



Tehama County Resource Conservation District

2 Sutter Street, Suite D ♦ Red Bluff, California ♦ 96080 ♦ 530-527-3013 ♦
Fax: 530-527-7451

Notice of Intent to Adopt a Mitigated Negative Declaration

A notice, pursuant to the California Environmental Quality Act of 1970, as amended (Public Resources Code 21,000, et seq.), that the following project will not have a significant effect on the environment.

Project Name: Tedoc Mountain Fuel Break

Project Type: Resource Procreation/Fuel Break

Project Applicant: Cottonwood Creek Watershed Group (CCWG)

Lead Agency: Tehama County Resource Conservation District (TCRCD)

County: Tehama

Project Location

Legal Location

T.28N R9W. S. 14, 15, 23, 25, 26, and 36 MDBM

T.28N R.8W S. 17, 18, 20,21,28, 31, 32 and 33 MDBM

USGS Quadrangles

Beegum

North Yolla Bolly 7.5 x15

Project Description: Project work will entail the development of three linear fuel breaks. The Tedoc portion of the project will create a “U” shaped fuel break that starts at Raney Peak and branches northeast. A northwest branch will be established at Raney Peak and will continue to the northwest. The entire Tedoc Mountain Fuel Break portion of the area’s overall fuel break system will create a 12.8 mile long linear feature that encompasses an area of approximately 460 privately held acres. Various federal parcels managed by the Bureau of Land Management and the Shasta Trinity National Forest are in the vicinity but outside the project area. In the future, The Tedoc Mountain Fuel Break will connect with the soon to be developed 3 mile long 171 acre Pattymocus to Platina Fuel Break. This continuation of the Tedoc Mountain Fuel break will be developed on ridgelines and will terminate at State Route 36W approximately 1.5 miles west of the Wild Horse Mesa development and 3.5 miles east of the Platina Community.

The fuel breaks created by the Tedoc project will be developed using ball-and-chain apparatus attached to a dozer in order to mechanically clear and crush chaparral brush along prominent ridgelines and primitive jeep trails to a width of about 300 feet. The “ball & chain” method will



require a dozer to travel along the top of connecting main ridges, and drag a 150-foot chain that ends with a 4-foot iron ball. The chain will ride on top of the soil surface along side slopes, catching and crushing the brush as it travels along the slope. The chain will travel above ground in depression areas, and scuff the soil surface where slight rises in topography occur. The ball will leave a slight groove on the surface when being pulled straight behind the dozer. A minor amount of soil disturbance will occur attributable to roots being pulled out of the soil as the chain passes over. These soils disturbances will be covered by crushed debris until burning or other disposal techniques occur. New chaparral growth will quickly reestablish itself within treatment areas and will provide vegetative cover. As result of these treatment characteristics, soil disturbance will be minimal.

Straight-blading will occur along main ridge tops as pioneer routes developed for the ball and chain operations. Straight blading will also be used as the principal means of brush removal within specific portions of the project area. During straight blading operation, the dozer blade will be kept from 4 to 6 inches above the soil surface to scrape off the brush. Generally two passes are made in opposite directions. Soil disturbance will be limited to areas scuffed by the dozer tracks and on ridge tops where brush piles will be burned. Brush will be reduced to a minimal amount by the dozer blade and tracks Brush will be piled and burned on ridge tops where straight blading is used. As a result, incidental pile burning will be kept to a minimum and will occur during the burn season when fire danger is low.

Purpose of Notice

The purpose of this notice is to inform you that Tehama County Resource Conservation District staff has recommended that a Mitigated Negative Declaration be approved for this project. TCRCD staff has reviewed the Initial Study for the project, and based upon substantial evidence in the record, finds that although the proposed project could initially have an effect on the environment, changes or alterations have been incorporated into the project work scope to avoid or reduce impacts to a point where clearly no significant effects will occur. These mitigation measures are described in the attached Initial Study document. It should be noted that the approval of a Mitigated Negative Declaration does not constitute approval of the project under consideration. The decision to approve or deny the project will be made separately.

Agency Review Period

Begins: July 5, 2010 Ends: August 13, 2010



Comments regarding the correctness, completeness or adequacy of this Mitigated Negative Declaration are invited and must be received on or before August 13, 2010. Such comments should be based on specific environmental concerns. Written comments should be addressed to:

Tom McCubbins
CEQA Projects Manager
Tehama County Resource Conservation District
2 Sutter Street, Suite D
Red Bluff, CA 96080

Questions or comments related to this Initial Study /Mitigated Negative Declaration may be submitted electronically to tom@tehamacountyrcd.org

Availability of Document: A hardcopy of this Initial Study for the proposed Mitigated Negative Declaration is available at the offices of the Cottonwood Creek Watershed Group office located at 3645 Main Street, Cottonwood, CA 96022. The document is also available for viewing at the offices of the Tehama County Resource Conservation District located at 2 Sutter Street, Suite D, Red Bluff, CA 96080.

Responsible Agencies sent a copy of this document

Bureau of Land Management	Tehama County Road Department
California Department of Fish and Game	Tehama County Fire Department
Cal Fire Tehama-Glenn Unit	Tehama County Air Pollution Control District
Shasta Trinity National Forest	Tehama County Planning Department
United States Fish and Wildlife Service	

Mitigation Measures: (See Initial Study)

Prepared by:

Thomas F. McCubbins _____//s//_____

Signature Date 6-30-2010_____

Approved by:

Thomas F. McCubbins _____//s//_____

Signature Date 6-30-2010_____

**Initial Study/Mitigated Negative Declaration
for the proposed
Tedoc Mountain Fuel Break Project
Tehama County, California**



Prepared by:

**Tehama County Resource Conservation District
2 Sutter Street, Suite D
Red Bluff CA, 96080**

**The Lead Agency Pursuant to Section 21082.1 of the
The California Environmental Quality Act**

July 2010



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Mitigated Negative Declaration

Project Title: Tedoc Mountain Fuel Break

Project Proponent: Cottonwood Creek Watershed Group (CCWG)

Lead Agency: Tehama County Resource Conservation District (TCRCD)

County: Tehama

Purpose of the Initial Study: The Tehama County Resource Conservation District is the CEQA lead agency for the proposed Tedoc Mountain Fuel Break project. The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to present the public with the environmental consequences of implementing the proposed project and describe the adjustments made to the project in order to avoid significant environmental effects or reduce them to a less-than-significant level. This disclosure document is being made available to the public for review and comment. The IS/MND is being circulated for public review and comment for a review period of 30 days. The beginning and ending dates of the 30-day public review period will be indicated on the Notice of Intent. Your views and comments on how the proposed project may affect the environment are welcomed. If you wish to submit written comments for TCRCD consideration, these must be postmarked on or prior to the date the public review period will close as indicated on the Notice of Intent. If you wish to submit written comments via email, such comments must be received on or prior to the date the public review period closes, as listed on the Notice of Intent.

Availability of Document: The Initial Study for this proposed Mitigated Negative Declaration is available for review on the web at <http://www.tehamacountyrcd.org/services/ceqa.html>. A hardcopy is available for viewing at the Cottonwood Creek Watershed Group office located at 3645 Main Street, Cottonwood, CA 96022. The document is also available for viewing at the offices of the Tehama County Resource Conservation District located at 2 Sutter Street, Suite D, Red Bluff, CA 96080. Questions or comments regarding this proposed Mitigated Negative Declaration may be addressed to:

**Tom McCubbins
CEQA Projects Manager
Tehama County Resource Conservation District
2 Sutter Street, Suite D
Red Bluff, CA 96080**



Questions or comments related to this Initial Study /Mitigated Negative Declaration may be submitted to electronically to tom@tehamacountyrcd.org

Introduction and Regulatory Guidance: This Initial Study/Mitigated Negative Declaration has been prepared by the Tehama County Resource Conservation District in order to evaluate potential environmental effects of the proposed Tedoc Mountain Fuel Break project located near the community of Platina in Tehama County California. This document has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et seq.).

An Initial Study (IS) is prepared by a lead agency in order to determine if a project may have a significant effect on the environment (State CEQA Guidelines Section 15063[a]), and thus to determine the appropriate environmental document to be prepared. In accordance with State CEQA Guidelines, Section 15070, a “public agency shall prepare ... a proposed negative declaration or mitigated negative declaration ... when: (a) The Initial Study shows that there is no substantial evidence ... that the project may have a significant impact upon the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions would reduce potentially significant effects to a less-than-significant level.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). This IS/MND conforms to these requirements and to the content requirements of State CEQA Guidelines Section 15071.

This IS/MND evaluates the environmental effects of the proposed Tedoc Mountain Fuel Break project. This fuels management effort involves the development of two relatively parallel linear fuel breaks using ball and chain as well as straight blading vegetation management techniques. In the execution of project work, brush piles will be produced which will be burned at appropriate locations and time of the year. In the future, a second phase of separately funded project work will entail mosaic burning of standing brush between and adjacent to fuel break infrastructure in order to increase the effectiveness of these fuel breaks and to reduce the volume of live and dead fuel between segments of the fuel break system.



Project Location:

Legal Location

T.28N R9W. S. 14, 15, 23, 25, 26, and 36 MDBM

T.28N R.8W S. 17, 18, 20,21,28, 31, 32 and 33 MDBM

USGS Quadrangles

Beegum

North Yolla Bolly 7.5 x15

Background and Need for Project: The Tedoc Mountain Fuel Break Project is a continuation of the Hammer Loop and Raney Peak fuel break systems established by the Sunflower CRMP and the Cottonwood Creek Watershed Group. As a result of these earlier efforts, a 73 mile system of firebreaks has been created within a portion of the Cottonwood Creek Watershed that has developed into very dense Chemise and Manzanita chaparral that is at extreme risk from wildfire. The 12 mile chain of additional fuel breaks created by the Tedoc Fuel Break Project will reduce the occurrence and spread of future catastrophic wild land fires and will help to improve wildlife and forest health within a large area of northwestern Tehama County between Raney Peak and Highway 36W. The chain of fuel breaks will be located exclusively on private property and when completed will give protection to both public and private lands.

