan Confirmation and Soil Sampling

Description Prior to construction and in coordination with SWPPP and Section 401 certification, the City will obtain confirmation from Lahontan indicating that no further action is required on the site. If confirmation from Lahontan is not provided, the City will conduct soil sampling and analysis on the mill pond levee to confirm soil conditions are protective for construction workers and trail users.

Impacts Mitigated Exposure to hazardous materials

Mitigation Level Protection of construction workers and trail users

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency State Regional Water Quality Control Board Lahontan Region

Timing

Start: Prior to finalization of construction specifications

Complete: Prior to construction

HYDRO-1. Grading Plan

Description

Prior to approval of improvement/construction plans, a grading plan shall be prepared for the project site that contains the following provisions:

- Identify areas where topsoil is to be salvaged prior to grading for later reuse on-site.
- Identify and protect areas not planned to be disturbed to the greatest extent practicable using temporary fencing or other methods.
- Limit cuts and fills and balance cut and fill on-site.
- Limit grading to the smallest practical area of land.
- Limit exposure of disturbed soils to the shortest practical amount of time. The National Pollutant Discharge Elimination System (NPDES) permit requires that disturbed soils are temporarily stabilized within 14 days of disturbance.
- Establish a winterization plan such that all disturbed soil areas are stabilized by October 15th of each construction year (per NPDES requirements).
- Permanently stabilize graded/disturbed areas through soil loosening, application of salvaged topsoil, establishment of native vegetation and application of native mulch material. The State Water Resources Control Board's (SWRCB) "Sediment Source Control Handbook" provides field-tested guidelines for revegetating and permanently stabilizing disturbed soil areas in the Sierra Nevada.
- Create grading contours that blend with the natural contours on-site or with contours on property immediately adjacent to the area of development.
- Locate and design trail to blend in with the natural terrain.
- Limit development and cut and fill on steep slopes in order to minimize erosion and runoff potential.

Impacts Mitigated Construction erosion

Mitigation Level Protection of soils and water quality

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency State Regional Water Quality Control Board Lahontan Region

Timing

Start: Prior to finalization of construction specifications

Complete: Construction completion

HYDRO-2. Permanent BMPs

Description

The following permanent BMPs shall be applied during construction to minimize alteration of surface runoff rates and prevent associated water quality and flooding impacts:

- Low Impact Development (LID) techniques shall be utilized during and after construction. On-site infiltration should be utilized wherever possible to minimize runoff. Such infiltration features may include wet ponds, detention ponds, or infiltration swales near the trail alignment. Installation methods for infiltration features shall be shown to provide necessary infiltration rates and detention times to meet or exceed local stormwater design requirements. Other water quality treatment measures may be considered if site constraints are such that construction of infiltration features is not feasible.
- Where possible, existing drainage patterns should not be significantly modified.
- Earthen drainage facilities should be protected with proper BMPs and erosion control methods immediately following their construction. Drainage facilities that have the potential for erosion or scouring shall be further protected using rock riprap, erosion control fabric or other energy dissipation measures to prevent erosion of the soil surface in conformance with the City of Susanville Engineering Standards.

Impacts Mitigated Runoff induced water quality impacts and flooding

Mitigation Level Protection of water quality

Lead Agency City of Susanville

Implementing Agency City of Susanville

Monitoring Agency State Regional Water Quality Control Board Lahontan Region

Timing

Start: Prior to finalization of construction specifications

Complete: Construction completion