The fire and fuels management infrastructure created by this project and currently in place fuel breaks will fragment large areas of chaparral fuels. In addition, fire fighting personnel will be allowed better access to remote portions of the watershed in order to conduct containment and backfiring operations during wildfire events. They will also be used to conduct prescribed burning operations that control vegetation, as well as expand and maintain the effectiveness of fuel break infrastructure. The Tedoc Mountain Fuel Break system will be developed on ridgelines and will terminate along Tedoc Road approximately one mile northwest of Pattymocus Butte.

Project Objectives: The overall objective of the Tedoc Mountain Fuel Break is the development of a 12.8 mile long fuel break that encompasses an area of approximately 460 privately held acres. This fire management infrastructure will be used to allow access into a remote portion of



Northwestern Tehama County wild lands in order to control the spread of wildfire and to manage chaparral fuels which will reduce the threat of catastrophic wildfire.

Detailed Project Description: Project work will entail the development of three linear fuel breaks. The Tedoc portion of the project will create a “U” shaped fuel break that starts at Raney Peak and branches northeast. A northwest branch will be established at Raney Peak and will continue to the northwest. The entire Tedoc Mountain Fuel Break portion of the area’s overall fuel break system will create a 12.8 mile long linear feature that encompasses an area of approximately 460 privately held acres. Various federal parcels managed by the Bureau of Land Management and the Shasta Trinity National Forest are in the vicinity but outside the project area. In the future, The Tedoc Mountain Fuel Break will connect with the soon to be developed 3 mile long 171 acre Pattymocus to Platina Fuel Break. This continuation of the Tedoc Mountain Fuel break will be developed on ridgelines and will terminate at State Route 36W approximately 1.5 miles west of the Wild Horse Mesa development and 3.5 miles east of the Platina Community.

The fuel breaks created by the Tedoc project will be developed using ball-and-chain apparatus attached to a dozer in order to mechanically clear and crush chaparral brush along prominent ridgelines and primitive jeep trails to a width of about 300 feet. The “ball & chain” method will require a dozer to travel along the top of connecting main ridges, and drag a 150-foot chain that ends with a 4-foot iron ball. The chain will ride on top of the soil surface along side slopes, catching and crushing the brush as it travels along the slope. The chain will travel above ground in depression areas, and scuff the soil surface where slight rises in topography occur. The ball will leave a slight groove on the surface when being pulled straight behind the dozer. A minor amount of soil disturbance will occur attributable to roots being pulled out of the soil as the chain passes over. These soils disturbances will be covered by crushed debris until burning or other disposal techniques occur. New chaparral growth will quickly reestablish itself within treatment areas and will provide vegetative cover. As result of these treatment characteristics, soil disturbance will be minimal.

Straight-blading will occur along main ridge tops as pioneer routes developed for the ball and chain operations. Straight blading will also be used as the principal means of brush removal within specific portions of the project area. During straight blading operation, the dozer blade will be kept from 4 to 6 inches above the soil surface to scrape off the



brush. Generally two passes are made in opposite directions. Soil disturbance will be limited to areas scuffed by the dozer tracks and on ridge tops where brush piles will be burned. Brush will be reduced to a minimal amount by the dozer blade and tracks. Brush will be piled and burned on ridge tops where straight blading is used. As a result, incidental pile burning will be kept to a minimum and will occur during the burn season when fire danger is low.

Although not a component of the Tedoc Mountain Fuel Break project, future winter broadcast and mosaic burning on additional private acres is envisioned for the overall project area once the fuel breaks have been developed. These prescribed burns would be conducted in connection with the Cal Fire Vegetation Management Program and various efforts by private landowners. Burn permits will be obtained from the Tehama County Air Resources District prior to all ignitions. The prescribed burn units would be linked to the adjacent fuel breaks, as well as roads and natural openings within the project area. Fire lines will not be constructed as fire will be controlled primarily by topographic and vegetative features. Burning will be by hand and helitorch within a mile of the developed fuel break infrastructure. Burning operations will be conducted during January through April weather and air quality conditions permitting. In conducting burning operations, small patches of standing and crushed chaparral will be ignited in a mosaic pattern that will break up heavy fuels and further develop the fire control potential of defensible slopes created by the fuel breaks.

The subsequent reduction of vegetation within numerous small burn areas will not only help to better manage fuels loads and wildfire threats; it is also expected to enhance wildlife habitat and increase water yield throughout the Cottonwood Creek watershed systems. Best winter burning will be on dense chamise dominated slopes as well as locations containing crushed cured brush. Fuel Break and broadcast burning effectiveness will be maintained using browsing herbivore including a combination of grazing sheep and goats. In addition, seeding of treated ridge tops with approved species of grass will occur in order to permanently convert a portion of the site from chaparral to grassland. Seeded grass species would be a combination of native and improved non-native varieties approved by the Tehama County Agriculture Department.

Monitoring

In order to monitor progress, The Cottonwood Creek Watershed Group will provide follow-up



photo monitoring and inspection throughout the execution of project work. The CCWG will also monitor for soil erosion, water quality issues and the occurrence of invasive species within the project area. This will occur mainly along roads and stream areas. Post-project monitoring activities will begin once project work has been completed and will continue through the winter season immediately following completion of the project. Appropriate affected agencies will be alerted should CCWG monitoring reveal soil erosion problems, water quality issues, the occurrence of invasive species or other resource issues and whether such events are at a level may adversely impact local natural resources. The CCWG will provide oversight and field inspections throughout the execution of project work in order to ensure that the Contractor is aware of and adhere to the requirements and standards associated with this project and its related mitigation measures.

Surrounding Land Uses and Environmental Setting: All of the Tedoc Mountain Fuel Break project's treatment areas will be within Western Tehama County's chaparral belt which includes a fringe of oak-woodlands and a strip of low elevation conifer forestland. Elevations within the project areas range between 1,000-2,400 feet. Slopes are steep, up to 65% and the area's topography is broken into numerous narrow canyons and short sub-ridges. Vegetation within the burn areas consist generally of mature chaparral but considerable variation exists. The species variation is expected to cause a corresponding variation in future prescribed fire intensity and effect. Some areas will not burn with a winter prescription including rock or serpentine-dominated parent material, or recently burned or crushed vegetation areas. South slopes are characteristically chemise-dominated mixed chaparral which includes Manzanita, Ceanothus and Foothill Pine as major components. On north slopes, Manzanita and live oak dominate other chaparral species. The project area is very remote with the nearest communities being Wild Horse Mesa located approximately 4 miles to the northeast and Platina located about 5 miles northwest of the general project area. Lands within and adjacent to the project area are used primarily for ranching and wildlife development.

Environmental Permits The proposed project would require the following permits and conformity to their related State regulations:

- 1) A non-discretionary burn permit to burn piles will need to be obtained from the Tehama County Air Pollution Control District depending upon the exact time of burning.
- 2) Dept. of Fish & Game may require a 1600 permit for stream crossings.



3) Regional Water Quality Control Board may request an application for a “discharge wavier.”

Summary of Findings: An Initial Study/Mitigated Negative Declaration has been prepared to assess the project’s potential effects on the environment and an appraisal of the significance of those effects. Based on this IS/MND, it has been determined that the proposed project would not have any significant effects on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no effect related to Aesthetics, Agricultural Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, along with Utilities and Service Systems.
2. The proposed project would have a less than significant impact on Noise, Transportation and Traffic as well as Greenhouse Gas Emissions.
3. Mitigation is required to be implemented in order to reduce potentially significant impacts related to Air Quality, Biological Resources and Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality.
4. One portion of the project area was found to contain cultural resources that might be disturbed by project work. Mitigation has been developed that addresses the potential for discovering and protecting archaeological resources, paleontological resources as well as human remains during the execution of this project.
5. The project would not, with the implementation of mitigation measures, substantially degrade the quality of the environment or disturb or destroy examples of California history, prehistory or its paleontological resources.
6. It is anticipated that the project would benefit agricultural resources by converting dense chaparral into potential grazing for livestock and wildlife.
7. It is anticipated that the completion of this project will reduce the threat of loss, injury or death attributable to catastrophic wildfire through the beneficial impacts to fire protection services that result from fuel break development.
8. The project would not achieve short-term environmental improvement to the disadvantage of long-term environmental improvement.
9. The project would not have environmental effects that are individually limited but cumulatively considerable.
10. The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
11. The project incorporates all applicable mitigation measures, as listed below and described in the initial study.



12. The mitigated negative declaration reflects the independent judgment of the lead agency.

Proposed Mitigation Measures: The following 20 mitigation measures will be implemented by the CCWG to avoid or minimize environmental impacts. Implementation of these mitigation measures would reduce the environmental impacts of the proposed project to a less-than-significant level.

Measures to Reduce Impacts to Air Quality:

Mitigation Measure 1: A permit from Tehama County Air Pollution Control District will be required, depending upon the exact time of year brush piles are to be burned. Project contractors will follow all federal, state, and local requirements when burning piles.

Mitigation Measure 2: Piles will be burned during the regular burn season when fire danger is low, and only on official burn days.

Mitigation Measure 3: Piles will be placed within the fuelbreak area and a dozer-wide firebreak will be installed around each pile to reduce the potential for fire to escape and impact other project area resources.

Measures to Reduce Impacts to Biological Resources

Mitigation Measure 4: Wells Creek, Basin Gulch, Old Man Springs Creek, Deer Basin, Nelson Creek, Dry Creek, Sulfur Gulch and Tomes Gulch will have 300-foot no treatment area buffers on either side of their stream channels. All other smaller streams having riparian vegetation will have a 150-foot no treatment buffer established on either side their channels. All springs will be encircled by a 150-foot no treatment buffer.

Mitigation Measure 5: A 50-foot “no treatment” buffer will be established on either side of intermittent dry gulches that may be encountered in the course of completing project work.



Mitigation Measure 6: During the development of fuel breaks, the dozer blade will be maintained at 4 to 6 inches above ground throughout the project area.

Mitigation Measure 7: Any List 1 or List 2 Sensitive Plants found within a work area will be avoided during project work, and a California Registered Professional Forester (RPF) or professional botanist will be required to evaluate any potential findings identified within work areas and at all stream crossings. A preliminary plant survey will be conducted by the Project Manager, an RPF or professional botanist prior to equipment entering riparian areas or areas with springs. Crossings will be located away from any sensitive plant species identified during the preliminary plant survey.

Mitigation Measure 8: List 3 Sensitive Plant Species: List 3 plant species are considered sensitive. No specific protection is required of these plants. Although no formal surveys will be made, if List 3 plants are found during project work, they will be avoided where possible.

Mitigation Measure 9: Equipment crossings of waterways, streambeds and their associated approaches will be located and flagged by the Project Manger, an RPF or professional botanist. Within these areas, no vegetation will be removed in order to minimize impact to stream channels, stream banks, and riparian vegetation.

Mitigation Measure 10: Any newly-exposed soil of over 100 square feet in area will be mulched with brush to minimize the potential for erosion. Hand water bars will be installed to divert water onto stabile vegetation and away from watercourses, as needed.

Mitigation Measure 11: All riparian areas will be treated as a “no blade zone” where no vegetation will be removed and soil disturbance minimized.

Measures to Reduce Impacts to Cultural Resources

Mitigation Measure 12: Within areas of ground disturbing activities, if project work appears to expose any previously unknown archeological, prehistoric, historic or paleontological resource sites along the path of the fuel break or within 30 feet beyond the project boundary, the site will be avoided. Work may continue elsewhere within the



overall project area. Exposed cultural or paleontological resources will be appropriately flagged in order to immediately establish an exclusion buffer of at least 100 feet. A professional archeologist will examine the site, evaluate found objects, and make a finding of their significance. The archeologist will also develop recommendations for the permanent protection of objects and site treatments as necessary. Identified sites will be permanently protected through avoidance. These sites will be made off limits to both personnel and equipment. A professional archeologist will determine an appropriate permanent flagged exclusion zone once the site has been adequately assessed for significance.

Mitigation Measure 13: A non-professional archaeologist may be permitted, under the supervision of a professional archaeologist, to conduct preliminary surveys of ridge tops, saddles, and other associated flats within the path of project work in order to provide early identification of possible cultural sites when and where access is available. A non-professional archaeologist, under the same level of supervision may also make preliminary surveys and flag stream approaches, stream crossings, flats along watercourses, areas surrounding springs, and other likely areas, prior to the start of work operations. Artifacts for which surveys will be conducted include obsidian, chert, flint, midden soil, grinding stones, etc. A preliminary survey for historic sites will also be made. A written record and GPS location for all artifacts found will be made and reported immediately to the professional archeologist.

Mitigation Measure 14: Should human remains be found, the project contractors will halt work at that location until a professional archaeologist visits the site in order to assess their significance and process the remains. Project contractors may continue work on other non-impacted portions of the project area.

Measures to Reduce Impacts to Geology and Soils

Mitigation Measure 15: Waterbars will be installed on slopes 30% or greater where 500 sq. ft. or more of soil has been exposed by project activities. Waterbars will be installed where trails lead into or have access to a watercourse. An adequate number of waterbars as determined by the Project Manager will be installed to prevent the degradation of



water quality. Constructed trails on side slopes will be located where impacts can be minimized and their numbers kept to the minimum required.

Measures to Reduce Impacts Related to Hazards and Hazardous Materials

Mitigation Measure 16: Diesel fuel will at no time be transported across a live stream, except for that in the fuel tank of equipment being operated. Refueling staging areas will be situated away from waterways, dry or wet, and equipment will be stored and maintained within properly cleared areas.

Mitigation Measure 17: Contractors providing operations equipment (dozers, etc.) will make daily inspection of equipment for leaks, correcting and repairing any such leaks prior to resuming any crossing of live streams. The inspection reports will be submitted to CCWG, along with evidence of any repairs required and completed before returning equipment to project work sites.

Mitigation Measure 18: Contractors will locate and stage all fuel storage facilities away from streams and areas that could potentially flow into a stream in the event of an accidental spill. Fuel spillage will be minimized by conducting these operations in flat areas and by having fuel containment equipment (i.e., absorbent sheets and waddles) at the refueling sites.

Measures to Reduce Impacts to Hydrology and Water Quality

Mitigation Measure 19: Equipment will be working inside stream buffer zones only at previously flagged and designated crossing sites and where soils are found to be firm and where riparian vegetation is minimal.

Mitigation Measure 20: Crushed and compacted vegetation left on the ground is expected to stabilize disturbed soil. The streams within the project area will have wide vegetative buffers that will act as a sediment filter strips.

Using the techniques outlined above, no disturbed soil is expected to reach the stream system as a result of this project and any impacts resulting from project work are expected to be less than significant.

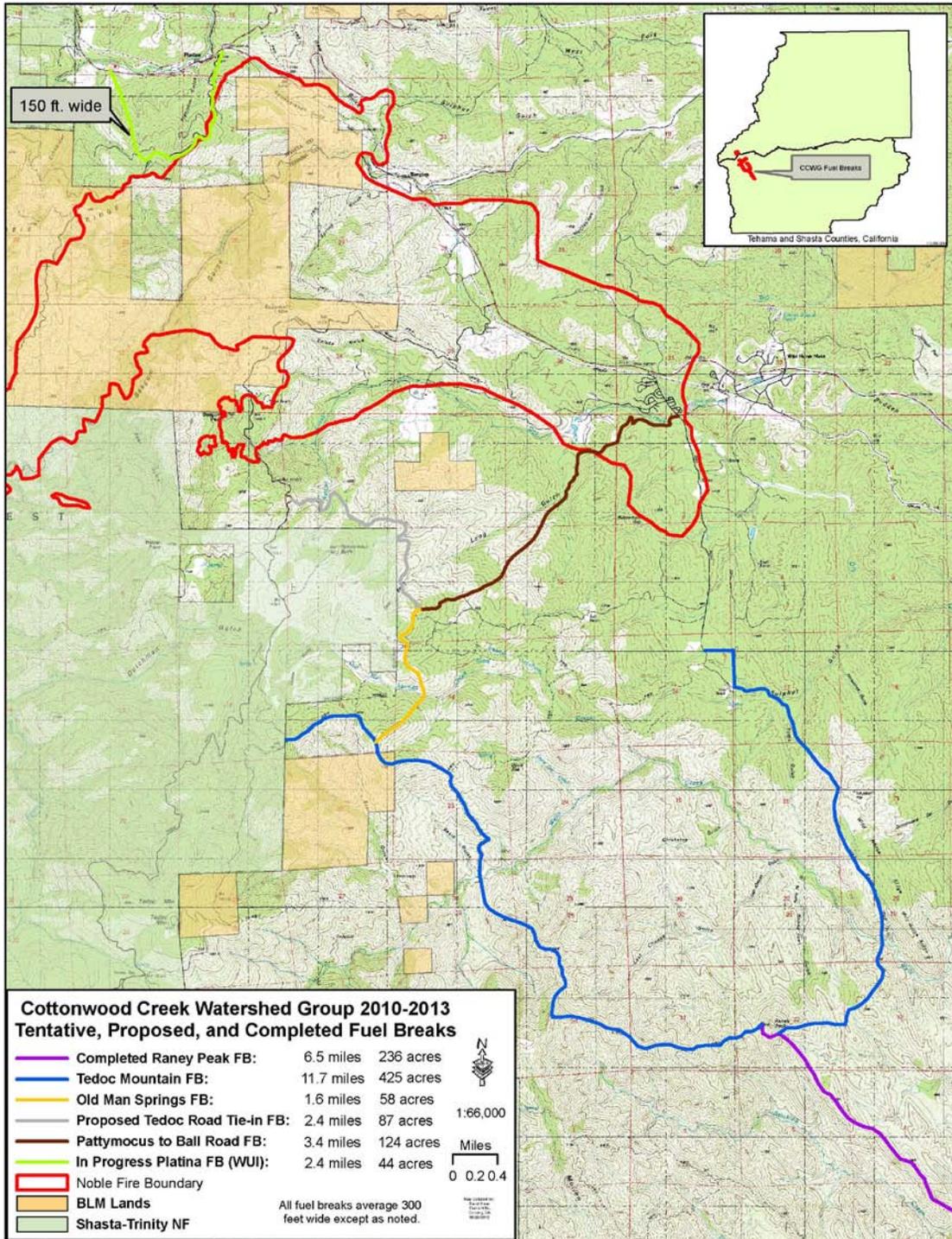


Initial Study (see attached)

Adoption Statement: This Mitigated Negative Declaration was adopted and above California Environmental Quality Act findings made by the Tehama County Resource Conservation District on _____

Thomas F. McCubbins
CEQA Project Manager
Tehama County Resource Conservation District

Tedoc Mountain Fuel Break Project Maps





Initial Study

The form and the descriptive information in the application package constitutes the contents of an Initial Study in accordance with Section 15063 of the State CEQA Guidelines

Project Title:

Tedoc Mountain Fuel Break Project

Lead Agency Name and Address:

Tehama County Resource Conservation District
2 Sutter Street, Suite D
Red Bluff, CA 96080

Contact Person and Phone Number:

Tom McCubbins
CEQA Project Manager
Tehama County Resource Conservation District
Phone: 530-527-3013 x 120, Cell: 530-200-1231 Fax: 530-527-7451,
Email: tom@tehamacountyrcd.org

Project Sponsor's Name and Address:

Cottonwood Creek Watershed Group
Al Pierce Executive Director
P.O. Box 1198
Cottonwood, CA 96022
Phone: 530-347-6637
Email: CCWG@shasta.com

Tehama County Resource Advisory Committee
Mendocino National Forest
825 North Humboldt Avenue
Willows, CA 95988-9783
(Project Funder)

California Fire Safe Council, Inc
502 West Route 66, Suite 17
Glendora, CA 91740
(Project Funder)

Project Description: *(See Complete project description in the attached Tedoc Mountain Fuel Break Mitigated Native Declaration document)*



Background and Need for Project: *(See background and need description in the attached Tedoc Mountain Fuel Break Mitigated Native Declaration document)*

General Plan Designation:
Open Space

Existing Zoning:
Unclassified

Surrounding land uses and Environmental setting: *(See surrounding land use and environmental setting description in the attached Tedoc Mountain Fuel Break Mitigated Native Declaration document)*

Environmental Permits *(See list of environmental permits expected to be required in connection with this project in the attached Tedoc Mountain Fuel Break Mitigated Native Declaration document)*



Environmental Checklist

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	For



ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS

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

Discussion

a) *Would the project have a substantial adverse effect on a scenic vista?*

The project area is very remote, located in a portion of Tehama County used primarily for wildlife management and some livestock grazing. The viewshed is from various jeep trails that are used by hunters and local ranchers. The current view is one of dense brush along these roads. This view will change in the short term as brush will be flattened and small flat areas will be completely cleared of vegetation. In approximately two years, much of the brush will have resprouted and thus revegetating the project area. Up to 20% of the overall project area will be permanently converted to grass.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The project area is not within the viewshed of a scenic highway nor will it damage any scenic resources.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

In the short term the visual character of the project area would change. This would be only temporary situation that would return to more natural view conditions within approximately two years.



d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No new sources of light or glare would be created by the execution and completion of project work.

No impacts to Aesthetics are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural Resources.				
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) ***Would the project 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?***

None of the land within the project area is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In general the project will benefit agriculture by converting dense chaparral into potential grazing land for livestock and wildlife.



b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

Project work would not change land use within the project area or on surrounding lands and thus would not conflict with existing zoning for agricultural activities or Williamson Act contracts.

c) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

The fuel breaks being completed in connection with project work will not be developed to an extent so that they could be used for activities which could result in the conversion of agricultural land to non-agricultural uses nor would its existence lead to future development that could result in this kind of land use conversion.

No impacts to Agricultural Resources are anticipated.



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

Discussion

Would the Project

a) Conflict with or obstruct implementation of the applicable air quality plan?

Brush piles burned in connection with project work as well as any future mosaic or broadcast burning projects conducted using this fuel break infrastructure for a control line would be in accordance with State as well as County Air Regulations and provisions of the Tehama County Air Quality Plan. The limited effects to air quality that will result directly or indirectly from this project would be of a short term nature. Consequently, implementation and completion of project work will not conflict with or obstruct the implementation of the Tehama County, Shasta County or any State air quality plans.



b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

All burning conducted in connection with this project or future burning conducted utilizing the Tedoc Mountain Fuel Break infrastructure as a fuel break will conform to all State and County air ordinances.

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)?

Widely scattered brush piles will be burned over an area of several hundred acres and will contribute a small one time flush of pollutants into the air in the form of particulates and carbon dioxide. Impacts to air quality are expected to be less than significant with the incorporation of the following mitigation measures into the execution of project work.

Mitigation Measure 1: A permit from Tehama County Air Pollution Control District will be required, depending upon the exact time of year the brush piles are to be burned. Project contractors are to follow all federal, state, and local requirements when burning piles.

Mitigation Measure 2: Piles will be burned during the regular burn season when fire danger is low, and only on official burn days.

Mitigation Measure 3: Piles will be placed within the fuel break area and a dozer-wide firebreak is to be installed around each pile to reduce the potential for fire to escape and impact other project area resources.

No mosaic or broadcast burning is to take place in connection with this project. Such vegetation management techniques are however expected to be used during separately funded future phases of fuel reduction efforts.

d) Expose sensitive receptors to substantial pollutant concentrations?

The project is in a very remote area of Tehama County and is adjacent to a similarly remote portion of Shasta County. Piles of brush to be burned would be located mainly on ridge tops that are far away from sensitive receptors and where significant dispersion of smoke is expected.



e) Create objectionable odors affecting a substantial number of people?

Execution of project work will result in minor releases of diesel smoke related to equipment operation as well as from smoke released from the limited amount of burning to occur. Due to the fact that project operations will occur in a very remote location, any odors or minor pollutants generated in connection with project work will not affect substantial numbers of people.

No significant adverse impacts to air quality are anticipated with the implementation of the above mitigation measures.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Discussion

Potential Impacts

The only negative impact to biological resources anticipated in connection with project work will be from dozers having to “walk” across wet and dry watercourses, as access is very limited. The ball and part of the chain can be lifted by the dozer; however, some of the chain will drag behind. Dozers will have their blades up so impacts will be limited to the dozer tracks and that part of the chain that must be dragged.

Generally, mitigation efforts include stream buffers covered by dense brush which will act as filtering strips. Crossings will be located where stream banks are low and damage to the channel and riparian vegetation is minimal. No blading will take place in the riparian zone. No significant impacts to biological resources are expected provided the specific mitigation measures listed below are followed.

Formally Listed Species Found in the Immediate Vicinity

During May of 2010, a twelve quadrangle check was made of the Department of Fish and Game’s California Natural Diversity Database (CNDDDB). The Cal Fish database along with a number of other references were also reviewed in order to determine the possible occurrence of amphibian, aquatic and anadromous species including Central Valley Spring Run Chinook Salmon and Steelhead trout within the project area or surrounding area. The following results relate to listed Endangered, Threatened, or Sensitive Species (List 1 and List 2). Refer to the attached CNDDDB map printouts shown as **Attachment A**.

Central Valley Spring Run Chinook Salmon (*Oncorhynchus tshawytscha*) and Steelhead trout (*Oncorhynchus mykiss irideus*)

Central Valley Spring-Run Chinook Salmon, as shown on the CNDDDB is listed as a State and Federal Threatened Species. Steelhead trout are listed as a federally recognized Threatened species. Cal Fish maps indicate that the closest occurrence of either species would be Cold Creek and the South Fork of Cottonwood Creek both of which, are located approximately 10 miles to the southeast. The largest stream within the project area which might be considered habitat for these species, especially Steelhead, would be Wells Creek which has a number of minor tributaries that could be impacted by project work. These impacts would include crossing each



stream course a maximum of two times by dozers in the development of the fuel break system. At all wet and dry crossings, dozer blades will be up and would not affect either the stream bottom or surrounding vegetation. Dozer tracks would crush some streamside vegetation however; damage would be minor and temporary. A professional forester would inspect all proposed crossing sites in order to identify any listed plant and animal species present. Dozer tracks have the potential to scuff the stream bottom but only by a minor amount and any impacts would be short term.

A review of the Cal Fish database indicated that neither Wells Creek nor any of its minor tributaries are currently considered to be habitat for anadromous species. Input from California Department of Fish and Game staff indicate the possible occurrence of Steelhead in Wells Creek. Chinook and Steelhead are not expected to be impacted from this project as mitigation efforts include stream buffers that are covered by dense brush that will act as filtering strips. Crossings will be located where stream banks are low resulting in minimal damage to the channel and riparian vegetation. No blading shall take place in the riparian zone. Spring run Chinook Salmon are not expected to be impacted from this project as streams reported to contain this anadromous species (Middle Fork of Cottonwood Creek and Beegum Creek) are not located in the project area. In addition, there are no significant tributaries leading to either of these streams. In addition there will be at least a, 150 foot buffer along minor tributaries.

Pacific Fisher Martes pennanti (pacifica) DPS

The Pacific Fisher is listed as a federal “Candidate” species and “Candidate Threatened” species under California law. The fisher (*Martes pennanti*) is a specialized forest carnivore that is associated with closed-canopy, late-succession forests throughout its range. The Tedoc Mountain Fuel Break project area will be conducted exclusively within chaparral lands that are several miles down slope from low elevation pine and fir forests occurring within this portion of northwestern Tehama County. If the Pacific Martin is observed during project work, observation areas and any nesting sites will be identified and avoided by equipment and personnel.

California Department of Fish and Game Species of Special Concern

Under California law, Species of Special Concern are to be considered during the environmental review process. The California Environmental Quality Act (CEQA; California Public Resources



Code §§ 21000-21177) requires State agencies, local governments, and special districts to evaluate and disclose impacts from "projects" in the State. Section 15380 of the CEQA Guidelines indicates that species of special concern should be included in an analysis of project impacts if they can be shown to meet the criteria of sensitivity outlined in State regulations.

Foothill Yellow Legged Frog (*Rana boylil*) This aquatic species requires shallow, flowing water, found in small to moderate-sized streams with at least some cobble-sized substrate. This type of habitat is best suited to oviposition and provides significant refuge habitat for larvae and postmetamorphs. Foothill yellow-legged frogs are infrequent or absent in habitats where introduced aquatic predators such as fishes and bullfrogs are found including small streams and wet areas. A map displaying extant and verified sightings of this species is found in the 1994 edition of the CDFG's "*Amphibian and Reptile Species of Concern Within California*" showed no indication of this species within the project area nor was it sighted during the planning and execution of either the related Hammer Loop or Raney Peal Fuel Break Projects completed immediately south of the project area.

Western Pond Turtle (*Actinemys mamorata*): The Western Pond Turtle is listed as Threatened throughout Northern California. This species require some slack or slow water aquatic habitat and as a result is uncommon within high gradient streams that occur within the project area. The steepness of steam gradients within this portion of Tehama County result in water temperatures, current velocities, and food source limitations which reduce the species local distribution. Habitat quality seems to vary with the availability of aerial and aquatic basking sites. Hatchlings (i.e. individuals through their first year of activity) require shallow water habitat with relatively dense submergent or short emergent vegetation in which to forage. Western Pond Turtles also require an upland oviposition site in the vicinity of the aquatic site. Suitable oviposition sites must have the proper thermal and hydric environment for incubation of the eggs. A map displaying extant and verified sightings of this species is found in the 1994 edition of the CDFG's "*Amphibian and Reptile Species of Concern Within California*" showed no indication of the Western Pond Turtle within the project area

Pacific Tailed Frog (*Ascaphus truei*): The Pacific Tailed Frog is classified as Threatened in the upper Sacramento River system. *A. truei* habiata normally consists of permanent streams having



relatively low water temperatures. Intermittent streams are most often found to provide unsuitable habitat for this species. Tailed frogs are most often found in forested assemblages dominated by old growth stands of Douglas fir, redwood, Ponderosa pine, and western hemlock which possess the habitat structure most likely to create the low temperature and clear water conditions required by *A. truei*. The Tedoc Mountain Fuel Break project area consists of dense chaparral stands that are located a considerable distance down slope from the timber stands of Western Tehama County. In addition, no indication of Pacific Tailed Frogs was shown on maps published in the 1994 edition of the CDFA's "*Amphibian and Reptile Species of Concern within California*".

Humboldt Martin (*Martes americana humboldtensis*)

M. a. humboldtensis appears to meet CESA criteria for listing as Endangered in its historic range of Del Norte, Humboldt, Mendocino, and Sonoma counties and its possible occurrence was noted in the twelve quad review of the California Natural Diversity Database during May 2010. The combination of historic trapping and more recent habitat loss by timber harvest has led to the severe reduction or extirpation of this taxon. The Humboldt marten is associated with coniferous forests and their riparian zones. Physical structure of the forest, including large live and dead trees, coarse woody debris, and a relatively low and closed canopy, appear to be more important for martens than species composition. This structure is produced by late-seral-stage forests which are not found within the Tedoc Mountain Fuel Break project area.

Townsend's Big-eared Bat (*Corynorhinus townsendii*)

C. townsendii occurs primarily in oak woodlands and lower to mid-elevation mixed coniferous-deciduous forests of the inner coast ranges and Sierra Nevada foothills. Its distribution tends to be geomorphically determined, by the availability of caves or cave-like roosting habitat. Population concentrations occur in areas with substantial surface exposures of cavity-forming rock. *C. townsendii* also roosts in cave analogues, such as old mine workings and abandoned buildings. The project area is located down slope from coniferous forests and there are no caves or abandoned buildings in the area that could be used as habitat.

Brandegee's eriastrum (*Eriastrum brandegeae*) is State ranked 3.2 and is widespread throughout the general area. The plant likes disturbance and is often found along the edges of roads. Vegetation manipulations to be completed in connection with the Tedoc Mountain Fuel Break project are expected to benefit this species.



Jepson's Milk Vetch (*Astragalus rattanii* var. *jepsonianus*) is State ranked on List 2.2 as a Sensitive Species. This plant grows as a low annual herb with purple flowers, blooming in April to June. The plants are normally confined to moist areas along creeks and springs.

Dimorphic snapdragon (*Antirrhinum subcordatum*) is listed as a Sensitive List (4.3) species and is found in several locations adjacent to but outside the project area.

Stebbin's Harmonia (*Harmonia stebbinsii*) is listed as Rare, Threatened, or Endangered in California (1B). Sightings have been reported to the north and west of the project area

Pale Yellow Stonecrop (*Sedum laxum* ssp. *flavidum*) LIST 4: Limited Distribution (Watch List). 0.3: Not very endangered in California. This plant is found further upslope from the project area within higher elevation chaparral lands, foothill woodlands, Yellow Pine Forest, and Mixed Evergreen Forests at elevations ranging between 2,624 and 6,562 feet.

Mt. Tedoc leptosiphon (*Leptosiphon nuttallii* ssp. *howellii*) is listed as a CNPS 1B:3 (Rare, Threatened, or Endangered in California) and is found within higher elevation sites to the west of the Tedoc Mountain Project area.

Woolly Meadowfoam (*Limnanthes floccosa* ssp. *floccose*) CNPS List 4.2 (Limited distribution Watch List. This fairly endangered California species is found near the wet inner edges of vernal pools the closest of which are located to the north and east of the project area.

Tracy's eriastrum (*Eriastrum tracyi*) is closely related to Brandegee's eriastrum (*Eriastrum brandegeae*) and is a LIST 1B plant: Rare, Threatened, or Endangered in California and elsewhere. 0.2: Fairly Endangered in California. Signings of this plant have occurred near the community of Platina located northwest of the project area.

Big-Scale balsamroot (*Balsamorhiza macrolepis* var. *macrolepis*) List 1B.2 Rare, Threatened, or Endangered in California and elsewhere. This plant is found within grassland, foothill woodlands and occurs in various land cover types, including purple needle grass grassland, serpentine bunchgrass grassland, mixed serpentine chaparral, mixed oak woodland and forest, ponderosa



pine forest and woodland, between 150 feet and 4,500 feet in elevation within purple needle grass grassland, serpentine bunchgrass grassland, and mixed oak. Several sightings for this plant have been made east of the project area.

Dimorphic snapdragon (*Antirrhinum subcordatum*) LIST 4: Limited Distribution (Watch List).

0.3: Not very endangered in California. Sightings of this plant have been made east of the project area near Highway 36W.

- a) ***Would the project 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 the U.S. Fish and Wildlife Service?***

A review of the California Natural Diversity Database, Department of Fish and Game Cal Fish information along with other sources of information indicate that no Candidate, Sensitive or Special Status Species are located within or immediately adjacent to the Tedoc Mountain Fuel Break project area. Those with the highest probability of occurring within the project area inhabit riparian areas and wet environments as are found along stream courses. Such sites would only be impacted at dozers crossings and impacts to these areas would reduce thought Mitigation Measures 4, 5, 6, 7, 8, 9, and 11 to a level that is less than significant.

- b) ***Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?***

No formally designated riparian habitats or sensitive natural communities have been established within the Project area. In addition, Mitigation Measures 4, 5, 6, 7, 8, 9, and 11 will be implemented during project work in order to reduce potential impacts to these areas to a level that is less than significant.

- c) ***Would the project 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?***

Project work entails only a minor amount of incidental earth movement and there are no federally protected wetlands located within the project area.



- d) *Would the project 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?*

No impacts to migratory terrestrial, aquatic or avian species will occur that are attributable to the execution of this project. Mitigation measures 4, 5, 6, 7, 8, 9, and 11 are incorporated into project implementation in order to reduce any potential impacts to aquatic or riparian species to a less than significant level.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

There are no local policies or ordinances protecting biological resources that affect the project area

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

There are no formally approved, adopted or recognized habitat and natural community plans that affect the project area.

Measures to Reduce Impacts to Biological Resources

Mitigation Measure 4: Wells Creek Basin Gulch, Old Man Springs Creek, Deer Basin, Nelson Creek Dry Creek Sulfur Gulch and Tomes Gulch will have 300-foot no treatment area buffers on either side of their stream channels. All other smaller streams having riparian vegetation will have a 150-foot no treatment buffer established on either side their channels. All springs will be encircled by a 150-foot no treatment buffer.

Mitigation Measure 5: A 50-foot “no treatment” buffer will be established on either side of intermittent dry gulches that may be encountered in the course of completing project work.

Mitigation Measure 6: During the development of fuel breaks, the dozer blade will be maintained at 4 to 6 inches above ground throughout the project area.

Mitigation Measure 7: Any List 1 or List 2 Sensitive Plants found within a work area



will be avoided during project work, and a California Registered Professional Forester (RPF) or professional botanist will be required to evaluate any potential findings identified within work areas and at all stream crossings. A preliminary plant survey will be conducted by the Project Manager, an RPF or professional botanist prior to equipment entering riparian areas or areas with springs. Crossings will be located away from any sensitive plant species identified during the preliminary plant survey.

Mitigation Measure 8: List 3 Sensitive Plant Species: List 3 plant species are considered sensitive. No specific protection is required of these plants. Although no formal surveys will be made, if List 3 plants are found during project work, they will be avoided where possible.

Mitigation Measure 9: Equipment crossings of waterways, streambeds and their associated approaches will be located and flagged by the Project Manger, an RPF or professional botanist. Within these areas, no vegetation will be removed in order to minimize impact to stream channels, stream banks, and riparian vegetation.

Mitigation Measure 10: Any newly-exposed soil of over 100 square feet in area will be mulched with brush to minimize the potential for erosion. Hand water bars will be installed to divert water onto stabile vegetation and away from watercourses, as needed.

Mitigation Measure 11: All riparian areas will be treated as a “no blade zone” where no vegetation will be removed and soil disturbance minimized.

No significant adverse impacts to Biological Resources are anticipated with the implementation of the above mitigation measures.



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

Discussion

Information about Cultural Resources

In order assess possible impacts to cultural resources attributable to Tedoc Mountain Fuel Break project work an archeological survey and report was prepared dated June 17, 2010 by Richard Jenkins, Senior State Archeologist with Cal Fire. In addition, Brynn Nolan of the Cottonwood Creek Watershed Group requested a records search of the area by the Northeast Center of the California Historical Resource Information Center (NCCHRIC) at California State University Chico. The date of that records search is June 10, 2010.

Prior to the June 2010 field survey, 1.9 miles of the project area within section 15 had been previously survey for archeological resources in connection with Timber Management Plan N-2-93-002 and none were found. Four other archeological investigations have been made within lands surrounding the project area and a number of small historic and prehistoric sites identified. Local landowners were consulted none of whom were aware of prehistoric or historic sites except for areas near permanent water supplies where sensitivity is heightened. The NCCHRIC records check showed no recorded prehistoric or historic sties within the project area. The amount of prehistoric and historic cultural activities that have occurred within the project’s vicinity and a number of recorded sites outside of the project area indicate a potential for unrecorded prehistoric and historic sites which have been obscured by extremely dense and impenetrable chaparral brush. Where access was possible, the project area was inspected for cultural resources. Those



portions of the project area located on ridgelines away from water sources are considered to have low potential for cultural resources. Portions of the project area near permanent water supplies are considered to have a significant potential for containing prehistoric and historic resources. All of these significant areas were inspected. One such site was found which contained chipped stone artifacts, calcined animal bone fragments, fire fractured rock and midden soils. This site was flagged for impact avoidance by Tedoc Mountain Fuel Break work or other non-project activities that could impact cultural resources.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

A number of non-historic artifacts were found during the cultural resource field survey including modern cans and bottles which were not considered to warrant protection. Mitigation measures have been developed in connection with project work (see below) that will reduce impacts on identified and potential unidentified historical resources to a less than significant level.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

One prehistoric site was found during the cultural resource field survey which contained a number of artifacts described above. This site has been flagged for avoidance in connection with project work or potential future non-project related activities. Measures have been developed in connection with project work (see below) that will reduce potential impacts on archeological resources to a less than significant level.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The geologic structure of the project area is extremely broken and no indications of significant paleontological resources or unique geologic features have been noted by project personnel working in the field. Mitigation measures have been developed in connection with project work (see below) that will reduce potential impacts on paleontological resources or unique geologic features to a less than significant level.

d) Disturb any human remains, including those interred outside of formal cemeteries?

As mentioned, an archeological survey of the project area was completed during June 2010. One prehistoric site was identified. No human remains were found at the site which was flagged for avoidance in connection with current project work or potential future non-project related impactful activities. Mitigation measures have been developed in connection with project work (see below) that will reduce potential impacts on human remains to a less than significant level. These measures provide a formal set of procedures to be used in identifying and assessing any human remains found during the execution of project work.



Measures to Reduce Impacts to Cultural Resources

Mitigation Measure 12: Within areas of ground disturbing activities, if project work appears to expose any previously unknown archeological, prehistoric, historic or paleontological resource sites along the path of the fuel break or within 30 feet beyond the project boundary, the site will be avoided. Work may continue elsewhere within the overall project area. Exposed cultural or paleontological resources will be appropriately flagged in order to immediately establish an exclusion buffer of at least 100 feet. A professional archeologist will examine the site, evaluate found objects, and make a finding of their significance. The archeologist will also develop recommendations for the permanent protection of objects and site treatments as necessary. Identified sites will be permanently protected through avoidance. These sites will be made off limits to both personnel and equipment. A professional archeologist will determine an appropriate permanent flagged exclusion zone once the site has been adequately assessed for significance.

Mitigation Measure 13: A non-professional archaeologist may be permitted, under the supervision of a professional archaeologist, to conduct preliminary surveys of ridge tops, saddles, and other associated flats within the path of project work in order to provide early identification of possible cultural sites when and where access is available. A non-professional archaeologist, under the same level of supervision may also make preliminary surveys and flag stream approaches, stream crossings, flats along watercourses, areas surrounding springs, and other likely areas, prior to the start of work operations. Artifacts for which surveys will be conducted include obsidian, chert, flint, midden soil, grinding stones, etc. A preliminary survey for historic sites will also be made. A written record and GPS location for all artifacts found will be made and reported immediately to the professional archeologist.

Mitigation Measure 14: If human remains are discovered within the project area during project implementation, work will be suspended at the site where the remains have been uncovered and the County coroner will be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) will be notified within 24 hours and the guidelines of the NAHC will be adhered to in the treatment and disposition of the remains.



No significant adverse impacts to Cultural Resources are anticipated with the implementation of the above mitigation measures.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
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 California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Soil types present within the project area include loams and gravelly loams that have low to moderate erosion potential. Impacts related to project work will include minor soil disturbance from ball & chain use. Negative impacts will be limited to scuffing of the soil surface in some



areas. Dozers will be operating with the blade above ground level. Impacts from dozers will be mainly from the tracks and in those areas where turns are made. Where equipment must climb steep slopes up to main ridges (30% and greater), short diagonal dozer trails will be constructed just wide enough for safe dozer travel. Through the creation of numerous horizontal tracts and by minimizing the distance of vertical tracts on steep slopes, erosion potential will be minimized. In addition, there will be a great deal of woody material that will remain on the soil surface after crushing by the dozer as well as the ball and chain. This vegetative debris will catch a majority of sediment that develops. A 150 to 300 foot stream buffer will be created between all project work and major streams as well as their minor tributaries. These buffers will contain dense chaparral along with some of the crushed brush and will act as a filter to prevent sediment from entering the water system.

a) *Would the project 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 California Geological Survey Special Publication 42.)*

A review of the current Alquist-Priolo Earthquake Fault Zone Maps indicates that there are no faults within or adjacent to the project area.

ii) *Strong seismic ground shaking?*

See comments under VI a) i) above

iii) *Seismic-related ground failure, including liquefaction?*

See comments under VI a) i) above

iv) *Landslides?*

See comments under VI a) i) above

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Soil types present are loams and gravelly loams that have low to moderate erosion potential. The removal of vegetation and soil impacts attributable to dozer operations has the potential to cause erosion or loss of top soil. These impacts however will be minimized through the implementation of Mitigation Measure 15 as well as Mitigation Measures 4, 5, 6, 10, 19, and 20 listed in the Mitigated Negative Declaration comments shown above.

c) *Would the project 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?*

See comments under VI a) i) above



- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?*

There are no expansive soils as defined in Table 18-1-B of the Uniform Building Code within the project area. In addition project work does not entail the construction of buildings that could be at risk from expansive soils.

- e) *Would the project 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?*

No septic tanks or alternative waste water disposal systems will be developed in connection with the execution of this project

Measures to Reduce Impacts to Geology and Soils

Mitigation Measure 15: Waterbars will be installed on slopes 30% or greater where 500 sq. ft. or more of soil has been exposed by project activities. Waterbars will be installed where trails lead into or have access to a watercourse. An adequate number of waterbars as determined by the Project Manager will be installed to prevent the degradation of water quality. Constructed trails on side slopes will be located where impacts can be minimized and their numbers kept to the minimum required.

No significant adverse impacts to geology and soils are anticipated with the implementation of the above mitigation measures.



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



Discussion:

Dozers working within the project area will be fueled with diesel. It is possible a spill could occur while transporting diesel to the job site or during dozer fueling operations. This is unlikely however, and the risk would not be significant with the implementation of mitigation measures 16, 17, and 18. The amount fuel being transported would average of 100-150 gallons per day. Fuel spillage will be minimized by conducting these operations in flat areas and by having fuel containment equipment at the refueling sites. Equipment will be “walked” across live streams where minor leakage could potentially occur. This potential is minor in scope and less than significant as contractors will be required to make an inspection for leaks and correct any found, prior to crossing live streams. In addition, contractors will be required to locate fuel storage facilities away from streams and areas that could potentially flow into a stream in the event of an accidental spill and have fuel containment equipment (absorbent sheets and waddles) at all refueling sites which will be similarly located.

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Project work poses a potential hazard related to the transport and use of diesel fuel. The risks related to this hazard will be reduced to a less than significant level through the implementation of mitigation measures 16, 17 and 18.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?*

See comments under VII. a) above.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

There are no existing or proposed schools within one-quarter mile of the project area.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The project area is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5.

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?*

The project area does not lie within an airport land use plan or within two miles of a public airport or public use airport.



- 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?***

There are no private air strips within or adjacent to the project area.

- g) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Project work will occur within an unpopulated area of Tehama County and as a result will not interfere with an adopted emergency response plan or emergency evacuation plan prepared for wildland areas.

- h) ***Would the project 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?***

The execution of project work including the use of heavy equipment and repair tools has the potential to ignite a fire within a wildland area. The risk to people and structures will be reduced as project work will be conducted during the fall and spring months when fuel moisture and humidity are high. In addition, contractors will be required to have fire fighting equipment and portable fire water available near dozer operation sites. Through the completion of Tedoc Mountain Fuel Break project work, the risk of loss injury or death attributable to catastrophic wildfire will be reduced.

Measures to Reduce Impacts Related to Hazards and Hazardous Materials

Mitigation Measure 16: Diesel fuel will at no time be transported across a live stream, except for that in the fuel tank of equipment being operated. Refueling staging areas will be situated away from waterways, dry or wet, and equipment will be stored and maintained within properly cleared areas.

Mitigation Measure 17: Contractors providing operations equipment (dozers, etc.) will make daily inspection of equipment for leaks, correcting and repairing any such leaks prior to resuming any crossing of live streams. The inspection reports will be submitted to CCWG, along with evidence of any repairs required and completed before returning equipment to project work sites.

Mitigation Measure 18: Contractors will locate and stage all fuel storage facilities away from streams and areas that could potentially flow into a stream in the event of an accidental



spill. Fuel spillage will be minimized by conducting these operations in flat areas and by having fuel containment equipment (i.e., absorbent sheets and waddles) at the refueling sites.

No significant adverse impacts related to hazards and hazardous materials are anticipated with the implementation of the above mitigation measures.



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



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Dozers will be operating and creating soil disturbance, however, the impact will be less than significant with the incorporation of mitigation measures. The dozers will be working with the blade 4-6 inches above ground. The soil will be scuffed from dozer tracks as well as the ball and chain. There will be a great deal of crushed and compacted vegetation left on the soil surface to stabilize disturbed soil. Dense, wide vegetation buffers will be maintained along streams within the project area that will act as vegetative buffers and sediment filtering strips. Equipment will be inside stream buffer zones only at designated flagged crossings where soils are firm, riparian vegetation is minimal and where there are no indications of listed plant, animal or aquatic species. No disturbed soil is expected to reach the stream system in connection with project work and only a minimal amount of stream sediment will be disturbed attributable to dozer crossings of stream channels.

a) *Would the project violate any water quality standards or waste discharge requirements?*

Project work poses a potential for impacts to water quality standards related to soil sediments as well as the release of diesel fuel and equipment lubricants. This potential will be reduced to a less than significant level through the implementation of mitigation measures 20 and 21 along with Measures 4, 5, 6, 9, 10, 11, 16, 17, 18, 19 and 20.

b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*



Only a minor amount of surface water will be used during the implementation of project work and this will be limited to fire protection and dust control. As a result, no impacts to groundwater supplies or groundwater recharge will occur

- c) ***Would the project 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 on- or off-site erosion or siltation?***

With the exception of walking dozers across stream channels, all project impacts will occur outside of stream courses. Impacts caused by this limited contact with stream channels will be mitigated through the implementation of Measures 20 and 21, along with Measures 4, 5, 6, 9, 10 and 11 which will reduce any potential impacts related to hydrology and water quality to a less than significant level.

- d) ***Would the project 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 on- or off-site flooding?***

Dozer work will be completed largely on ridge tops and flat brush covered areas. Within those portions of the fuel break course on steep slopes, considerable vegetative debris and numerous water bars will be developed to reduce runoff flows. Mitigation Measures 19 and 20, along with Measures 4, 5, 6, 9, 10 and 11 are expected to significantly reduce any potential impacts to a less than significant level.

- e) ***Would the project 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?***

The project area is within a wildland area and has no manmade storm water drainage systems in place. Mitigation Measures 19 and 20, along with Measures 4, 5, 6, 9 and 11, are expected to significantly reduce any potential sources of polluted runoff to a less than significant level.

- f) ***Would the project otherwise substantially degrade water quality?***

The mitigation measures listed under VII. a above will reduce potential overall water quality impacts to a less than significant level.

- g) ***Would the project 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?***

The project area contains no housing units and no housing will be constructed as a result of project work.



h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

No structures will be developed that would impede or redirect flood flows.

i) Would the project 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?

The project area is uninhabited and no levees or dams will be constructed.

j) Would the project result in inundation by seiche, tsunami, or mudflow?

There is no potential for seiches or tsunamis within the project area. Vertical fuel break segments on steep slopes will be very limited and Mitigation Measures 20 and 21 will reduce the potential for mud flows to a less than significant level.

Measures to Reduce Impacts to Hydrology and Water Quality

Mitigation Measure 19: Equipment will be working inside stream buffer zones only at previously flagged and designated crossing sites and where soils are found to be firm and where riparian vegetation is minimal.

Mitigation Measure 20: Crushed and compacted vegetation left on the ground is expected to stabilize disturbed soil. The streams within the project area will have wide vegetative buffers that will act as a sediment filter strips.

No significant adverse impacts related to hydrology and water quality are anticipated with the implementation of the above mitigation measures.



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

Discussion

- a) ***Would the project physically divide an established community?***
 The project area is very remote and has no developed communities.

- b) ***Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***
 The Tehama County General Plan designates land use within the project area as Upland Agriculture and the area is zoned for ranching and wildlife management. As result this fire and fuels management project does not conflict with any Federal, State, or County land use plan.

- c) ***Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?***
 No habitat conservation plans or natural community plans have been formally established for the lands within the project area.

No impacts to land use and planning are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Would the project 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?*

The Tedoc Mountain Fuel Break Project entails the manipulation and reduction of vegetation. Dozer work to accomplish this task will not result in the loss of any mineral resources.

b) *Would the project 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?*

Project work will not result in the loss of any locally important mineral resource recovery site.

No impacts to mineral resources are anticipated.



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

Discussion

- a) ***Would the project create exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?***

During the development of this project's fuel breaks, a temporary increase in ambient noise levels will be created by dozers and service vehicles. These will be minimal and created only during daylight hours. In addition, the project area is very remote and only a few scattered structures are within the vicinity of the project area. No impacts to noise



standards established in the Tehama County General Plan or local noise ordinances will occur.

b) Would the project create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The only vibration or ground borne noise created during the implementation of this project would be from dozers used to create the fuel breaks. There are no occupied structures within the project area. No impacts related to ground borne vibration or noise levels within the project area will occur.

c) Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Increases in noise levels related to project work will be minor and temporary. Once project work is complete, ambient noise levels will return to their pre-project levels.

d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Within that portion of the project area immediately adjacent to dozer work, ambient noise levels will be increased above existing levels but only for a very short period of time (one day or less). Once project work has been completed, ambient noise levels will return to there pre-project levels. Impacts to temporary ambient noise levels will be less than significant.

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?

There are no public airports within the project area and no noise impacts related to airport operations are anticipated.

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?

There are no private airstrips within the project site or surrounding area.

Impacts related to noise will be less than significant.



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

Discussion

a) ***Would the project 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)?***

This project will not entail the development of any structures or activities that would induce population growth. No impacts related to population growth are anticipated.

b) ***Would the project displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?***

There are no homes within the project area. No indirect impacts related to displacement of homes are anticipated.

c) ***Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

There are no permanent residents living within the project area. No impacts related to displacement of residents are anticipated.

No impacts to population and housing are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporat ed	Less Than Significant Impact	No Impact
XIII. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

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

This project is located in a remote area of Tehama County where there are few public services. The fuel breaks will reduce the potential for very large catastrophic wildfires. As a result, there will be beneficial impacts to fire protection services used by the communities of Platina and Wild Horse Mesa. No negative impacts to the provision of Fire Protection Police protection, Schools, parks or other public facilities will occur.

Fire protection?

Police protection?

Schools?

Parks?

Other Public Facilities?



No impacts to public services are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- 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?*

No increase in the use of parks or other recreational facilities will result from the execution of project work.

- b) *Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

No recreational facilities will be construction or expanded as a result of project work.

No impacts to recreation are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Transportation/Traffic. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Project work will begin at Raney Peak which is at the terminus of the recently completed Raney Peak Fuel Break. Equipment will access the Tedoc project area by traveling up the established fuel break infrastructure. Buffers of vegetation will be left at road crossings so as to not open the up the fuel break or adjacent private land to trespass. Project specifications will require the contractor to immediately smooth out or repair any damage to County roads attributable to project work. The contractor shall obtain a permit from and abide by all applicable traffic control regulations of the Bureau of Land Management, United States Forest Service and the Tehama County Road Department.



- a) *Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

Access to the project area will be via already in place fuel break infrastructure. As a result, project work will not result in an increase in traffic.

- b) *Would the project exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Project work will not result in an exceedence of any level of service standard for roads and highways.

- c) *Would the project 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?*

No impacts to air traffic patterns will result from the execution and completion of project work.

- d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

This project does not affect the design of any roads.

- e) *Would the project result in inadequate emergency access?*

No impacts to emergency access are anticipated.

- f) *Would the project result in inadequate parking capacity?*

This project will not impact parking capacity.

- g) *Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

This project will not conflict with any polices plans or programs supporting alternative transportation.

No impacts to transportation are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporat ed	Less Than Significant Impact	No Impact
XVI. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

The project is located in a remote portion of Tehama County that has no wastewater collection or treatment facilities.



- b) Would the project 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?*

No new wastewater facilities will be constructed nor will there be an expansion of water facilities attributable to project work.

- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No new storm water facilities will be constructed nor will there be a necessity for expanding such infrastructure.

- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

No new or expanded water entitlements will be required in order to complete or maintain project work

- e) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?*

There are no wastewater treatment providers operating within the project area.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Project work will not result in the need for a landfill.

- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Project work will not result in the development of solid waste as defined in federal state and local statutes.

No impacts to utilities and public service systems are anticipated.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Greenhouse Gas Emissions: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

In 2002, then-Governor Gray Davis signed Assembly Bill (AB) 1493. AB 1493 required that the California Air Resources Board develop and adopt, by January 1, 2005, regulations that achieve “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles, light duty trucks and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state.” Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra’s snowpack, further exacerbate California’s air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary will also submit biannual reports to the governor and state legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California’s resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission. CAT released its



first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs ARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from motor vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then ARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32. AB 32 requires that ARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions. SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard for baseload generation from investor owned utilities by February 1, 2007. The California Energy Commission (CEC) must establish a similar standard for local publicly owned utilities by June 30, 2007. These standards cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC. The adopted Tehama County General Plan currently is used as the “blueprint” to guide future development within the County Planning Area. The existing General Plan has no policies applicable to global warming and climate change issues. The 2008-2028 General Plan would establish policies and implementing actions associated with air quality, land use, and energy efficiency which would reduce the production of GHGs. Specific proposed policies and implementing actions are discussed in the impact analyses below.



While AB 32 requires ARB to develop thresholds of significance for GHGs by 2008, no air district in California, including the Tehama County Air Pollution Control District, has identified a significance threshold for GHG emissions or a methodology for analyzing air quality impacts related to greenhouse gas emissions at this time. The state has identified 1990 emission levels as a goal through adoption of AB 32. To meet this goal, California would need to generate lower levels of GHG emissions than current levels. No standards have yet been adopted quantifying 1990 emission targets. It is recognized that for most projects there is no simple metric available to determine if a single project would help or hinder meeting the AB 32 emission goals. In addition, at this time AB 32 only applies to stationary source emissions. Consumption of fossil fuels in the transportation sector accounted for over 40 percent of the total GHG emissions in California in 2004. Current standards for reducing vehicle emissions considered under AB 1493 call for “the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks and other vehicles,” and do not provide a quantified target for GHG emissions reductions for vehicles. Emitting CO₂ into the atmosphere is not itself an adverse environmental affect. It is the cumulative increased concentration of CO₂ in the atmosphere resulting in global climate change and the associated consequences of climate change that results in adverse environmental affects (e.g., sea level rise, loss of snowpack, severe weather events). Although it is possible to generally estimate a project’s incremental contribution of CO₂ into the atmosphere, it is typically not possible to determine whether or how an individual project’s relatively small incremental contribution might translate into physical effects on the environment. Given the complex interactions between various global and regional-scale physical, chemical, atmospheric, terrestrial, and aquatic systems that result in the physical expressions of global climate change, it is impossible to discern whether the presence or absence of CO₂ emitted by the project would result in any altered conditions.

Given the challenges associated with determining project specific significance criteria for GHG emissions when the issue must be viewed on a global scale, quantitative significance criteria have not been proposed for the Tedoc Mountain Fuel Break Project. For the purpose of this analysis, the project’s incremental contribution to global climate change would be considered insignificant due to its size and nature.

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

(See comments above)



b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gas?

(See comments above)

Impacts related to greenhouse gas emissions will be less than significant.



ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal.App.3d 296 (1988); *Leonoff v. Monterey Board of Supervisors*, 222 Cal.App.3d 1337 (1990).

Discussion

- a) ***Would the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?***

The migration measures listed in the attached Mitigated Negative Declaration document will prevent project work initiated in connection with the Tedoc Mountain Fuel Break



Project from having a significant impact on the environment within the project area or the surrounding landscapes of northwestern Tehama County.

- b) *Would 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.)***

Due to the relative small size of the project and its minor level of intensity, there will be no environmental impacts that are individually limited but cumulatively considerable.

- c) *Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?***

The project area is very remote and given the low intensity nature of project work, no direct or indirect impacts to human beings are anticipated.



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LIST OF PREPARERS OF THIS DOCUMENT

Thomas F. McCubbins-CEQA Projects Manager Tehama County Resource Conservation
District



LIST OF EXPERTS CONSULTED

Bill Burrows-CCWG Project Manager/Coordinator Sunflower CRMP

Amy Huberland- Assistant Coordinator Northeast Center of the California Historical Resource Information System

Richard Jenkins-Archeologist Cal Fire

Adam Wyman-Environmental Coordinator Cal Fire



ATTACHMENT A

CNDDDB MAP PRINTOUTS

TEDOC MOUNTAIN FUEL BREAK PROJECT AREA

Results

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Print table Export entire table to a text file Close window

Results for BEEGUM Quad (4012237) - 8 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Beegum	AAABH01050	Rana boylei	foothill yellow-legged frog	None	None	SSC	
2	Beegum	AFCHA0205A	Oncorhynchus tshawytscha	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened		
3	Beegum	AMAFD01051	Perognathus inornatus inornatus	San Joaquin pocket mouse	None	None		
4	Beegum	IICOL58010	Atractelmis wawonia	Wawona riffle beetle	None	None		
5	Beegum	PDAS1650K0	Harmonia stebbinsii	Stebbins' harmonia	None	None		1B.2
6	Beegum	PDLIM02043	Limnanthes floccosa ssp. floccosa	woolly meadowfoam	None	None		4.2
7	Beegum	PDPLM03020	Eriastrum brandegeese	Brandegee's eriastrum	None	None		1B.2
8	Beegum	PDPLM030C0	Eriastrum tracyi	Tracy's eriastrum	None	Rare		1B.2

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Results

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Results for COLD FORK Quad (4012228) - 8 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Cold Fork	AAABH01050	Rana boylei	foothill yellow-legged frog	None	None	SSC	
2	Cold Fork	AFCHA0205A	Oncorhynchus tshawytscha	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened		
3	Cold Fork	ARAAD02030	Actinemys marmorata	western pond turtle	None	None	SSC	
4	Cold Fork	PDFAB0F7E1	Astragalus rattanii var. jepsonianus	Jepson's milk-vetch	None	None		1B.2
5	Cold Fork	PDLIM02043	Limnanthes floccosa ssp. floccosa	woolly meadowfoam	None	None		4.2
6	Cold Fork	PDPLM03020	Eriastrum brandegeese	Brandegee's eriastrum	None	None		1B.2
7	Cold Fork	PDPLM030C0	Eriastrum tracyi	Tracy's eriastrum	None	Rare		1B.2
8	Cold Fork	PDSCR2S070	Antirrhinum subcordatum	dimorphic snapdragon	None	None		4.3

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Results

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Results for ROSEWOOD Quad (4012235) - 2 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Rosewood	PDAST11051	Balsamorhiza macrolepis var. macrolepis	big-scale balsamroot	None	None		1B.2
2	Rosewood	PDSCR2S070	Antirrhinum subcordatum	dimorphic snapdragon	None	None		4.3

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Results

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Results for TAR BULLY Quad (4012246) - 1 element selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Tar Bully	CTT83220CA	Northern Interior Cypress Forest	Northern Interior Cypress Forest	None	None		

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Results

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Results for ARBUCKLE MTN. Quad (4012247) - 3 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Arbuckle Mtn.	AAABH01050	Rana boylei	foothill yellow-legged frog	None	None	SSC	
2	Arbuckle Mtn.	AMAJF01021	Martes pennanti (pacifica) DPS	Pacific fisher	Candidate	Candidate Threatened	SSC	
3	Arbuckle Mtn.	PDCPR07080	Viburnum ellipticum	oval-leaved viburnum	None	None		2.3

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Results

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Results for CHANCELULLA PEAK Quad (4012248) - 2 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Chancelulla Pea k	AAABA01010	Ascaphus truei	Pacific tailed frog	None	None	SSC	
2	Chancelulla Pea k	PDPLM03020	Eriastrum brandegeeeae	Brandegee's eriastrum	None	None		1B.2

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Results

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Results for PLATINA Quad (4012238) - 7 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Platina	AAABH01050	Rana boylei	foothill yellow-legged frog	None	None	SSC	
2	Platina	AFCHA0205A	Oncorhynchus tshawytscha	chinook salmon - Central Valley spring-run ESU	Threatened	Threatened		
3	Platina	IICOL58010	Atractelmia wawona	Wawona riffle beetle	None	None		
4	Platina	PDCRA0A0L2	Sedum laxum ssp. flavidum	pale yellow stonecrop	None	None		4.3
5	Platina	PDLIM02043	Limnanthes floccosa ssp. floccosa	woolly meadowfoam	None	None		4.2
6	Platina	PDPLM03020	Eriastrum brandegeeeae	Brandegee's eriastrum	None	None		1B.2
7	Platina	PDPLM090V4	Leptosiphon nuttallii ssp. howellii	Mt. Tedoc leptosiphon	None	None		1B.3

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Results

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Results for NORTH YOLLA BOLLY Quad (4012228) - 3 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	North Yolla Bolly	AAABA01010	Ascaphus truei	Pacific tailed frog	None	None	SSC	
2	North Yolla Bolly	PDPLM090V4	Leptosiphon nuttallii ssp. howellii	Mt. Tedoc leptosiphon	None	None		1B.3
3	North Yolla Bolly	PDSAX0N020	Mitella caulescens	leafy-stemmed mitrewort	None	None		4.2

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Results

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Results for TOMHEAD MTN. Quad (4012227) - 5 elements selected

Record	QUADNAME	ELMCODE	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
1	Tomhead Mtn.	AMACC08010	Corynorhinus townsendii	Townsend's big-eared bat	None	None	SSC	
2	Tomhead Mtn.	AMAJF01012	Martes americana humboldtensis	Humboldt marten	None	None	SSC	
3	Tomhead Mtn.	PDAST650K0	Harmonia stebbinsii	Stebbins' harmonia	None	None		1B.2
4	Tomhead Mtn.	PDPLM03020	Eriastrum brandegeeeae	Brandegee's eriastrum	None	None		1B.2
5	Tomhead Mtn.	PDSCR2S070	Antirrhinum subcordatum	dimorphic snapdragon	None	None		4.3

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